

**Community
Redevelopment Plan
for the Downtown
Community
Redevelopment Area**

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CITY OF TAMPA
COMMUNITY REDEVELOPMENT AGENCY
DECEMBER 1983



COMMUNITY REDEVELOPMENT PLAN

FOR THE

DOWNTOWN COMMUNITY REDEVELOPMENT AREA

December 1983

CITY OF TAMPA, FLORIDA

COMMUNITY REDEVELOPMENT AGENCY

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I. INTRODUCTION

This is the Community Redevelopment Plan (hereinafter the "Plan") for the Downtown Community Redevelopment Area (hereinafter the "Redevelopment Area"), also known as Areas 1 and 2 as declared blighted by Tampa City Council, located in the Downtown area of the City of Tampa, Florida. This Plan has been prepared by the Tampa Community Redevelopment Agency (hereinafter the "Agency") pursuant to the Community Redevelopment Act of 1969, Chapter 163, Part III, Florida Statutes (hereinafter the "Act").

The Plan consists of this Plan narrative, narrative for the initial community redevelopment projects and various community development exhibits referenced herein and made part hereof. Additional community redevelopment projects will be consistent with this Plan and will be approved by the Agency.

The Plan has been found to be in conformity with the City of Tampa Comprehensive Plan, and has been approved by the Agency and the City.

Typically, core areas which are blighted contain many deteriorated and deteriorating land uses and vacant or underutilized properties which do not contribute to the creation of a prosperous, viable urban center. The goal is to guide development therein so that the area eventually comes to support a fairer portion of the tax base and results in needed new business and new jobs for local residents. The purpose of preparing a redevelopment plan is to arrive at a consensus of what direction is best to guide future development as shall be determined appropriate to eliminate existing conditions of blight and necessary to prevent the return thereof.

The Plan provides a framework for coordinating and facilitating public and private redevelopment of a portion of Tampa's Central Business District (see page 8 for location map). The development and implementation of the Plan involves the efforts of City Council, acting as the Community Redevelopment Agency; the private sector financial and business community; the City of Tampa Downtown Development Authority (DDA); and the City Administration.

The Community Redevelopment Act of 1969, Chapter 163 Part III Florida Statutes, provides the authority to formulate and implement this Plan. The Act grants local municipalities and Community Redevelopment Agencies the authority to undertake redevelopment "Projects", following the designation of a redevelopment area as blighted; and following the preparation and adoption of a Community Redevelopment Plan; and after a public hearing and review by appropriate local planning agencies.

The need to initiate a redevelopment effort lies in the conspicuous difference between the blighting influences and development weaknesses present in the Redevelopment Area and the nearby thriving commercial core. Certain conditions in the Redevelopment Area make private investment there much less attractive than in the heart of Downtown. These are: substandard structural conditions; unsuitable lot layout; inadequate infrastructure; crime; deteriorated and sometimes hazardous street conditions; major street patterns that do not complement each other; oppressive traffic flow; and diverse ownership making reassembly of substandard sized lots difficult or impossible without public incentives.

These things make it very unlikely that the Redevelopment Area will experience growth, investment and expansion of the tax base without special stimuli. The Plan is designed to do away with unsafe conditions; eliminate obsolete and detrimental uses; and develop a framework that will increase the confidence of the private investor in the commercial and residential Redevelopment Area; and thereby generate the large-scale Downtown development that is beneficial to the entire City of Tampa and Hillsborough County.

Many previously published studies and plans were important in the preparation of this Plan. A bibliography is provided in the final section of the text.

II. DEFINITIONS

II. DEFINITIONS

The following terms shall have the meanings set opposite each unless the context otherwise requires.

- A. Act: The "Community Redevelopment Act of 1969", as set forth in 163.330 et seq., Florida Statutes 1981, as the same may be amended from time to time.
- B. Agency: The Community Redevelopment Agency of the City created in accordance with the Act.
- C. City: The City of Tampa, Florida and all other departments, bureaus, and agencies thereof.
- D. City Council: The body politic, as the same shall be from time to time constituted, charged with the duty of governing the City.
- E. Comprehensive Plan: The Comprehensive Planning Program to guide and control future development of the City adopted pursuant to the terms of the Local Government Comprehensive Planning Act of 1975.
- F. Improvements: Buildings, structures, and other improvements (including, without limitation, subsurface structures and foundations and Public Improvements) constructed, erected, or placed or to be constructed, erected, or placed on any Real Property in the Redevelopment Area.
- G. Open Space: Any parcel or area of land or water essentially unimproved and set aside, dedicated, designated, or reserved for public or private use or enjoyment, or for the use and enjoyment of owners and occupants of land adjoining or neighboring such open space.
- H. Owner: Any person owning Real Property within the Redevelopment Area.

- I. Person: Any individual, firm, partnership, corporation, company, association, joint stock association, or body politic, including any trustee, receiver, assignee, or other person acting in a similar representative capacity.
- J. Plan: This Community Redevelopment Plan for the Downtown Community Redevelopment Area, as the same may be amended from time to time.
- K. Project: The undertakings and activities of the Agency or any Person in the Redevelopment Area for the elimination and prevention of the development or spread of blight.
- L. Public Improvements: All public utilities, structures, and other public improvements including, without limitation, overpasses or underpasses, bridges, streets, gutters, sidewalks, street lights, sewers, storm drains, traffic signals, water distribution systems, electrical distribution systems, natural gas distribution systems, telephone systems, curbs, buildings, parks, playgrounds, plazas, recreation areas, off-street parking areas, elevated parking decks or garages, landscape areas, waterways, and related facilities.
- M. Real Property: Land; including land under water and waterfront property; buildings; structures, fixtures and Improvements on the land; and property appurtenant to or used in connection with the land; every estate, interest, privilege, easement, franchise, and right in land, including but not limited to, rights-of-way, terms for years, and liens, charges, or encumbrances by way of judgement, mortgage, and otherwise, and the indebtedness secured by such liens.
- N. Redevelopment Area: The blighted area which is to be redeveloped by the Agency in accordance with the Plan, comprising that area of the City more particularly described in Section III herein.
- O. State: The State of Florida.
- P. Zoning Ordinance: The Zoning Ordinance of the City as the same presently exists and as amended from time to time hereafter.

III. LEGAL DESCRIPTION

CITY OF TAMPA, FLORIDA

RIGHT OF WAY SECTION

DEPARTMENT OF HOUSING, INSPECTIONS AND COMMUNITY SERVICES

III. LEGAL DESCRIPTION

Type: PROPERTY AREA BOUNDARY

Location: DOWNTOWN COMMUNITY REDEVELOPMENT AREA

PARCEL NO. 1 Sheet: 1 of 3

By: [Signature] Date: 7-5-83 Sec. Sees. 13, 24 & 25, T29S, R18E AND Sees. 18, 19 & 30, T29S, R19E

Checked: [Signature] Date: 7-6-83 Project (File) No.: 414.3

Title Information By: None Parcel (File) No.: - - -

That tract of land lying in Sections 13, 24 and 25 of Township 29 South, Range 18 East, AND in Sections 18, 19 and 30 in Township 29 South, Range 19 East as located in Hillsborough County, Florida, more particularly described as follows, to wit:

Begin at the intersection of the Southwesterly projection of the Centerline of Whiting Street as shown on TAMPA, a subdivision of record in Plat Book 1, Page 7 of the Public Records of Hillsborough County, Florida, with a Centerline in the Hillsborough River, said Centerline being that between the Easterly and Westerly combined Pierhead and Bulkhead Lines of said River as determined by the Jacksonville District, Corps of Engineers of the Department of the Army and shown on their drawing of the U. S. Harbor Lines, Tampa Harbor, Florida, Hillsboro River and Hillsboro Bay, Sheet No. 3, File 454-20,641; run thence Northeasterly along said projection and Centerline of Whiting Street to the Centerline of Monroe Street (Florida Avenue) in said Subdivision; run thence Northwesterly along said Centerline to the Centerline of Lafayette Street (John F. Kennedy Boulevard) in said Subdivision; run thence Northeasterly along said Centerline and its Easterly projection to the Centerline of the Eastbound Lane of the Eastern extension to I-75 of the Tampa South Crosstown Expressway Project (State Road 618); run thence Northeasterly along said Centerline to the Centerline of Drew Avenue (as shown on DREW'S ADDITION TO TOWN OF TAMPA, a subdivision of record in Deed Book "K", Page 534); run thence Northwesterly along said Centerline to the Easterly projection of the Centerline of Twiggs Street as shown on said TAMPA Subdivision; run thence Southwesterly along said projection and Centerline to the Centerline of Jefferson Street as shown on said TAMPA Subdivision; run thence Northwesterly along said Centerline to the Centerline of Cass Street as shown on said TAMPA Subdivision; run thence Southwesterly along said projection and Centerline to the Centerline of the Southbound Lane of Ashley Drive Interstate Expressway Connector, as shown on RIVERFRONT SUBDIVISION EAST, of record in Plat Book 42, Page 56 of the Public Records of Hillsborough County, Florida; run thence Northerly and Northwesterly along said Centerline to the Centerline of the Scott Street exit ramp of the State of Florida-State Road Department Interstate Expressway No. 4, as shown on said RIVERFRONT SUBDIVISION EAST: run thence Northeasterly and Easterly along said Centerline to and along the Centerline of the Scott Street Right of Way lying South of and abutting the Southerly Limited Access Right of Way Lines, and their Easterly projections, as shown on the Tampa Expressway System Downtown Distributor, Section No. 10190-2412-41-14 of

CITY OF TAMPA, FLORIDA

RIGHT OF WAY SECTION

DEPARTMENT OF HOUSING, INSPECTIONS AND COMMUNITY SERVICES

LEGAL DESCRIPTION

Type: PROPERTY AREA BOUNDARY

Location: DOWNTOWN COMMUNITY
REDEVELOPMENT AREA

PARCEL NO. 1 Sheet: 2 of 3

By: *[Signature]*

Date: 7S-&3

Sec. Sees. 13, 24 & 25, T29S, R18E
AND Sees. 18, 19 & 30, T29S, R19E

Checked: *[Signature]*

Date: 7-6-83

Project (File) No.: 414.3

Title Information By: None

Parcel (File) No.: - - -

State Road No. 400, Hillsborough County, State of Florida State Road Department Right of Way Map; run thence Easterly along said Centerline to the Centerline of East Bay Street as shown on PLAN OF MOBLEY'S SUBDIVISION, of record in Deed Book "Q", Page 539 of the Public Records of Hillsborough County, Florida; run thence Southerly along said Centerline, and its Southerly projection, to its point of intersection with the Westerly projection of the Southernmost boundary of the Housing Authority of the City of Tampa, Florida Central Avenue Project, said boundary as established per City of Tampa Ordinance No. 1518-A; run thence Easterly along said projection and boundary, and Northerly and Easterly along said Southernmost boundary of said Housing Project, to the Southeasterly corner of said Project; continue thence Easterly along the Easterly projection of said boundary to the Westerly boundary of Section 18, Township 29 South, Range 19 East, as lying in Nebraska Avenue (State Road 45); run thence Southerly along said Section Line 250 feet; run thence Easterly, and parallel to the Southerly boundary of said Section 18, to the Southeasterly boundary of MARYLAND AVENUE SUBDIVISION, of record in Plat Book 41, Page 71 of the Public Records of Hillsborough County, Florida; run thence Northeasterly along said boundary to the Westerly projection of the Centerline of Alabama Avenue (3rd Avenue) as shown on LESLEY'S SUBDIVISION, of record in Plat Book 1, Page 8 of the Public Records of Hillsborough County, Florida; run thence Easterly along said projection and Centerline to the Centerline of Elizabeth Street (13th Street); run thence Southerly along said Centerline, and its Southerly projection, to its intersection with the Northeasterly projection of the Southeasterly Limited Access Right of Way Line of said Tampa South Crosstown Expressway Eastern Extension to 1-75; run thence Southwesterly along said projection and Limited Access Right of Way Line, and its Southwesterly projection, to the Westerly boundary of Meridian Avenue, as shown on MAP OF FINLEY AND 3ONES SUBDIVISION, of record in Plat Book 1, Page 93 of the Public Records of Hillsborough County, Florida; run thence Southeasterly along said boundary, and its Southeasterly projection, to and along the Westerly boundaries, and their Northwesterly and Southeasterly projections, of Maxwell Avenue (Meridian Avenue) as shown on MAP OF FINLEY AND STILLINGS SUBDIVISION, of record in Plat Book 1, Page 88 of the Public Records of Hillsborough County, Florida, that unnamed street Right of Way per Plat (Meridian Avenue) as shown on MAP OF FINLEY AND CAESAR SUBDIVISION, of record in Plat Book 1, Page 84 of the Public Records of Hillsborough County, Florida, and Wiggins Avenue (Meridian Avenue) as shown on HENDRY & KNIGHT'S MAP OF CHAMBERLAINS, a subdivision of record in Plat Book 5, Page 10 of

CITY OF TAMPA, FLORIDA

BIGHT OF WAY SECTION

DEPARTMENT OF HOUSING, INSPECTIONS AND COMMUNITY SERVICES

LEGAL DESCRIPTION

Type: PROPERTY AREA BOUNDARY

Location: DOWNTOWN COMMUNITY REDEVELOPMENT AREA

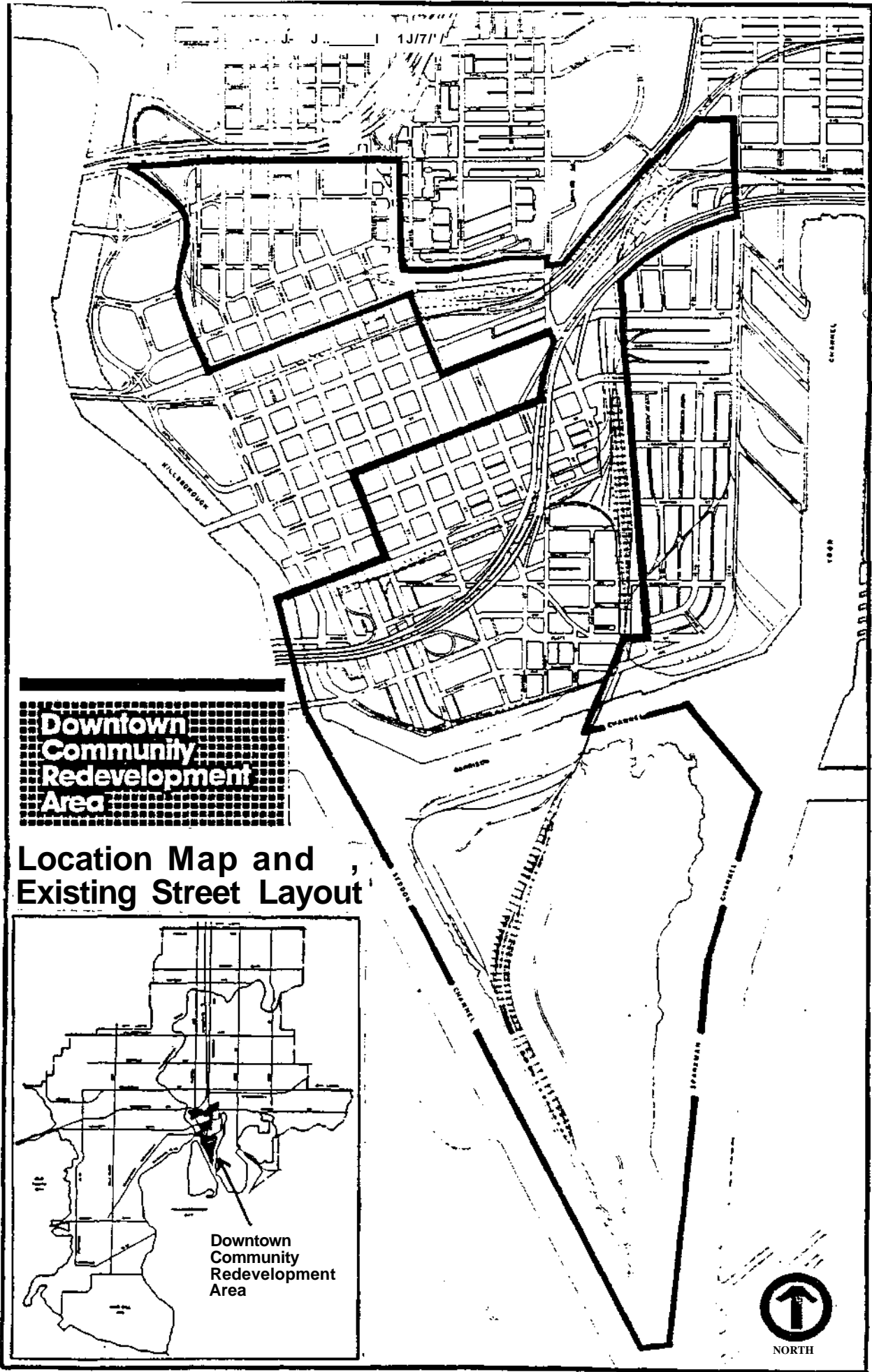
PARCEL NO. 1 Sheet: 3 of 3

By: *[Signature]* ante: 7-6-83 sec. Sees. 13, 24 & 25, T29S, R18E
AND Sees. 18, 19 & 30, T29S, R19E

Checked: *[Signature]* Date: p. & -8\$ Project (File) No.: 414.3

Title Information By: None Parcel (File) No.: - - -

the Public Records of Hillsborough County, Florida, to the Easterly projection of the Centerline of Carew Avenue (Platt Street), as shown on said HENDRY & KNIGHT'S MAP OF CHAMBERLAINS Subdivision; run thence Westerly along said Centerline projection to the Northeasterly projection of the Easterly Boundary of Water Lot 70 of said HENDRY & KNIGHT'S MAP OF CHAMBERLAINS Subdivision; run thence Southwesterly along said projection, Easterly boundary, and its Southwesterly projection, to the Centerline of Garrison Channel per the Tampa Port Authority Bulkhead Lines as established by Hillsborough County Port Authority on September 15, 1960, December 5, 1961 and April 5, 1963, and filed for record in Plat Book 42, Page 37 of the Public Records of Hillsborough County, Florida; run thence Northeasterly along said Centerline to a Point of Intersection with a Line, said Line lying 350 feet Northeasterly of and parallel to that combined Pierhead and Bulkhead Line along the Northeasterly boundary of Seddon Island lying between the U. S. Corps of Engineers Harbor Line Monuments THL 214 and THL 208; run thence Southeasterly along said Line to its intersection with the Northeasterly projection of the Centerline of Sparkman Channel; run thence Southwesterly along said Centerline, and its Southwesterly projection, to a Line lying 750 feet Southeasterly of and parallel to that combined Pierhead and Bulkhead Line forming the Southerly boundary of Seddon Island, and lying between the U. S. Corps of Engineers Harbor Line Monuments THL 204 and THL 218; run thence Southwesterly along said Line to its intersection with the Centerline of Seddon Channel; run thence Northwesterly along said Centerline and its Northwesterly projection to its intersection with that combined Pierhead and Bulkhead Line lying between U. S. Corps of Engineers Monuments THL 13A and THL 101A, all channels, combined Pierhead & Bulkhead Lines and referenced Monuments being as indicated per Plat Book 42, Page 37 of the Public Records of Hillsborough County, Florida; run thence Southwesterly along said Line to its intersection with a Centerline in the Hillsborough River, said Centerline being that between the Easterly and Westerly combined Pierhead and Bulkhead Lines of said River as determined by the Jacksonville District, Corps of Engineers of the Department of the Army, and shown on their drawing of the U. S. Harbor Lines, Tampa Harbor, Florida, Hillsboro River and Hillsboro Bay, Sheet No. 3, File 454-20,641; run thence Northwesterly along said Centerline to the Point of Beginning of the tract herein described.



IV. POLICIES AND OBJECTIVES

IV. POLICIES AND OBJECTIVES

A. Summary

The Plan is based on a framework of policies and objectives drawn from positions previously established by City Council, the Downtown Development Authority (DDA) and the Administration. Future projects and activities will be in conformance with these policies and objectives.

Policies

- The redevelopment, rehabilitation, conservation, or any combination thereof, of blighted areas pursuant to Chapter 163.340 Florida Statutes, is necessary in the interest of public health, safety, morals or welfare of the residents of the City of Tampa.
- There is need for a Community Redevelopment Plan for that portion of the Downtown which has been declared blighted, following guidelines for appropriate re-use and new development and allowing for infrastructure and open space needs to the year 1999.
- There is a need for a Community Redevelopment Agency to function in the City of Tampa to implement the Community Redevelopment efforts through exercising the authority vested in such agencies by the Community Redevelopment Act of 1969.
- The City of Tampa City Council shall serve as the Community Redevelopment Agency in all matters concerning the Community Redevelopment Plan.
- The Downtown Development Authority of the City of Tampa shall serve as the key policy advisory body to the Community Redevelopment Agency in all matters affecting the Redevelopment Area.
- The primary responsibility for redevelopment of the Redevelopment Area lies with the private sector; notwithstanding, government will reinforce mutually supportive activities in terms of public services, facilities, and other public assistance to the minimum extent necessary to achieve the objectives of the Plan.

- The Redevelopment Plan shall provide a general framework for new development and re-use, but shall not be so specific as to constrain or inhibit the initiation of private development in terms of the most effective operation of the marketplace.
- The development process shall be streamlined insofar as possible to expedite the implementation of approved projects within the Redevelopment Area.
- Public subsidy of an inefficient operation will be avoided whether it is a public agency, a not-for-profit private agency, or a profit-making business.

Objectives

- Eliminate the conditions of blight and prevent the recurrence and future spread of blighting conditions.
- Achieve redevelopment of the Redevelopment Area consistent with the Plan.
- Plan adequate public infrastructure towards meeting the needs for full scale private development to the year 1996.
- Initiate plans, programs, and actions that stimulate private sector investments and business activity in the Redevelopment Area consistent with the adopted land use and development plans for Downtown Tampa.
- Emphasize quality in new or re-use development, consistent with local codes and ordinances.
- Create an efficient pattern of circulation for transit use, identifying alternative modes of travel.
- Encourage the preservation and protection of historic properties listed on the National Register of HistoricPlaces.
- Provide a Residential Use Element that satisfies the needs and requirements for housing consistent with Chapter 163.362 Florida Statutes.
- Provide for an equitable relocation program.

- Provide for utilizing the waterfront to its best advantage, encouraging complementary development while safeguarding the environment consistent with State laws and local ordinances.
- Create at least 14,000 new jobs.
- Stimulate growth of the tax base.
- Develop a mixed-use urban environment which provides downtown residents with opportunities to live, work, shop and recreate in a safe and pleasant setting.

B. Proposed Measures To Accomplish Redevelopment Objectives

The City has determined by Resolution that the Redevelopment Area is a blighted area and is appropriate for community redevelopment Projects under the Act and that the rehabilitation, conservation, or redevelopment, or a combination thereof, of the area is necessary in the interest of the public health, safety, morals, or welfare of the residents of the City. The Agency was established on September 9, 1982.

The Agency's basic objective is to eliminate the visual, economic, physical, and social blight presently existing within the Redevelopment Area. The above conditions exist because of a number of factors, including:

- A lack of early comprehensive planning in the City has resulted in a random mixture of residential, retail, commercial, industrial, public and quasi-public uses;
- Many structures in the Redevelopment Area are in advanced stages of physical deterioration, are outdated, functionally obsolete, and are unfit and unsafe for human occupancy;
- An economic liability exists in that Subareas 1-5 support a tax base which is less than one-fourth that of the balance of the Central Business District. This is accounted for in part by the fact that only 17% of available land is occupied by structures at present.

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- Subareas 6 and 7 support a tax base only 15% that of the balance of the CBD with 29% of available land occupied by structures;

- Many parcels in the Redevelopment Area have problems which hinder new development (e.g., faulty lot layout; inadequate lot size; diverse and absentee ownership);
- Street conditions are largely in need of repair. There are various stretches of patched roadway which make for an uneven and sometimes hazardous surface. Streets are overcrowded during the day, and on-street parking contributes to this congestion; and
- There is need to upgrade aging and deteriorated infrastructure (e.g., sanitary sewers, water, drainage, sidewalks).

Such conditions have adversely affected public health and safety and have necessitated disproportionate expenditures for the maintenance of adequate police, fire, accident, hospitalization, and other public economic burden on the City which cannot be reversed or alleviated by private enterprise alone.

In order to restore a blighted area to economic health, arrest its adverse effects on surrounding areas, and make it a source of pride to persons residing and working in or visiting the City, the Agency, in accordance with applicable State and local laws, will remedy or cause to be remedied those conditions causing blight by taking the following measures:

- Adopt and implement suitable plans for financing various phases of the redevelopment process; such financing to be in general conformance with the provisions of Section VIII of this Plan.
- Acquisition of necessary Real Property in the Redevelopment Area by purchase, gift, devise, exchange, condemnation, or otherwise under the conditions set forth in Section VII herein.
- Management of all Real Property acquired by the Agency and of all Improvements located on such

Real Property from the time the Agency takes title until disposal thereof, in accordance with Section VII herein.

- Relocation of residents and business owners within the Redevelopment Area in accordance with Section VII herein.
- The demolition and removal of existing Improvements, as necessary, and the preparation of the Redevelopment Area for its intended uses in accordance with Section VII herein.
- The disposition by sale or lease of Real Property within the Redevelopment Area for private or public uses in accordance with Section VII herein, and with such conditions and covenants running with the land as are necessary to ensure redevelopment in accordance with this Plan and prevent the recurrence of blight.
- The provision of reasonable preference to persons who are engaged in business in the Redevelopment Area to re-enter in business within the Redevelopment Area in accordance with Section VII herein.
- The implementation of development in the Redevelopment Area consistent with and in accordance with the terms of this Plan by owner(s) or developer(s) approved by the Agency.

V. PROPOSED LAND USE

6. The Parks, Recreation, or Open Space classification includes major park and recreational facilities at the regional, district or community levels; larger neighborhood parks; open space areas serving as buffer zones bordering preservation area.

The Horizon 2000 Five-Year Development Guide map was adopted more than five years ago (August, 1977). A CBD Sector Plan has been initiated for adoption in 1984 and it is expected to supercede the Five-year Plan and Development Guide. In the meantime, City Council has endorsed the Tampa Downtown Development Strategy as a guide for the development of the Central Business District to augment the Five-Year Development Guide.

B. Predominant Land Uses

The purpose of preparing a redevelopment plan is to arrive at a consensus of what direction is best to guide future development, and the primary means of spelling out future development guidelines is through "proposed land use". In addressing the needs of this Redevelopment Area, it becomes simpler to identify predominant land uses by Subarea, and that is the approach used here.

Proposed land use has been defined in terms of seven (7) Subareas drawn in most part from logical boundaries definitions initiated by Hamner, Siler, George in the Tampa Downtown Development Strategy and used subsequently by the Hillsborough County City-County Planning Commission in preparing the Tampa 2000 Central Business District "Sector Plan".

A number of development guides and studies of recent origin were significant in providing direction for the land uses proposed herein:

- Horizon 2000 Comprehensive Plan Land Use Element and Five-Year Development Guide, 1977.
- Volume II, Downtown Tampa Urban Design Plan, and Two Selected Development Areas. 1979.
- Tampa 2000 Comprehensive Plan, Policy Statement Element, 1979.

- Tampa Downtown Development Strategy, 1980.
- Tampa 2000, Central Business District Sector Plan, 1983.
- DRI Application - Proposed Development of Seddon Island. TWT.
- DRI Application for Development Approval - Tampa Central Business District Master Plan, 1982.

The land uses proposed herein were prescribed by the technical advisors and professional planners who took part in developing currently recommended strategies for the Downtown. The proposed land uses by Subarea are consistent with the maps, diagrams and studies previously produced.

Supporting public uses and open space are permitted and encouraged through the use of development incentives in each of the seven subareas. Also permitted is the application of a one-time special use zone for a convention center-hotel complex throughout the downtown district (see letter from Hillsborough County City-County Planning Commission in Appendix I).

Subarea 1 relates to parts of sector 1 and sector 5 of Hammer, 5-iler, George, Tampa Downtown Development Strategy referenced above. A significant level of office, retail, hotel and convention activities may be concentrated in this area. Supporting activities (i.e. residential) as part of mixed-use development, certain services, governmental functions, and cultural activities shall be permitted. This area shall allow high intensity development.

Efficient pedestrian circulation, high urban design quality and standards, energy efficient land use operation, and maintenance of unique character of the area through coordination of redevelopment activities shall be assured by incentives and a site review process.

The expansion of street level retail shall have efficient design linkages with adjoining areas and other building levels and activities. Attention shall be given to the conservation and adaptive reuse of any architecturally and historically significant structures.

The westernmost portion of this area relating to CBD Planning Area 5, between Whiting Street and the Crosstown Expressway west of Ashley Street, is intended to undergo development and redevelopment for hotel, office, entertainment and supporting residential uses. Development standards shall ensure public oriented amenities, pedestrian access to and along the riverfront, and connections with other parts of the CBD. Development should be organized in such a manner that the views to the water will be enhanced. This westernmost portion shall allow low to moderate intensity development.

Subarea 2 relates to sector 6 of the above referenced study, between Garrison Channel and the Crosstown Expressway. The harborfront is the major development feature of this area and should be the focus of much project design.

This area is intended to undergo redevelopment for a mixture of hotel, office, cultural, entertainment, convention, retail and residential uses. This area shall allow low to moderate intensity development.

Mixed-use development and adaptive re-use of old warehousing is encouraged. Development standards shall ensure public access to and along the Hillsborough River and Garrison Channel and provide amenity-oriented design development for pedestrian access or linkage to other parts of the Downtown and Harbour Island.

Efficient pedestrian circulation, high urban design quality and standards, energy efficient land use operation, and maintenance of the unique character of the area through coordination of redevelopment activities shall be assured by incentives and a site review process.

Subarea 3 relates to a part of sector 8 of the above referenced study, between the eastern edge of the Downtown inner core and 13th Avenue.

This area is intended to redevelop to accommodate service, industry, warehousing and light manufacturing uses, primarily to support the remainder of the CBD. Review standards shall ensure compatibility of uses with neighboring uses and with the rest of the Downtown. Overall intensity of development shall be low in this area. Enhancement of the area through

redevelopment activities shall be assured by incentives and a site review process. Adaptive re-use of some warehouses is encouraged. Limited residential activities (i.e. studio apartment over a business) shall be permitted.

Subarea 4 is composed of the old Union Station and vicinity. It extends westward into the government center, eastward towards Ybor City and south to Whiting Street. A portion of this area is intended to accommodate local, state and federal office functions, along with private office, service, and supporting retail uses associated with such activities. The area is also a potential hub for intra-county movement of commuter traffic. The old Union Station is scheduled for rehabilitation under a federal grant to serve as a multi-modal transportation center (e.g. trains, buses). This area shall allow moderate intensity development.

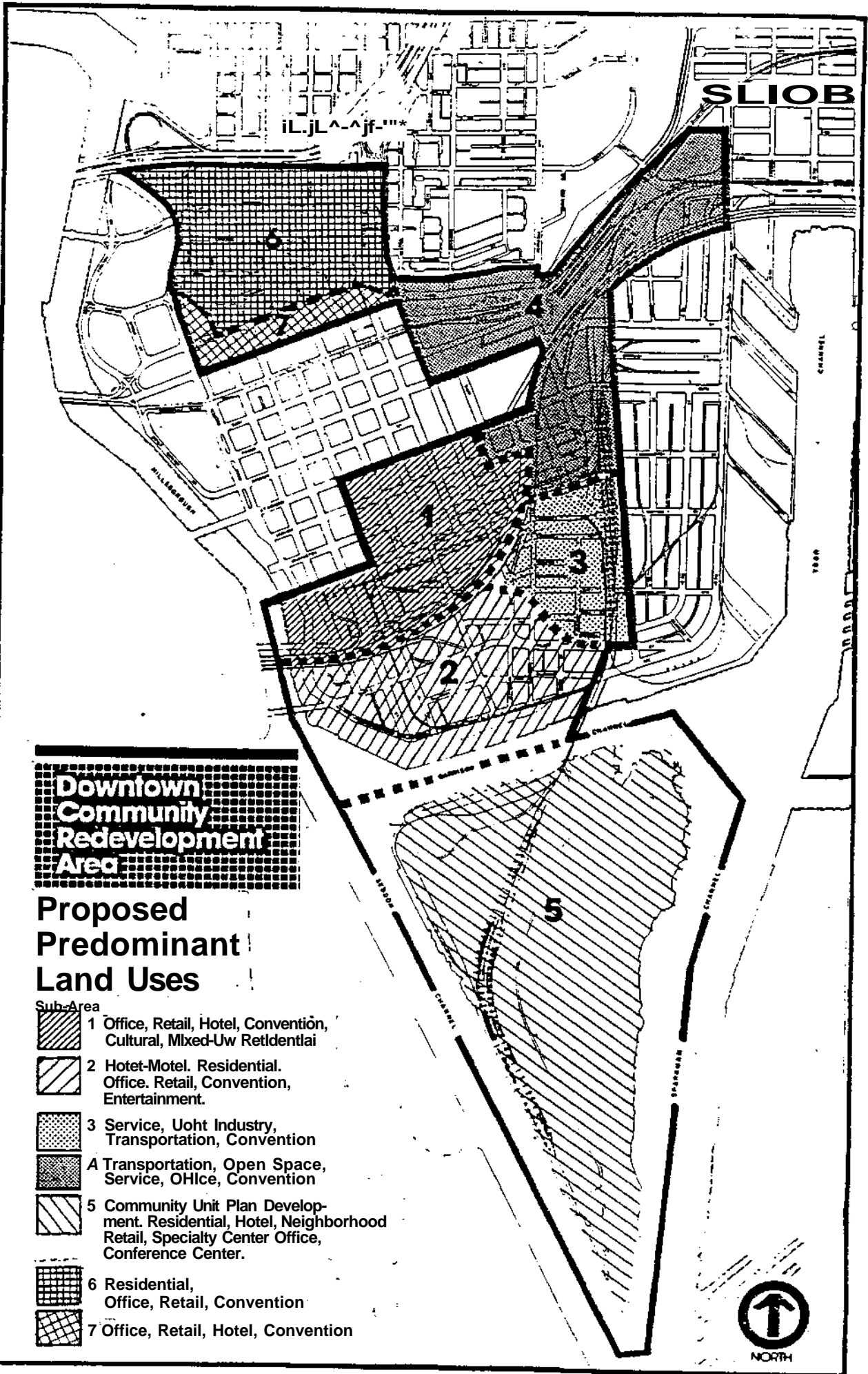
Efficient pedestrian circulation, high urban design quality and standards, energy efficient land use operation, and maintenance of the unique character of the area through coordination of redevelopment activities shall be assured by incentives and a site review process.

Special attention shall be given to the conservation and re-use of architecturally and historically significant structures.

Subarea 5 is Harbour Island. Predominant uses are anticipated to be residential, hotel, neighborhood retail, specialty shops, office, conference center and open space. These uses are identified in the 1981 •• Development of Regional Impact- (DRI)' for Seddon (Harbour) Island.

Subarea 6 is intended to be developed primarily as a residential area with secondary office use and related convenience shopping.

In character, it will have residential street-scape with considerable landscaping and medium intensity residential development, and low to moderate
(Continue to page 27)

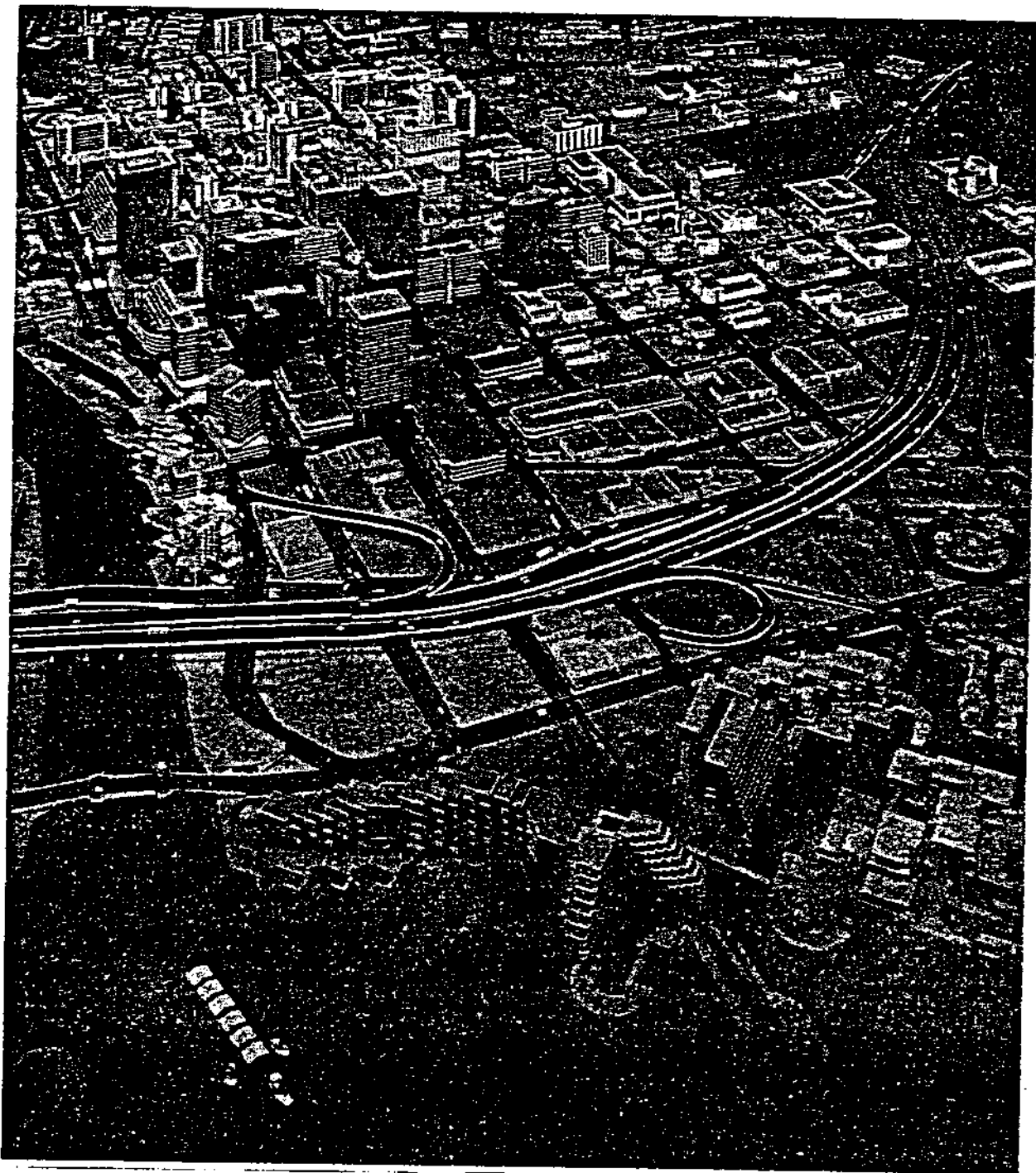


**Downtown
Community
Redevelopment
Area**

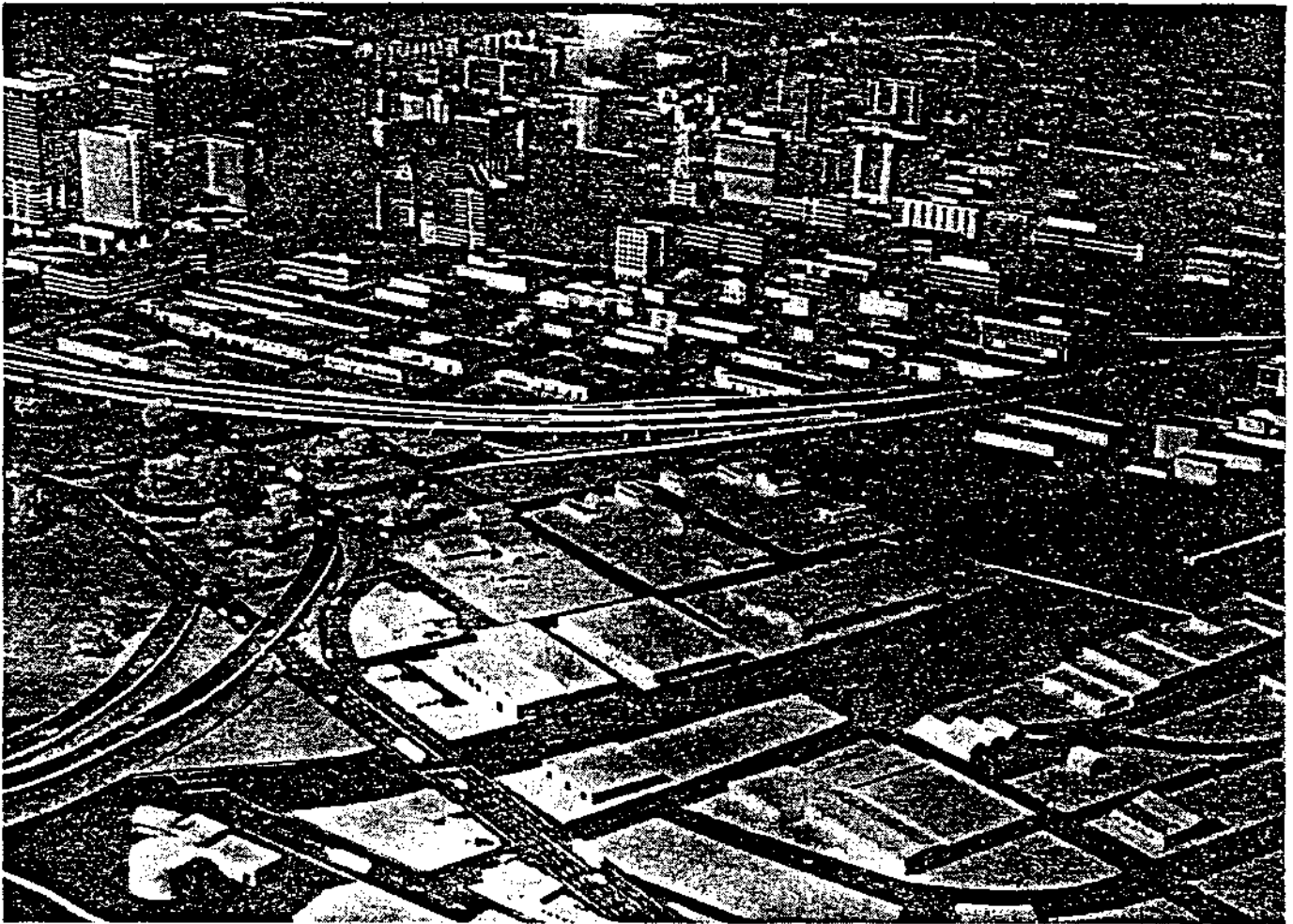
**Proposed
Predominant
Land Uses**

- Sub-Area
-  1 Office, Retail, Hotel, Convention, Cultural, Mixed-Use Residential
 -  2 Hotel-Motel, Residential, Office, Retail, Convention, Entertainment
 -  3 Service, Light Industry, Transportation, Convention
 -  4 Transportation, Open Space, Service, Office, Convention
 -  5 Community Unit Plan Development, Residential, Hotel, Neighborhood Retail, Specialty Center Office, Conference Center
 -  6 Residential, Office, Retail, Convention
 -  7 Office, Retail, Hotel, Convention

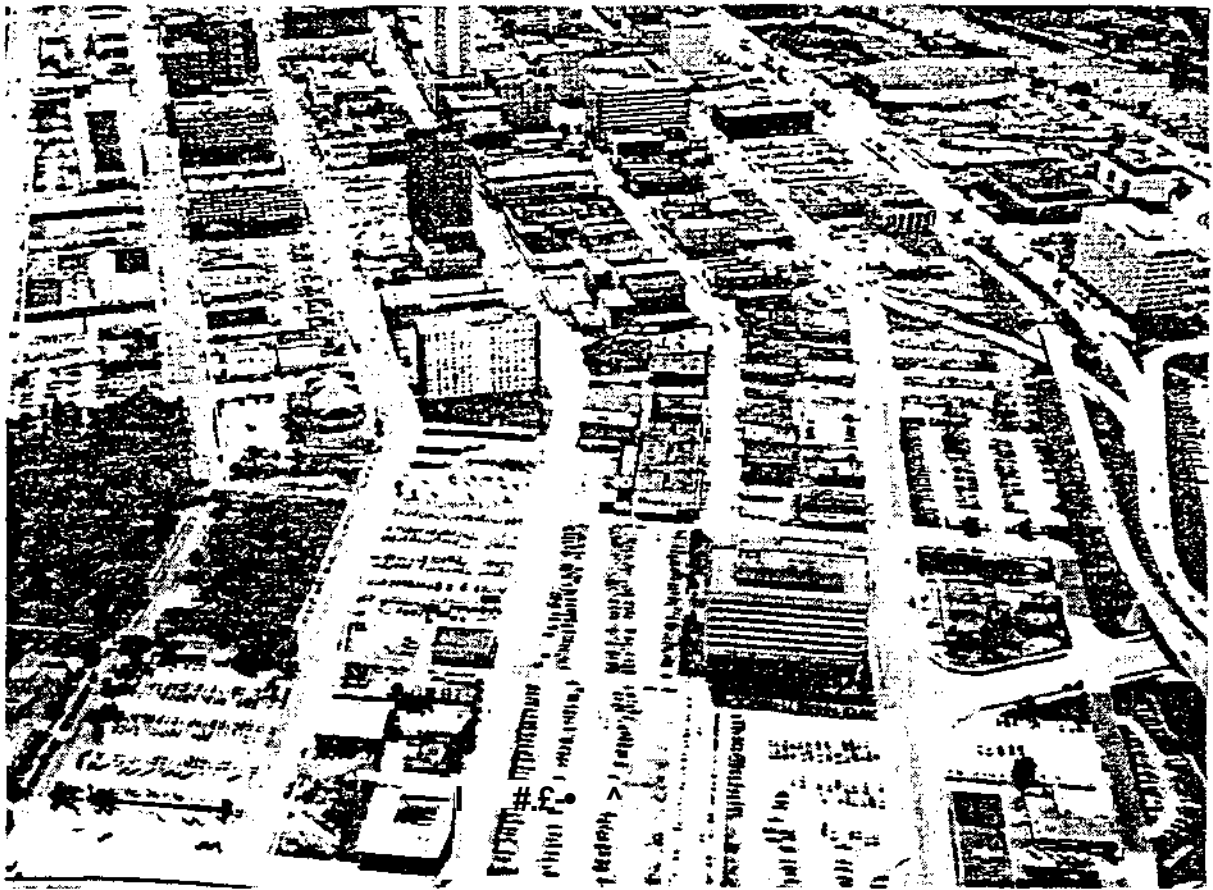




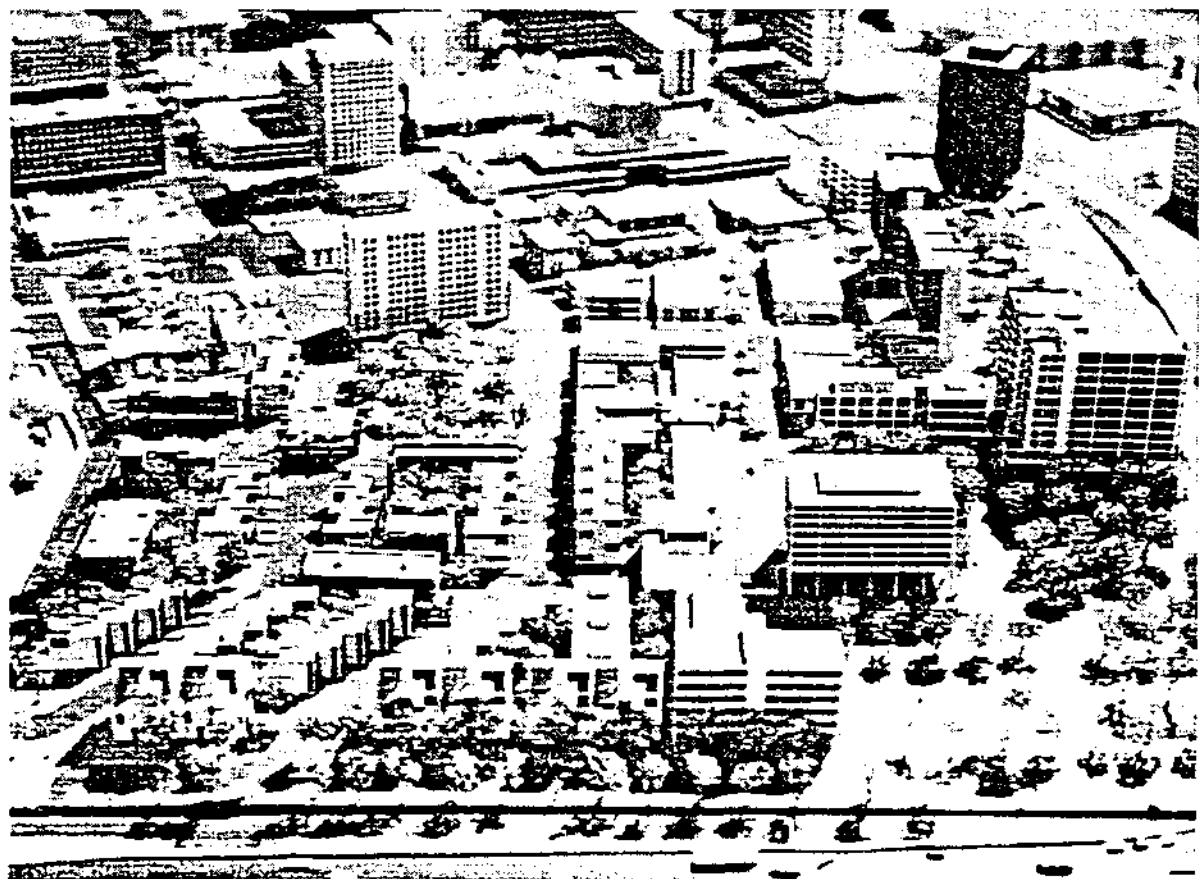
**Development concept for the Downtown Community
Redevelopment Area, Subareas 1 - 4.**



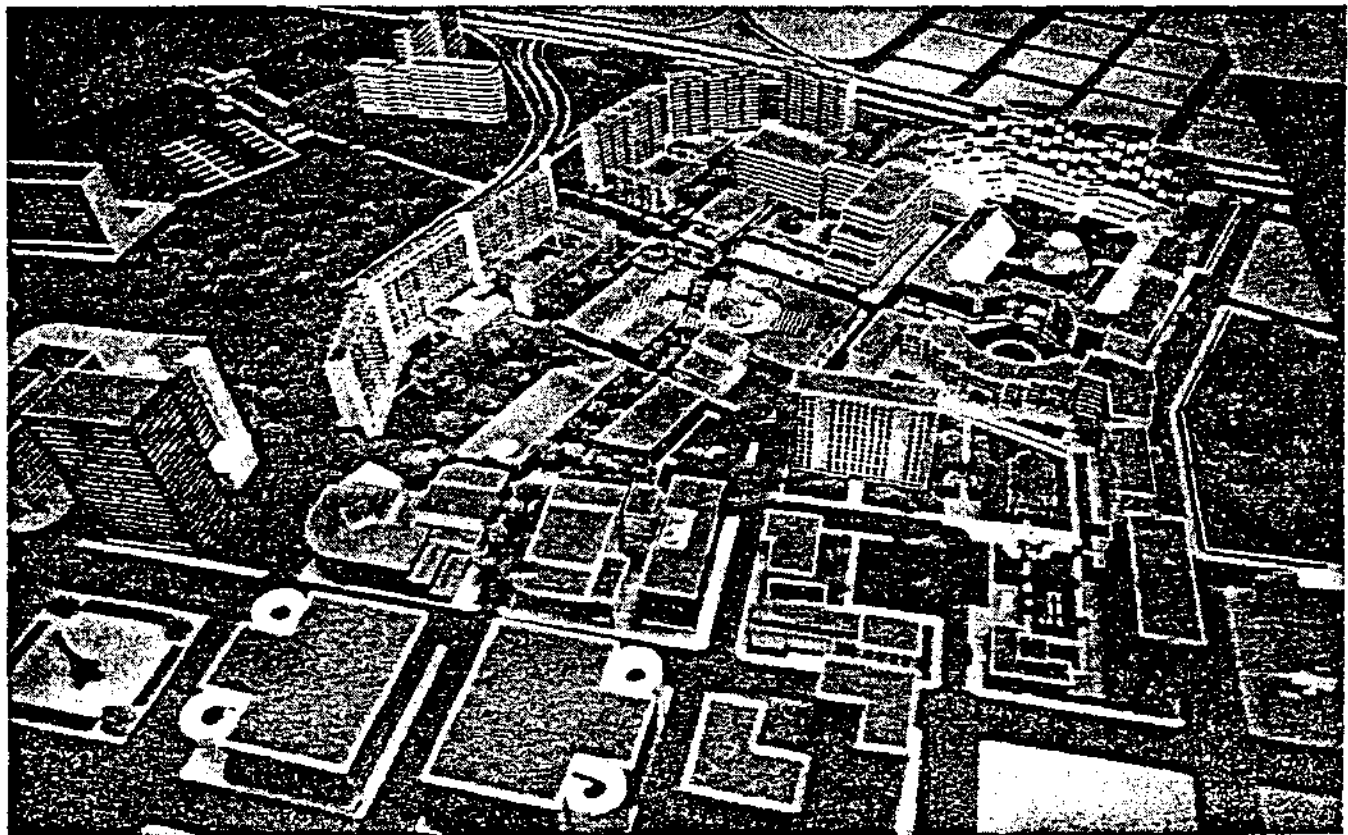
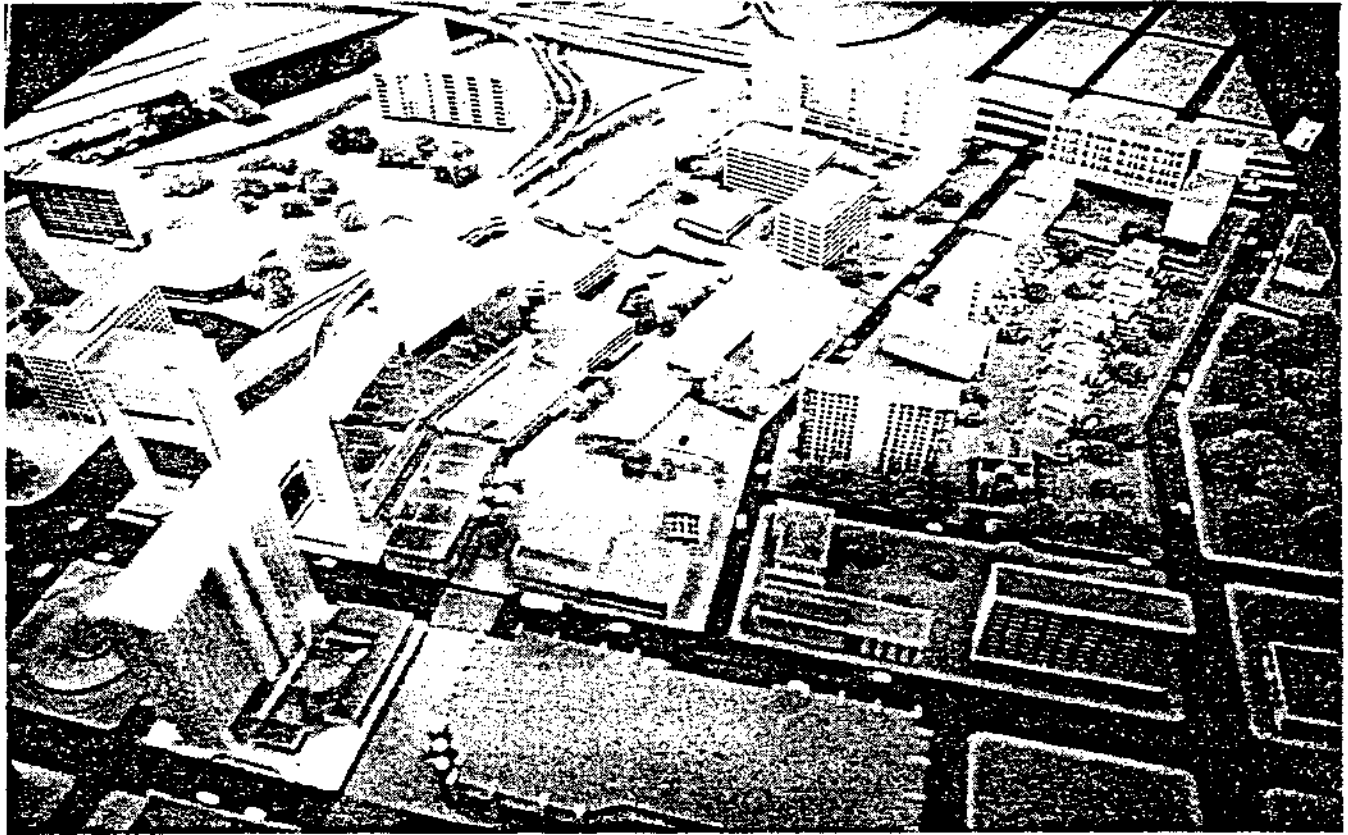
Development concept for the Southeast Commercial and North; Crosstown portions of the Downtown Community Redevelopment Area.



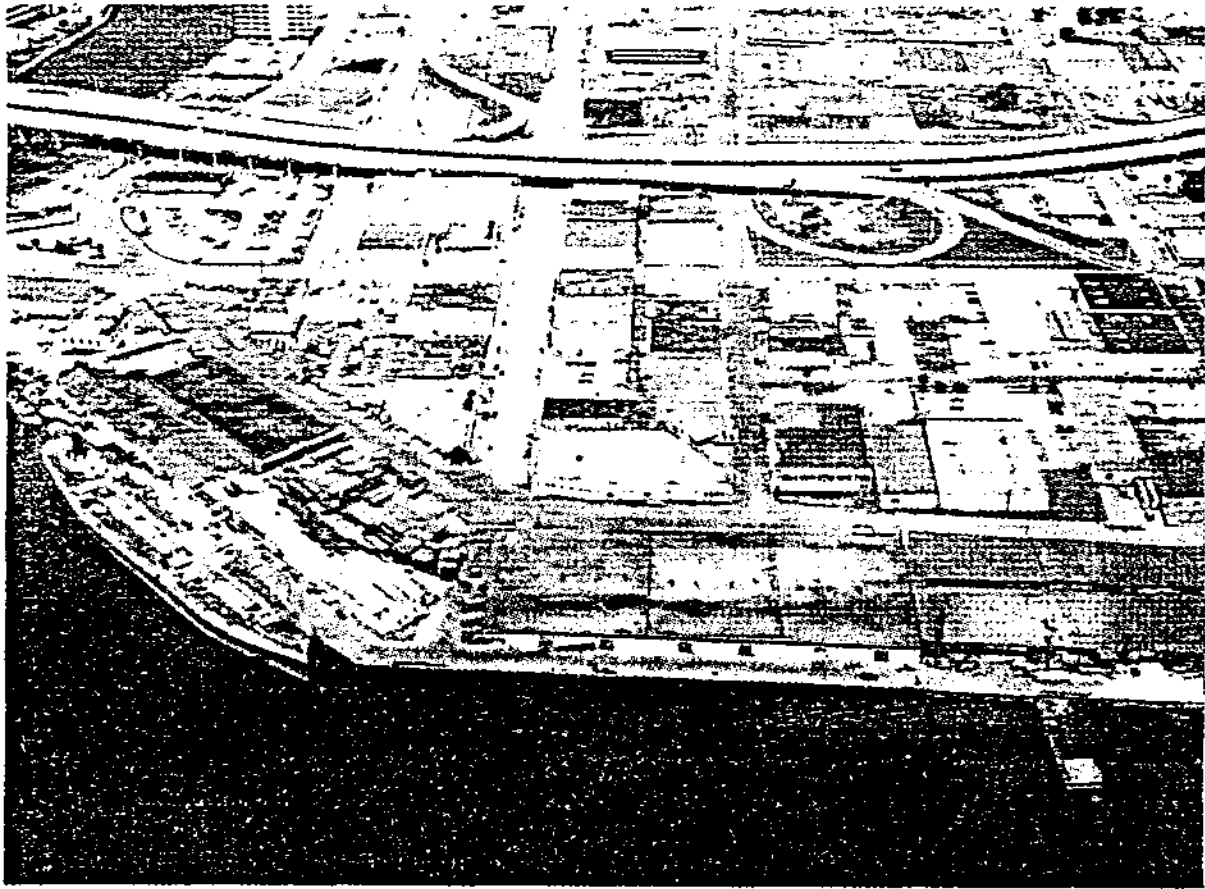
Existing development in Subareas 6 and 7.



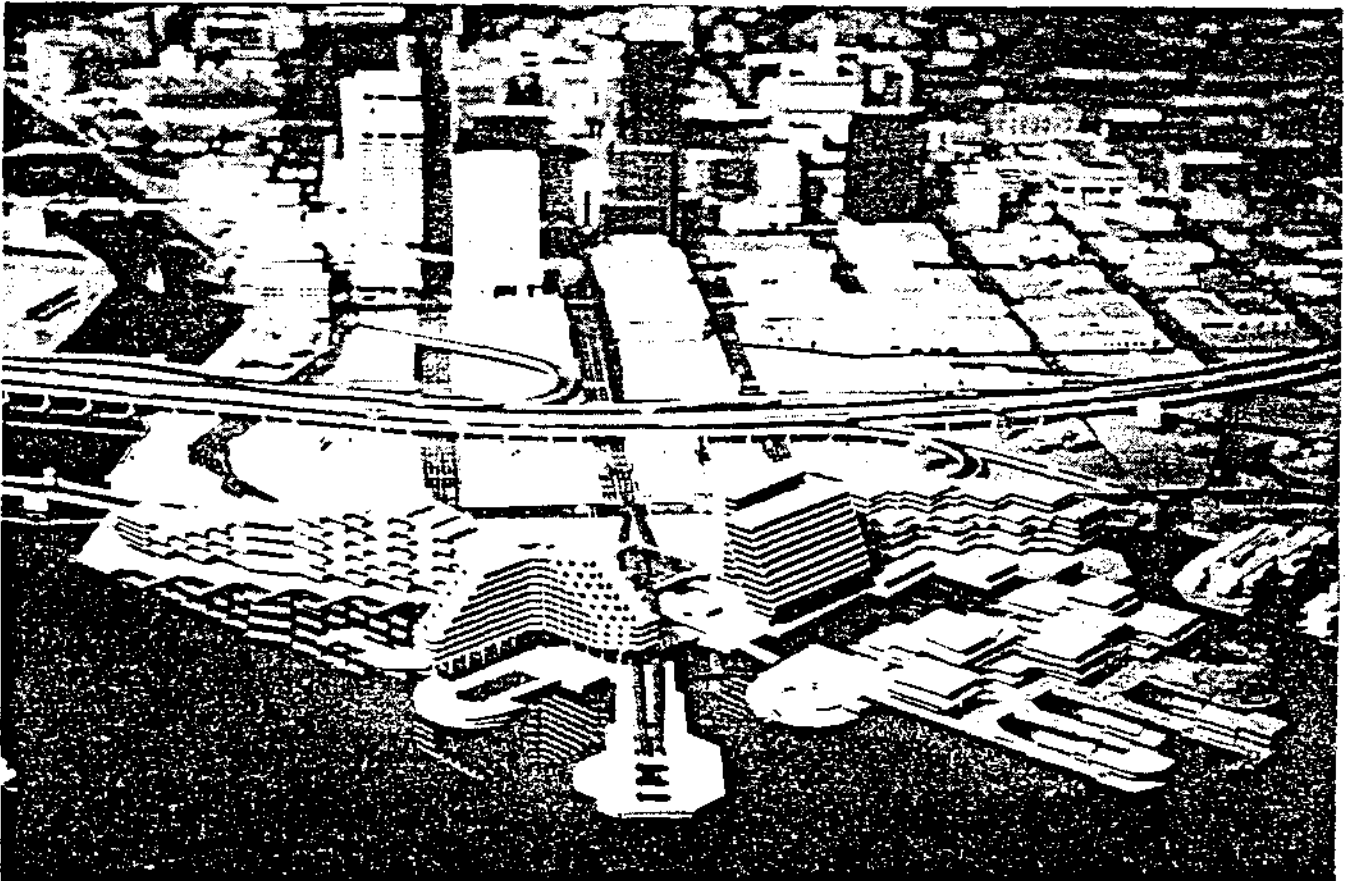
Development concept for the Downtown Community Redevelopment Area, Subareas 6 and 7.



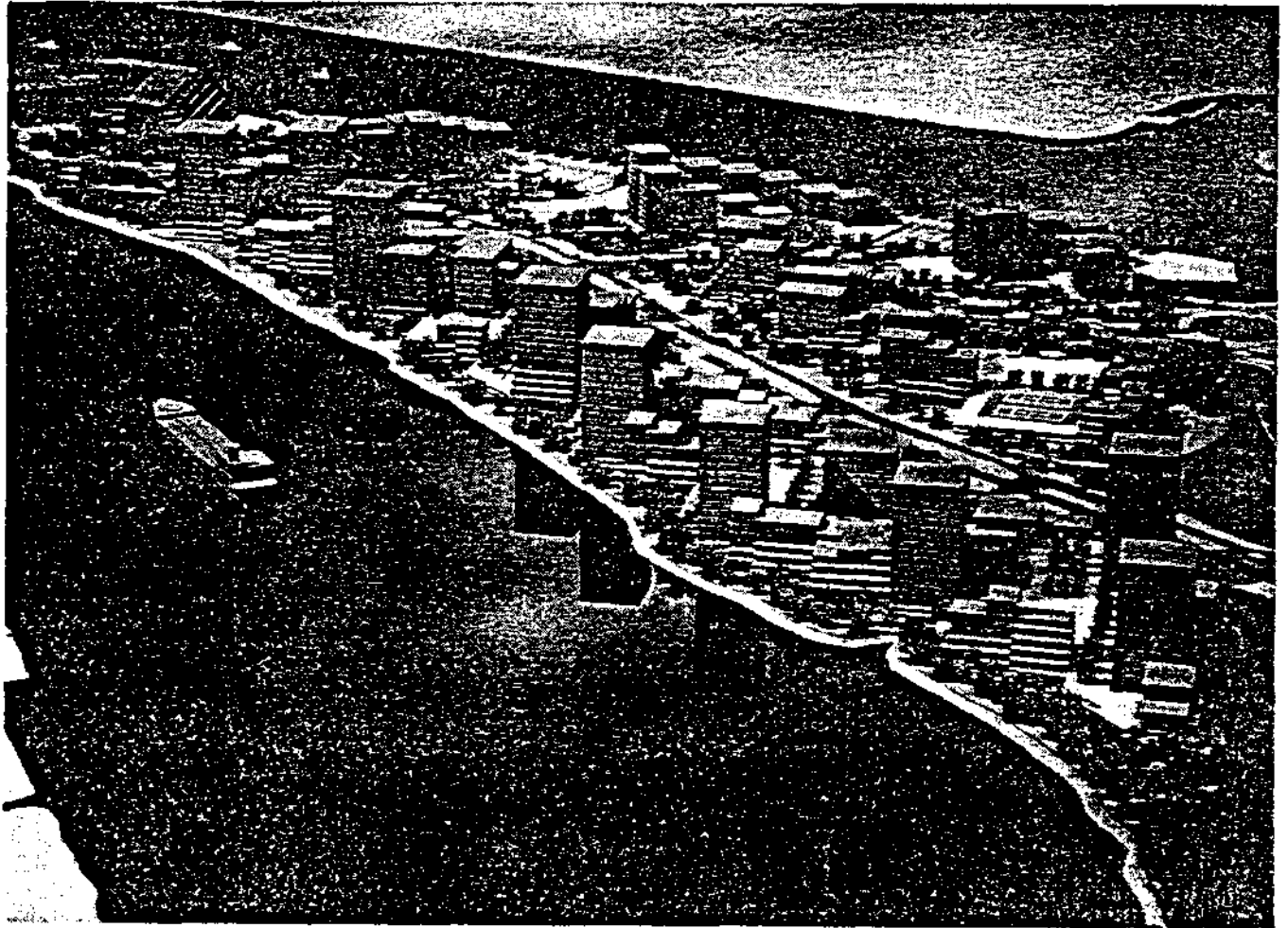
Alternative Development concepts for the Community
Redevelopment Area, Subareas 6 and 7.



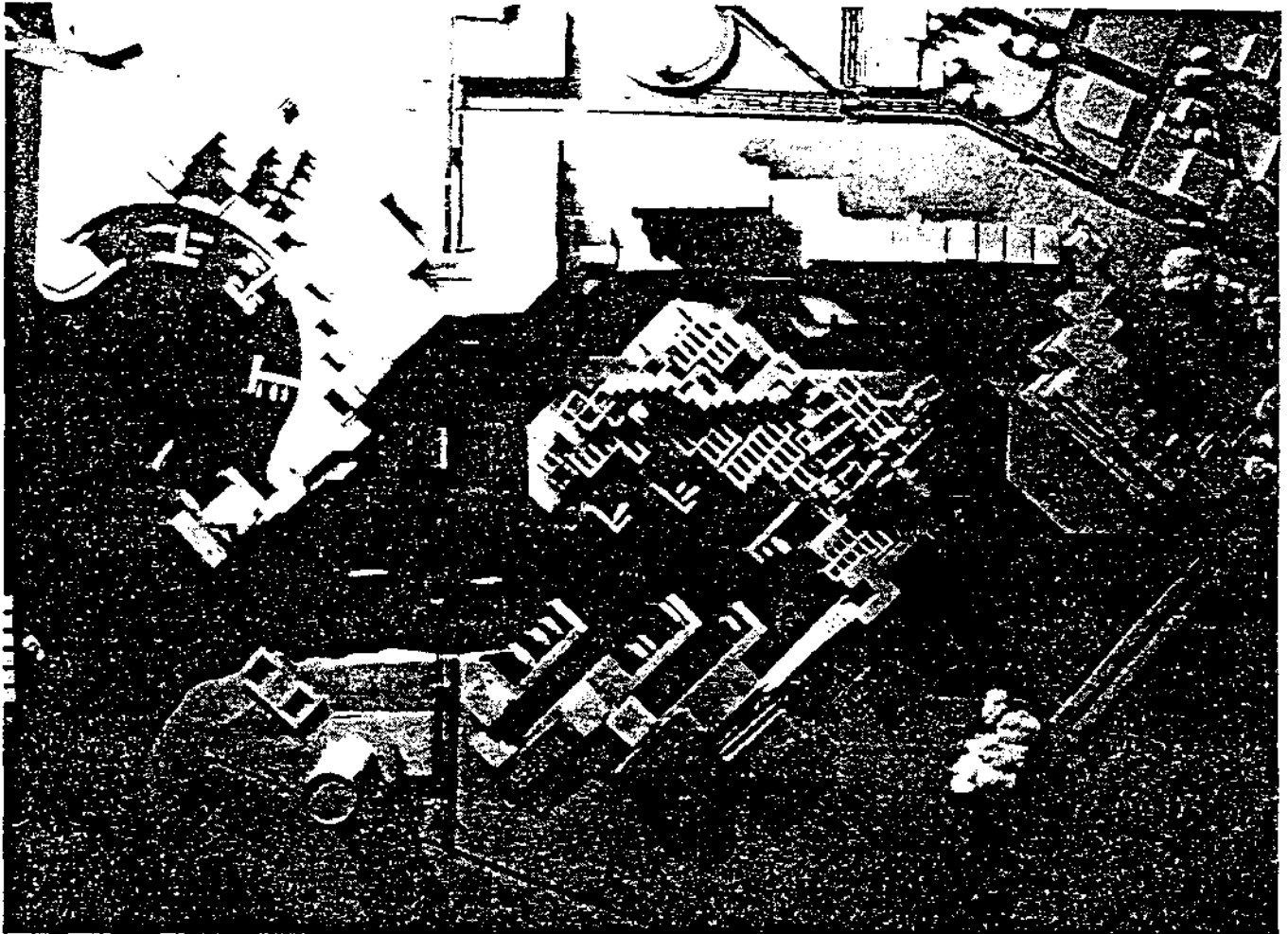
Existing development along Garrison Channel.



Development concept for Garrison Channel



Harbour Island development concept.



Aerial view of Garrison Channel/Harbour Island development!
conceptsT)

intensity other uses. By mixing office with residential, the area will become an active neighborhood within the Downtown.

Efficient pedestrian circulation, high urban design quality and standards, energy efficient land use operation, and maintenance of the unique character of the area through coordination of redevelopment activities shall be assured by incentives and a site review process.

Subarea 7 relates to part of CBD Planning Area 1. A significant level of office, retail and hotel activities may be concentrated in this area. Mixed-use development, certain services, governmental functions, and cultural activities shall also be permitted. This area shall allow high intensity development.

Existing development and development concepts are shown on pages 20 through 26.

C. Development Guidelines

The following development concepts shall be applicable as general development guidelines for the Redevelopment Area.

1. Based on population projections, the City of Tampa is expected to reach a population of 395,000 by the year 2000. In addition to residential development, it must, as the center of the Tampa/Hillsborough County metropolitan area, provide employment and services to a much larger population than that within the city limits.
2. Since Tampa is the central city of Hillsborough County, one of Tampa's major goals will be to strengthen its traditional role as the center of government, business, tourism, communication, education, recreation and transportation for the metropolitan area. A major share of this role will be filled by Tampa's Central Business District.

3. Part of Tampa's future economic development strategy will be to strengthen major activity centers and complement these centers with other segments of commercial, recreational, and industrial developments.
4. As of 1976, only 7,849 acres, or 14 percent of the land in the City of Tampa was undeveloped. Most of the future population growth therefore must be accommodated by a higher residential density. The relatively limited supply of commercial and industrial land in Tampa must be utilized more rationally, efficiently and intensively.
5. In the ranking of commercial centers in Hillsborough County, the Central Business District (CBD) of Tampa occupies an especially important place. The CBD, which has great development potential, will be developed as the governmental, financial and convention center serving the entire metropolitan area. This function can be strengthened through continued improvement to the CBD's physical structure, accessibility, appearance, parking facilities, and its fuller utilization.
6. Harbour Island and Downtown waterfront should be redeveloped to strengthen the CBD function. Planned unit type of development is appropriate in these areas.
7. The development in Downtown of multi-function commercial complexes embodying integrated megastructures, enclosed plazas, and innovative design concepts is especially encouraged. High density residential use and regional-level cultural facilities in or near the CBD are other appropriate uses that can strengthen the vitality of Downtown Tampa.
8. Upgrade Tampa's physical environment and visual image through urban design and street beautification programs. Special attention should be given to Tampa's major gateways and areas of high public exposure.
9. As part of the effort to upgrade the quality of life in Tampa, improvement of the physical environment is essential. This should include improvement of the housing stock, the neighborhood environment such as street pavement and sidewalks, and the public facilities serving the community such as parks and schools.

10. In order to maximize impact and convenience to the public, the major cultural facilities should be concentrated around a few strategically located areas such as Downtown.
11. Other facilities that have a wide public appeal can best be located in or around the Downtown area.
12. High rise residential development can best be considered on an individual basis through the land use implementation process. Approval for such development should satisfy certain criteria such as: the general land use and density concept of the area, land coverage ratio, distance of structure to property lines and other high-rises, traffic impacts and market demands.
13. Abandoned, obsolete industrial structures or sites should be recycled for other viable uses if possible. Efforts should be made to preserve those that are of particular historical value.
14. Intown industrial employment is important to the city's economy, and intown industrial growth is encouraged where there is land available in appropriate Subareas.

D. Development Regulations

1. General

. New Construction:

All new construction shall comply with all applicable local laws and ordinances and shall be consistent with the Plan.

. Proposal Review:

The Downtown Development Authority and City Departments will review proposals for development in the Redevelopment Area and submit recommendations to the Community Redevelopment Agency.

. Building Use:

There are no limitations anticipated regarding the allowed building use as long as development conforms to approved plans and ordinances.

- Design Standards:

All development on Harbour Island must be consistent with the accepted design standards that are specified as part of the approved DRI Development Order. This will give the island a common theme architecturally and will provide an attractive and distinctive appearance throughout.

No architectural restrictions will be placed on development in the remainder of the Redevelopment Area, with the exception of any applicable portions of the Zoning Ordinance or restrictions applicable to officially designated historic properties.

- Business, Tenant and Owner Preference

In general, the Agency shall, or will require the Developer to provide existing business owners and business tenants within the Redevelopment Area preference for re-entry into business within the Redevelopment Area provided the business is compatible with the uses, theme, and quality of development in the Redevelopment Area and that the business owner or tenant has the financial ability to so re-enter and operate the business consistent with the overall integrity of the proposed development and upon the same terms and conditions offered to other tenants or businesses.

2. Zoning

In order for the City and the Agency to carry out the provisions of this Plan it will be necessary to amend the present Zoning Ordinance. It is recognized by the City and the Agency that the intent and purposes of the Plan cannot be carried out under the provisions, and restrictions of the existing Zoning Ordinance. Existing zoning in much of the Redevelopment Area has a height restriction of 8 stories or 120 feet, and some locations preclude residential use.

It is the intent of this Plan that the Redevelopment Area be rezoned as appropriate. A revised Zoning Ordinance, once adopted, will significantly improve the restrictions currently imposed by existing zoning in the Redevelopment Area, especially in terms of residential use, height requirements, and development incentives. For example, proposed zoning should encourage residential use in areas where it is currently not a permitted use.

Future zoning will be in conformance with the Comprehensive Plan and will ensure the variety of uses desirable in the Redevelopment Area.

3. Densities and Intensities of Use

Intensity of use in the Redevelopment Area is detailed in Section V.B. Density, intensity, site coverage, specific setback designations, and other development controls will be in conformance with present and future Zoning Ordinances. Consideration will be given to capacity of infrastructure, compatibility with surrounding uses and the ultimate uses intended for the area after redevelopment. The actual numbers of buildings in the Redevelopment Area can be expanded so long as zoning requirements are met and overloading of public facilities does not occur, as detailed in the implementation phasing of the appropriate Development of Regional Impact (DRI).

4. Residential Use Element

As explained in the Tampa Downtown Development Strategy, "there are indications of a strong emerging market for new, close-in housing, both inside the CBD itself and on certain of its fringes - given the creation of the appropriate neighborhood and environmental amenities."

Several factors would contribute to the fulfillment of this expectation:

- Promoting housing development on land where advantages or amenities for living can be created and maintained, including harbor or riverfront tracts, and adjacent to the CBD where access to place of employment is enhanced.
- Upgrading the physical environment of the Redevelopment Area.
- Providing an enriched urban living experience through both a wide range of leisure activities and the availability of residential support services such as groceries, restaurants and retail shopping.

It is anticipated that 5,000 to 7,000 residential units could be developed in the Redevelopment Area by the year 2000 (4,650 on Harbour Island; 500 - 1,000 harbor or riverfront; and 1,500 in other Subareas).

A mixture of medium and high-rise residential development is recommended in the Redevelopment Area.

Medium density residential may predominate where development costs are not prohibitive because of land value; and should also be interspersed with high-rise residential along waterfront property so as to avoid complete blockage of the view by taller structures.

Consistent with the Comprehensive Plan, high rise residential development "can best be considered on an individual basis through the land use implementation process." Approval for such development should satisfy certain criteria such as: the general land use and density concept of the area, land coverage ratio, distance of structure to property lines and other high-rises, traffic impacts, parking requirements and market demands.

Success in residential development will depend largely on three things:

- Public sector initiation of projects designed to upgrade the physical environment.
- Private sector response to the newly created conditions.
- The market context and the presence of development incentives for housing.

5. Open Space

Throughout the Redevelopment Area, open space shall be provided consistent with existing ordinances and regulations, possible development bonuses, and other regulatory mechanisms as described in Section V.D.7.

Accessways to the waterfront for the public shall be encouraged.

No area may be accepted as Open Space within the Redevelopment Area unless it meets the following requirements:

- Open Space shall be utilized for landscaping, amenity, or recreational purposes and the functional design shall be appropriate for the scale and character of the intended use based upon expected population, and topography.
- Any improvements within open space areas shall be appropriate to the intended use.

6. Historic Preservation

The Historic Tampa/Hillsborough County Preservation Board has cited the Union Railroad Station, at 601 N. Nebraska Avenue in Subarea 4 as one of the finest examples of Beaux Arts classical architecture in Tampa. The structure, built in 1912, is listed in the National Register of Historic Places (June 5, 1974) and serves as Tampa's Amtrak Station.

The Comprehensive Plan emphasizes the importance of historic preservation: "Historically and architecturally significant structures are especially important in maintaining continuity with the past and a sense of character and quality for the CBD".

Economic incentives for preservation and adaptive re-use of historic architecture has been enhanced by the new Economic Recovery Tax Act of 1981 (HR 4242) as amended. Among other features of the new law are increased investment tax credits (ITCs) for rehabilitation. In the past, the allowable ITC was 10 percent. Under the new act, ITCs are 15 percent for buildings at least 30 years old, 20 percent for buildings at least 40 years old, and 25 percent for certified rehabilitation of certified historic structures.

As an example of the advantage to be realized, in the case of a \$100,000 certified rehabilitation of a 40 year old structure, an ITC of \$25,000 can be deducted from taxes owed, and \$87,500 can be depreciated over a 15-year period.

While it is important that the economic incentives for rehabilitation are understood, it is also important to note that the ideal master plan for the Tampa CBD must be a balance of preservation and new construction. The overall economic success of the area will depend on major redevelopment projects. Such redevelopment will serve as a focal point for the CBD and represent an economic incentive for the replacement of existing structures with more modern, integrated facilities.

7. Incentives

Incentives for provision of open space and other generally "public considerations" should be incorporated into local codes and ordinances where appropriate. The Tampa Downtown Development Strategy has recognized that the City of Tampa has the ability to offer incentives such as street closure, location of

public parking, landscape improvements, use of air rights and other regulatory incentive measures for the purpose of encouraging developers to consider achieving various public objectives such as plazas, arcades, galleries, through-block connections, and public transportation nodes.

Bonus provisions may allow for more square feet per unit up to a specific limit in return for a developer's contribution to pedestrian amenities such as accessways, views, and open space. In applying such bonus provisions to a developer, restrictions shall be placed on the land, and other actions as may be necessary to assure that such bonus provisions achieve the desired goals.

Other incentives include Transfer of Development Rights (TDR). Where development is on a lot-by-lot basis, rather than in planned development form, TDR may authorize any development of contiguous lots as though these lots were one parcel. Also, TDR may be authorized between non-contiguous lots in the more intensely developed core area.

A related incentive is a Special Exception. A Special Exception is a use which would not be appropriate generally or without special study throughout the Redevelopment Area but which, if controlled as to number, uses, location or relation to the neighborhood, would promote the public health, safety and general welfare.

8. Variations

Under appropriate circumstances, the Agency is authorized to permit variations from the limits, restrictions, and controls established by this Plan. In order to permit such a variation, the Agency must determine that:

- The application of one or more of the provisions of this Plan would result in unnecessary hardship;
- There are exceptional circumstances or conditions applicable to the Real Property or to the intended development of the Real Property which do not apply generally to other Real Property having the same standards, restrictions, and controls;
- Permitting a variation from the limits, restrictions, or controls of this Plan will not be materially detrimental to the public welfare or injurious to Real Property or Improvements in the Redevelopment Area;

. Permitting a variation will not be contrary to the objectives of the Plan.

In permitting such variation, the Agency shall impose such conditions as are necessary to protect the public health, safety, or welfare, and to assure compliance with the objectives of this Plan.

9. Limitations

However, the intensity of development permitted under this Plan shall not supercede the development regulations provided in the Development Orders for the Development of Regional Impact for the Tampa Central Business District Master Plan and the Development of Regional Impact for the Proposed Development of Seddon Island.

VI. NEIGHBORHOOD IMPACT ELEMENT

VI. NEIGHBORHOOD IMPACT ELEMENT

In this section, the impact of redevelopment on the Redevelopment Area as well as surrounding neighborhoods will be addressed in accordance with the Act. The purpose of the element is to ensure that consideration is given in advance to the possible effects of redevelopment.

• Resident Population

According to the 1980 Census, the population of the Redevelopment Area is 520 persons. Of these individuals, 492 live in Subareas 6 and 7 where over one-half (247) are inmates of the Hillsborough County Jail and another 223 reside in high rise apartments for the elderly. The remainder live in group quarters. Subareas 1 through 5 contain only 13 year-round residential units and 18 permanent residents. In addition, the Salvation Army has shelter housing consisting of between 90 and 100 used as temporary and emergency housing in Subarea 2.

There is a possibility that some or all of the present residents may be inconvenienced or perhaps even displaced by the redevelopment process. However, neither the inmate population nor the high-rise elderly population would be subject to relocation/redevelopment. Because the area is currently blighted and basically non-residential in nature, redevelopment should have few negative impacts on the neighborhood aside from any displacement that may occur. Displacement will be avoided wherever possible, and necessary relocation will be carried out per the relocation policy discussed in section VII.

• Nearby Residents

The redevelopment will have significant positive impacts on the Redevelopment Area as well as the surrounding area; in the City as a whole; and in the entire region. Some of the greatest benefits will be enjoyed by Central Park Village, one of the City's larger Public Housing projects, with a population of almost 1,500. Central Park Village is located to the north and east of the study area, and the Redevelopment Area obviously offers these residents little stimulation and few living advantages. The proposed redevelopment would make available a wide variety of jobs and amenities such as entertainment and nearby shopping opportunities.

There are several other ways nearby residents will benefit from redevelopment. Nearly all public services are likely to improve, particularly if tax increment financing is utilized. Transportation access will certainly improve in the neighborhood. The availability of new goods and services, especially after business hours, will be an improvement for residents in and around the Redevelopment Area. Another important impact of the redevelopment project would be psychological rather than physical. The concentrated redevelopment of an unsightly blighted area should make nearby residents feel like participants in Downtown growth rather than spectators of continued deterioration. This change in perspective would be regarded as having a significant positive impact.

- Traffic Circulation

The redevelopment will inevitably lead to heavier traffic volume. However, there have been a number of traffic studies that have completed in-depth analyses of the potential impact of the redevelopment. These studies were used as the basis for the road improvements which are recommended in this Plan. As the road system is upgraded, there should be no problem in handling the heavier volume due to the improved circulation pattern. Traffic congestion and safety will be improved as a result of the proposed improvements.

- Environmental Quality

Any large influx of population, buildings, and businesses into an area that is relatively undeveloped will put somewhat greater stress on the environment. The major new source of pollution would be the increase in hydrocarbon emissions from automobiles. This should be at least partially offset by the landscaping requirements and green space that will be added to the area. However, as a safeguard, the federal air quality standard will continue to be monitored to ensure compliance.

- Public Facilities

The need for water, sewage treatment, storm drainage, solid waste disposal and other community facilities will be increased by the redevelopment project. The specific actions recommended to meet these needs are

discussed in the next section. Considerable upgrading will be necessary to accommodate the level of development necessary to ensure successful economic revitalization in the Redevelopment Area.

- Effect on School Population

The redevelopment will have almost no impact on the school population. When families with school age children begin to move into the area, the increased demand should be easily handled by capacity in the existing school system.

- Relocation

Section VII identifies the policies for relocation. As stated therein, the local area will absorb the majority of residents that may be displaced from within the Redevelopment Area.

- Other Effects

A problem sometimes associated with developments of this size is the disruption of a cohesive neighborhood. This is not the case with this Redevelopment Area. The community image in the residential areas to the north and east of the Redevelopment Area would not be negatively impacted by redevelopment.

A significant, but sometimes undervalued offshoot benefit of large-scale redevelopment is the creation of temporary (construction-related) and permanent new jobs. An estimated 14,000 new permanent jobs could be generated in the Redevelopment Area by the year 2000. Approximately 7,000 construction jobs would be created during the redevelopment process.

VII. PROPOSED REDEVELOPMENT ACTIONS

Implementation of the Plan depends on the tools and methods available to the Agency. In this section, these "tools" will be examined.

The Plan will be undertaken in accordance with the provisions of the Act. The Agency may utilize any and all methods of achieving redevelopment of the Redevelopment Area as are authorized by law. Among the available methods are the following:

A. Property Acquisition

The Act authorizes the Agency to acquire Real Property by purchase, condemnation, gift, exchange or other lawful means in accordance with the approved Plan. The Agency shall acquire Real Property in the Redevelopment Area at such times, in such phases, and in such quantities as may be required to carry out the intents and purposes of the Plan.

Generally, personal property shall not be acquired. However, where necessary to the execution of this Plan, the Agency may acquire personal property in the Redevelopment Area by any lawful means.

B. Rehabilitation

The Agency may rehabilitate or may as a condition of sale, lease, or owner participation, require a redeveloper or an owner-participant to rehabilitate, remodel, alter, restore, repair, or otherwise improve property that is the subject of the sale, lease, or Owner Participation Agreement, in a manner prescribed by the Agency.

C. Structure Relocation

In the event that a particular structure which is in an area that is proposed for redevelopment is determined by the Agency as worthy of being preserved, (e.g., historic structure) the Agency may, if it determines preservation feasible, authorize the expenditure of funds necessary to move such structure to another location within or outside the Redevelopment Area.

D. Cooperation with Public Agencies

The Agency will seek the aid and cooperation of other public agency bodies and will attempt to coordinate this Plan with the activities of such public agencies in order to achieve the purpose of redevelopment in the highest public interests.

E. Property Management

During such time as any Real Property in the Redevelopment Area is owned by the Agency, the control, direction, supervision, and management thereof shall be carried out either directly or indirectly through the employment of agents, employees, independent contractors or other persons engaged or employed by the Agency. The Agency shall be fully empowered to enter into and execute such contracts, leases, management agreements, and other documents and instruments as shall be necessary and proper to assure the preservation, maintenance, and operation of any such Real Property; and as shall assure the greatest return to the Agency as possible under the circumstances.

F. Demolition and Clearance

The Agency is authorized to demolish, clear, or move buildings, structures, and other improvements from any Real Property in the Redevelopment Area which it has acquired and as may be necessary to carry out the purpose of the Plan.

G. Preparation of Building and Development Sites

The Agency is authorized to prepare or cause to be prepared as building and development sites, any Real Property in the Redevelopment Area owned or acquired by the Agency or any other person, which property is to be developed pursuant to the Plan.

H. Public Improvements and Infrastructure

The Agency shall recommend to the City the appropriate time and need to install and construct or to cause to be installed or constructed the public improvements and infrastructure within or outside the Redevelopment Area as are necessary to carry out the Plan.

The Agency, after approval by the City Council and in compliance with the provisions of the law, may modify portions of the Redevelopment Area to be devoted to public uses, public improvements and infrastructure.

The Agency may recommend to the City that the construction of public improvements and infrastructure be undertaken by the City and may make such arrangements with the City respecting the location, installation, ownership, maintenance, and operation thereof as the City and the Agency shall agree and as may otherwise be required or necessary to carry out the purposes of the PI an.

In the case of Harbour Island, the Developer shall assume all costs of infrastructure associated with new development.

1. Transportation

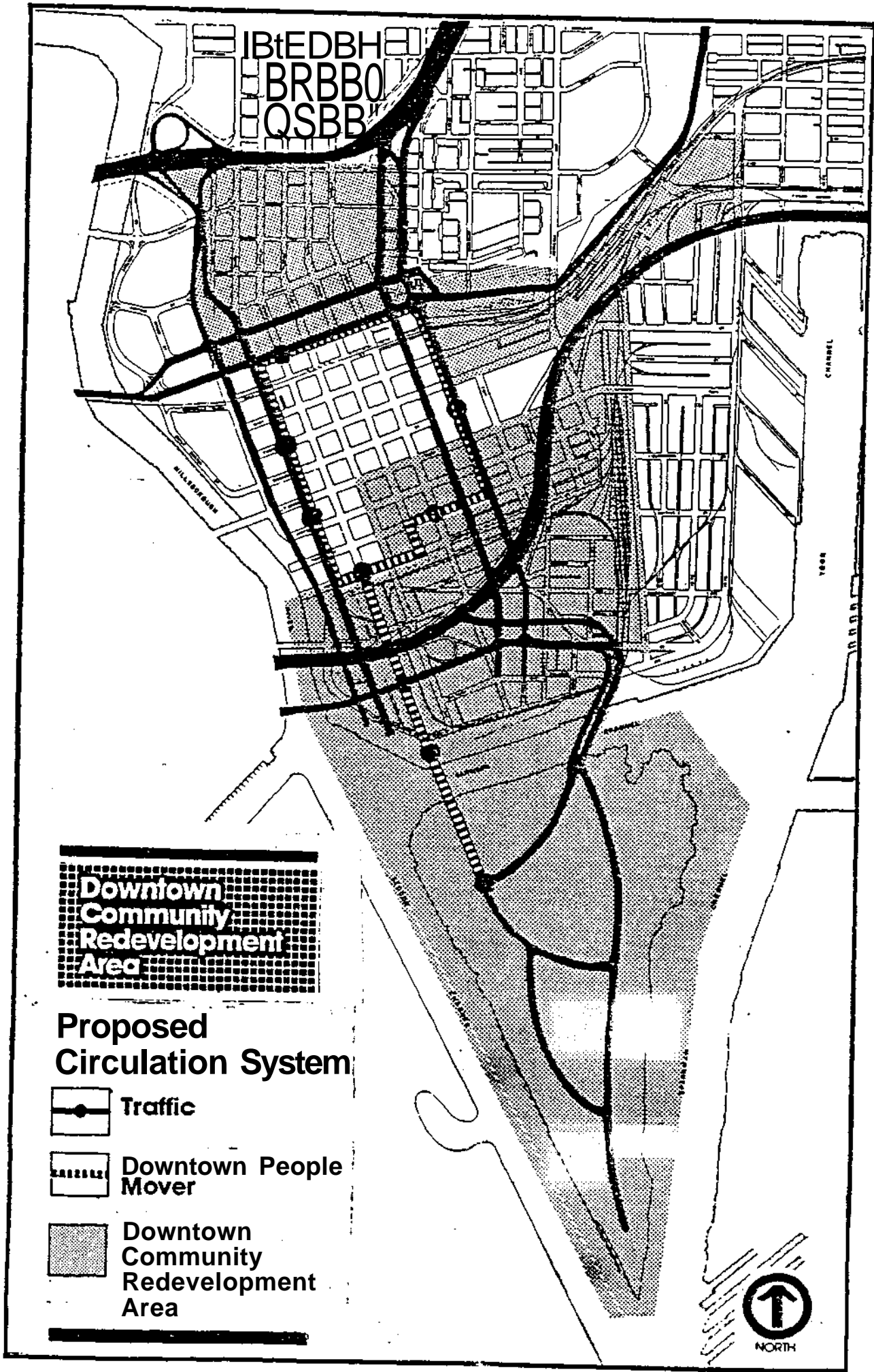
Current and projected conditions and costs have been estimated by Subarea for street lights, signals, geometric improvements, and sidewalks and may be found in Appendix I.

Detailed traffic counts and projections along major traffic corridors feeding into the Redevelopment Area are provided in: Development of Regional Impact Application for Development Approval -Tampa Central Business District Master Plan, by the Downtown Development Authority, March, 1982.

For estimated traffic counts/projections for the proposed Harbour Island development, refer to the Development of Regional Impact Application: Proposed Development of Seddon Island, Tampa, Hillsborough County Florida, American Centennial Insurance Company, July, 1981.

One way paired streets and major thoroughfares circumscribe the Redevelopment Area as indicated in the proposed circulation scheme on the map on page 42. This system will reduce congestion on local streets and pedestrian oriented locations within the Redevelopment Area by directing through-traffic to the perimeters. However, this system is conceptual; the official circulation plan is contained in the Development Order passed by City Council for the CBD DRI. An alternative circulation plan is being studied and may be adopted following completion of the Downtown People Mover study and the High Occupancy Vehicle (continue to page 43)

VII. PROPOSED REDEVELOPMENT ACTIONS



study. The use of transit in the Tampa area should be enhanced in the future by the proposed construction of a Downtown bus-passenger terminal, 50 bus shelters and two 150-space "park and ride" lots. These improvements to the transit system should help divert more commuter trips from the automobile.

Current HART bus service through the CBD is presently adequate, but as development and traffic congestion increase, peak hour bus service could effectively be replaced by an elevated guideway shuttle, the Downtown People Mover (DPM).

A preliminary feasibility study on long-range CBD transit needs was recently completed by the City of Tampa. This study identified a Downtown people-mover (DPM) as the optimal CBD circulation system for the year 2000. Project description, staging and costs are discussed in Appendix IV.

It is anticipated that mass transit will play a major role by the time of completion of Harbour Island in the 1990s. The system envisioned entails a fully developed, on-island shuttle system; regular fixed-route transit bus operations, extension of the CBD "Free Bee" type bus system; use of express buses during peak rush hours to connect Harbour Island with the CBD transit facilities; and a Downtown People Mover connection at the westernmost access point to the CBD.

2. Parking

Parking space projections for the year 2000 indicate that Subareas 1 through 4 require 3,789 parking spaces.

Projected parking for Harbour Island (Subarea 5) is 2,830 spaces in 1983; an additional 3,290 spaces in late 1985; 3,000 spaces added by 1987; and another 3,080 spaces in 1990; totaling 12,200 parking spaces required to service an expected 4,650 residential units, a major hotel and conference center, office space totaling one million square feet and extensive retail space.

Subareas 6 and 7 have parking space needs projected at 228 spaces by the year 2000.

Total new parking spaces projected for Subareas 1-7 in the year 2000 are 16,217 spaces. Appendix I provides further detail.

3. Water

Water improvements required for the land use densities proposed for each subarea follow. They are 1982 estimations on projected mains expansion.

Subarea 1: Projected Expansion (No Replacement)

12,580'	-16"	DIP @	\$75/LF	=	\$	943,500
4,060'	-12"	DIP P	\$60/LF	=		<u>243,600</u>
Total:					\$	1,187,100

Subarea 2:

1,800'	-16"	DIP	\$	\$75/LF	=	\$	135,000
6,980'	-12"	DIP @		\$60/LF	=		418,800
520'	- 8"	DIP 0		\$40/LF	=		<u>20,800</u>
Total:					\$		574,600

Subareas 3 & 4:

2,520'	-20"	DIP	(3	\$90/LF	=	\$	226,800
670'	-16"	DIP 0		\$75/LF	=		50,250
17,120'	-12"	DIP 0		\$60/LF	=		1,027,200
1,650'	- 8"	DIP P		\$40/LF	=		<u>66,000</u>
Total:						\$	1,370,250

Subarea 5

Potable and non-potable water for Harbour Island will be supplied by the City of Tampa. The developer is investigating the feasibility of using recycled water from the Hooker's Point Treatment Plant as an additional source of non-potable water. On-site systems will be operated and maintained by the owners of the individual elements of the project. In areas of

common use, the water supply system shall be maintained by private associations or by the City of Tampa, as is ultimately approved by the governing body.

Subareas 6 & 7:

7,170'	-	12"	DIP P	S60/LF	=	\$ 430,200
4,190'	-	8"	DIP <?	S40/LF	=	<u>167,600</u>
Total						\$ 597,800

The total projected water improvement costs for Subareas 1-7 is \$3,729,750.

4. Sanitary Sewers

Rehabilitation of two key lines should be accomplished within the next 2-4 years. The Department of Sanitary Sewers is currently evaluating the Downtown area system, and there may be other pipe sections which require rehabilitation in the short term.

Even though the Downtown area is totally sewerred, there are locations where system additions and reroutings will be required to ensure flexibility in the intercepting system to meet future development needs. These sewers should be constructed prior to 1990.

Replacement of cast iron pipe sections and substandard-size lines should be undertaken as soon as possible.

The estimated costs associated with, selected high priority system improvements for the Redevelopment Area, except Harbour Island, are as follows:

Rehabilitation:	\$120,000
Replacement:	\$354,000
Expansion & Intercepting System Reroute:	\$510,000
<u>Total High Priority Needs:</u>	\$984,000

Based on current prices, the estimated construction cost for revitalizing all remaining lines in the Redevelopment Area is approximately \$4.1 million (lower priority lines).

Wastewater generated by the Harbour Island development (Subarea 5) will be directed via the City's collection system to the Hooker's Point regional wastewater treatment facilities.

5. Drainage

Subarea 1: Upgrading of the drainage systems in this area would require reconstruction of the older system (along and adjacent to Jackson Street) except for its 13' x 6' concrete box outfall which is about 20 years old. The other two systems would be retained with some modifications, and a new 60" diameter outfall into the Hillsborough River would be constructed.

The cost of the drainage improvements in this area is estimated at \$2,118,000.

Subarea 2: In order for the drainage to be suitable for redevelopment, the following improvements are recommended:

1. Construction of one new drainage system with a 42" diameter outfall into the Garrison Channel.
2. Modifications to existing drainage systems with enlargement of two existing outfalls.

The estimated cost of the above improvements is \$727,000.

Subareas 3 & 4: Upgrading the drainage systems in this area would require reconstruction of the systems. The only independent outfall would be retained but would require a supplemental 60" diameter outfall into the Garrison Channel.

The costs of drainage improvements in Subareas 3 and 4 is estimated at \$1,535,000.

Subarea 5: The stormwater drainage system on Harbour Island has been designed in accordance with the requirements of the Department of

Environmental Regulation and all applicable local agencies. The proposed system has been designed for a 10-year frequency, 24-hour duration storm.

Subareas 6 & 7:

Upgrading the Drainage System in this area will require expansion of the internal drainage system and construction of one additional 66' diameter outfall into the Hillsborough River.

The total drainage improvement cost for Subareas 1-7 is \$5,220,000.

6. Open Space

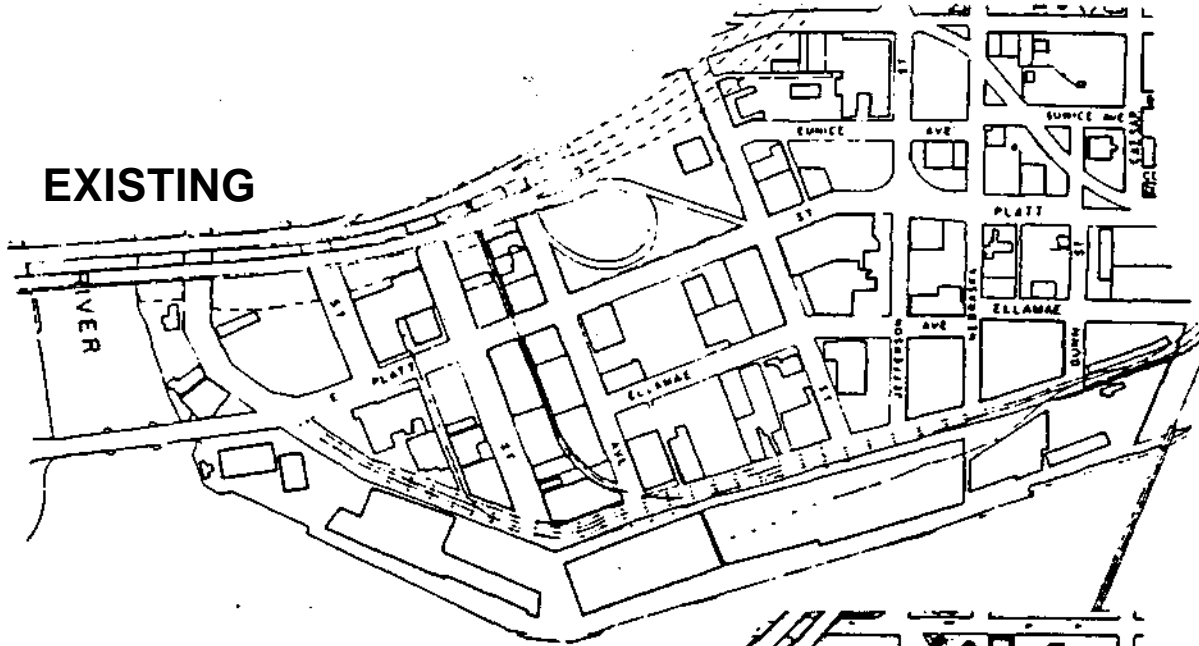
Park, recreational facilities, and open space shall be developed in a manner consistent with the goals set forth in this Plan. No specific areas have been designed for such purposes, however, open space and public areas, as well as any public buildings which may be necessary in providing service to the public, are permitted uses throughout the Redevelopment Area. As already noted, entertainment and cultural facilities are recommended uses in both Subarea 1 and Subarea 2, and some plaza-like open space and landscaping are normal aspects of such use. Hotel and residential developments are fairly consistent in making allowances for provisions of open space. Major business developments also exhibit sensitivity to the needs of people for pleasing vistas in places where they live and work. An open space system of that character is encouraged.

Conceptual diagrams of an illustrative open space configuration are shown on pages 48 and 49.

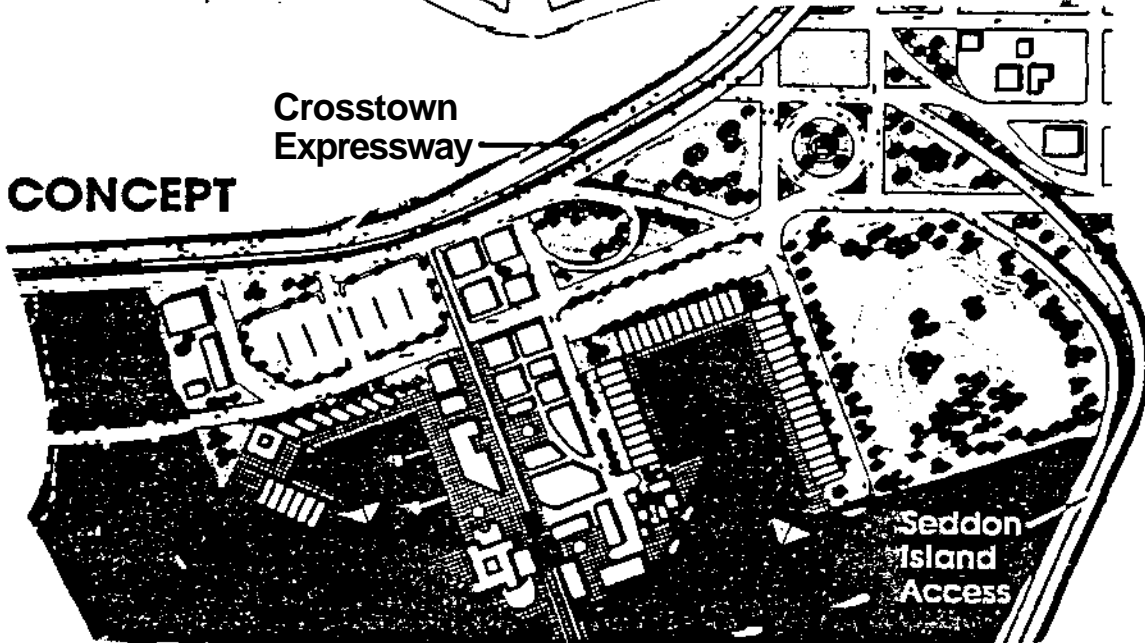
Another concept revolves around an open space mall integrating the government buildings near Union Station (Subarea 4). According to Hammer, Siler, George Associates and John Portman and Associates, by "merging the landscaped areas surrounding the public buildings, the effect is to create a campus like setting for this zone."

Other coordinating efforts to create or improve open spaces throughout the Redevelopment Area are encouraged through requiring a set-aside in parking lots or structures; through development

EXISTING



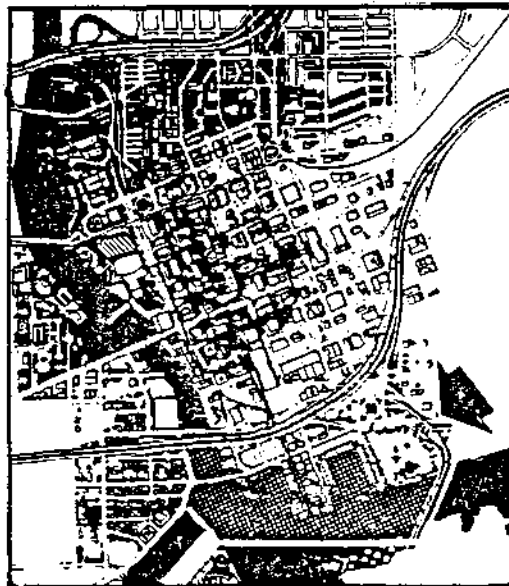
CONCEPT



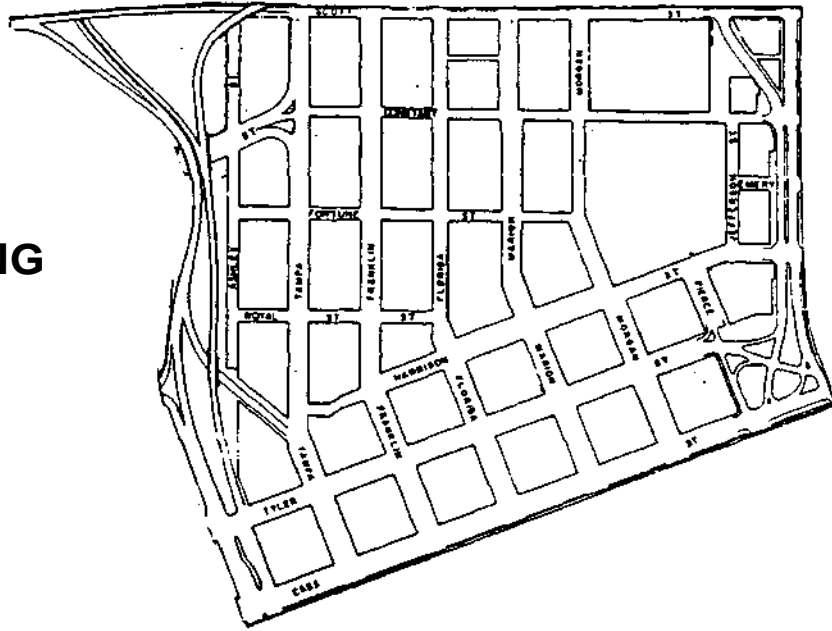
**Downtown
Community
Redevelopment
Area**

**Conceptual
Open Space
Configuration**

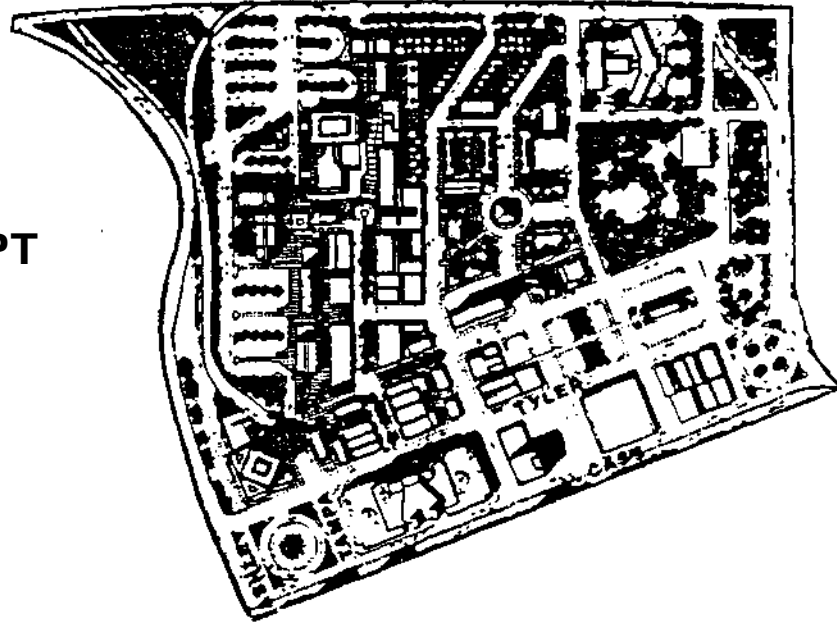
Source: "Downtown Development Strategy"; Hammer, Siler, George Associates; 1980.



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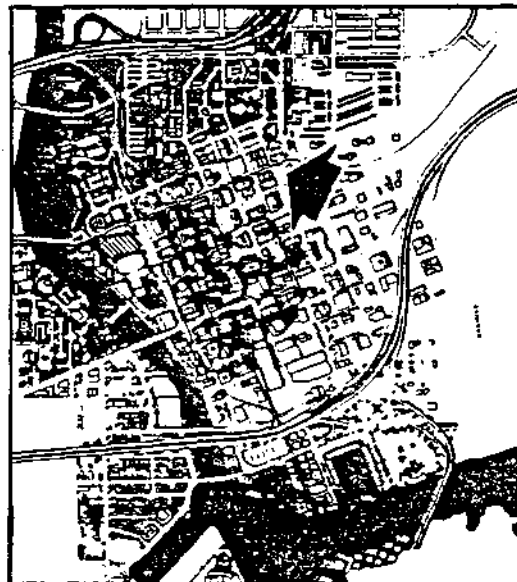
CONCEPT



**Downtown
Community
Redevelopment
Area**

**Conceptual
Open Space
Configuration
continued...**

Source: "Downtown Development
Strategy"; Hammer, Siler, George
Associates; 1980.



bonuses as incentives to include courtyards and other open spaces in new development: and through tree-planting or landscaping along major thoroughfares and expressways.

Harbour Island (Subarea 5) development will include 86.7 acres of open space. Mangrove areas will be protected along the perimeters of the island, and the Harbour Island Association will be responsible for maintenance of open space on the Island.

Creation of accessways to the water along the Hillsborough River and Garrison Channel are desirable and shall be encouraged.

I. Real Property Disposition and Development

The Agency is authorized to sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust, or otherwise dispose of any interest in Real Property. To the extent permitted by law, the Agency is authorized to dispose of Real Property by negotiated sale or lease. All Real Property acquired by the Agency in the Redevelopment Area shall be sold or leased for development for fair value in accordance with the uses permitted in the Plan and as required by the Act.

The Agency may reserve such powers and controls through disposition and development documents with purchasers or lessees of Real Property from the Agency as may be necessary to ensure that development begins within a reasonable period of time and that such development is carried out pursuant to the purpose of the Plan.

1. General.

To provide adequate safeguards to ensure that the provisions of the Plan will be carried out and to prevent the recurrence of blight, all Real Property sold, leased, or conveyed by the Agency in the Redevelopment Area shall be subject to the development provisions of the Plan.

2. Purchase and Development Documents.

The leases, deeds, contracts, agreements, and declarations of restrictions relative to any Real Property conveyed by the Agency may contain

restrictions, covenants, covenants running with the land, conditions subsequent, equitable servitudes, or such other provisions necessary to carry out the Plan.

3. Obligations to be Imposed on Developers.

All property in the Redevelopment Area is hereby subject to the restriction that there shall be no discrimination or segregation based upon race, religion, sex, age or national origin, in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of property in the Redevelopment Area.

All owners, purchasers, lessees or developers of Real Property within the Redevelopment Area shall be required to develop such land in accordance with the provisions of the Plan.

All owners, purchasers, lessees, or developers of Real Property within the Redevelopment Area must commence the construction or rehabilitation of any building and proceed in a manner consistent with such reasonable periods of time as mutually agreed upon with the Agency.

J. Relocation Policy

1. General

Redevelopment will entail a great deal of new construction and rebuilding, but physical revitalization is only a means to an end, which is improving the quality of life for Tampa's citizens. While the project should have enormous positive impacts on many people, the welfare of the few who may be displaced is of considerable concern.

It shall be the policy of the Agency that persons displaced as a result of redevelopment projects shall be provided services which will ensure that they are not unduly inconvenienced by their relocation.

In implementing this Plan, the Agency will provide fair and equitable treatment to any displacees. Objectives shall be to:

- Provide residents that may be displaced with full opportunity to occupy comparable replacement housing that is within their ability to

pay and adequate for their needs, and meets all requirements for decent, safe, and sanitary housing, and to the extent possible, which satisfies their preference with regard to location, view and other considerations;

- Carry out project activities in a manner that minimizes hardship to those that may be displaced;
- Provide maximum choice within the available housing supply;
- Provide relocation assistance in accordance with the needs of those that may be displaced, and through referrals to other agencies, including the appropriate social services assistance to those who are chronically ill, homebound, and in need of support services, counseling and follow-up services;
- Make diligent efforts to assure that those who may be displaced do not encounter undue financial or other hardship through any action by the Agency in carrying out the Plan.
- Provide business concerns and nonprofit organizations with assistance in establishing at new locations with minimum delay and hardship.

In order to carry out these objectives, the following relocation method will apply when existing commercial businesses and residential occupants must be displaced as a result of acquisition through condemnation.

2. Relocation Method

Permanent relocation assistance will be handled through the City's Department of Housing, Inspections, and Community Services.. That Department has personnel with extensive experience in all phases of relocation assistance, which entails providing clients with an explanation of the process, available options, and if applicable, a schedule of payments. In addition, the Agency assists in locating and securing comparable housing.

The Agency may pay reasonable moving expenses to persons (including families, business concerns and others) displaced by the redevelopment project. This is not intended to provide incentives for commercial and industrial businesses to move out of

the Redevelopment Area. The Agency may elect to make such relocation payments for moving expenses where it determines that it is in the best interest of the project, and not to do so would create a hardship on the persons involved. The Agency may make such other payments as may be in the best interest of the project and for which funds are available. The Agency shall make all relocation payments as required by all other applicable laws.

The Agency shall adopt rules and regulations governing the relocation of individuals, families, and businesses in the Redevelopment Area. These rules and regulations shall establish eligibility criteria for relocation benefits, as well as the amount of the relocation payments, if any, to be made. This relocation method may be amended from time to time as appropriate.

VIM. REDEVELOPMENT FINANCING METHODS

VIII. REDEVELOPMENT FINANCING METHODS

A. General

A viable financing program for redevelopment requires a strong commitment from the public and private sectors built upon a cooperative partnership. The ultimate success of this program is dependent upon its ability to match anticipated revenues with capital requirements for each stage of project development. In order to carry out redevelopment, the Community Redevelopment Agency will utilize all available sources of funding from local, state, and federal government sources and the private sector.

A number of financing sources and vehicles can be used by a municipality in cooperation with the private sector to implement a comprehensive program for the redevelopment. Since the necessary components of a redevelopment project can be quite diverse, the available funding sources for each component should be explored and analyzed. The scope and quality of redevelopment may depend on the Agency's ability to complement the objectives of the redevelopment program by lowering development cost and minimizing risk to the private sector. General funding methods which can be effectively utilized to finance redevelopment in contemplation of the Plan include the following:

1. Federal Funds

Funding for redevelopment is available from several federal agencies including the Department of Housing and Urban Development (HUD), Economic Development Administration (EDA) and the Small Business Administration (SBA). HUD provides funding through the Community Development Block Grant and Urban Development Action Grant programs, both of which are available to the City of Tampa. Although its programs are being cut back, EDA still provides funding for business development and technical assistance. SBA provides funding to the private sector in the form of loans, loan guarantees and guaranteed debentures through the 7(a), 502 and 503 programs. The Department of Transportation provides funding for a wide array of transportation improvements. Federal tax incentives are also available to the private sector through the Economic Recovery Tax Act of 1981.

2. Industrial Development Bonds

Chapter 159, Florida Statutes, the Florida Industrial Development Financing Act, authorizes the use of Revenue Bonds to finance capital projects for private development. IDRBs can be used to fund a range of project types from manufacturing facilities to commercial projects in designated enterprise zones.

3. Tax Increment Financing

Tax Increment Financing (TIF) is a funding mechanism for redevelopment authorized by Chapter 163, Florida Statutes, the Community Redevelopment Act. TIF captures the incremental increase in tax revenues resulting from redevelopment, and uses it to pay for public improvements needed to support and encourage new development. Eligible activities include the acquisition of land and improvements, relocation of displaced residents, demolition of deteriorated structures, site preparation and infrastructure improvements. The Act requires the establishment of a trust fund from which projects can be funded on an annual basis from monies deposited in the trust fund, the issuance of tax increment bonds and bond anticipation notes. Tax increment financing can be a reliable source of funding for essential project activities and improvements.

4. Special Taxing District

A special taxing district can be designated after public referendum for the purpose of levying a small increase in millage within a geographically defined area in order to generate tax revenues into a fund to pay for public improvements.

5. Revenue Bonds

Revenue bonds can be issued to finance public improvements in the project area (e.g. parking revenue bonds to fund the construction of parking structures).

6. State Enterprise Zone Tax Incentives

State Corporate Income Tax Credits are available through several State programs designed to help revitalize distressed areas by involving the private sector and providing suitable incentives in approved development areas. The incentives

cover credits for creation of new jobs; credits for creation of new or expanded business; and credits for community contributions.

B. Specific

The Agency shall finance redevelopment and meet its other financial obligations by such methods as shall be authorized by the Act and provisions of applicable law. Without limitations, the following specific methods of financing are hereby authorized:

1. Initial Funding

Initial funds for project planning and administration may come from appropriations by the City, appropriations and grants from the United States Department of Housing and Urban Development, Community Development Block Grant Funds, from any tax increment revenues authorized after adoption and approval of this Plan, and from such other sources as are authorized or permitted by the Act or applicable law or from any other source. These sources may be utilized to finance the various costs, fees, expenses, and other charges incurred during the planning, initial administration, and pre-acquisition period.

2. Acquisition and Pre-Construction Activities

Funds for acquiring Real Property in the Redevelopment Area, for financing demolition and site clearance work, for installation, construction or reconstruction of the necessary or required infrastructure development, including, but not limited to streets, utilities, etc., for preparing building sites, and for carrying out and performing other pre-construction activities may be provided by acquisition and development loans; advances; or indebtedness negotiated, incurred, or consummated by the Agency (or by any person with whom the Agency has entered into contracts for the acquisition, development, or redevelopment of all or any part of the Redevelopment Area) with banks, savings and loan associations, real estate investment trusts, governmental entities, insurance companies, pension funds, institutional lenders, or other persons and from such other sources as are authorized or permitted by the Act or applicable law. Such loans may be secured or unsecured, funded or unfunded, short-term, intermediate-term, or long-term, and may be

repayable at such times in such manner, and at such interest rate and subject to such terms, conditions, restrictions, and limitations as the parties thereto shall agree. Such loans, funds, advances, or indebtedness may be recast, renewed, extended, or modified at any time after they have been incurred and they may be repaid from bonded indebtedness issued by the Agency as authorized or permitted by the Act or other applicable law.

3. Construction and Completion of Projects

Funds for financing the construction and completion of publicly owned redevelopment projects and all Improvements and Public Improvements, including, but not limited to, the necessary infrastructure development to be constructed thereon may be provided from bonded indebtedness of the Agency, including property tax increment bond issues, revenue bond issues, and all other bond issues available to the Agency under law.

4. Other Sources

In addition to the sources of funds described above, in order for the Agency to finance redevelopment and meet its other financial obligations, the Agency may obtain loans, grants, gifts and other assistance from local, state and federal government agencies, bureaus, departments or other entities; may be the recipient of gifts, bequests, devises, donations and grants from persons; and may obtain funds from the sale, exchange, pledge, mortgage or other disposition of Real Property owned by the Agency, from parking fees, assessments, rents, issues, profits and other sources of income arising from the ownership, management, lease or use of Real Property or from any source related to any of the foregoing or from such other sources authorized or permitted by the Act or other applicable law.

5. Restrictions

The Agency shall not be authorized to pledge the full faith and credit of the City or to guarantee the indebtedness of any person performing any work or providing any labor or services in connection with any redevelopment Project or to otherwise obtain funds from any source or in any manner not specifically authorized in this Plan, the Act, or the provisions of applicable law.

IX. ACTIONS BY THE CITY

IX. ACTIONS BY THE CITY

Upon approval of this Plan, the City warrants and represents to all parties acting in reliance on the City, the Agency, or this Plan that the City shall aid and cooperate with the Agency and any other parties acting in reliance aforesaid in carrying out this Plan and shall take all actions necessary to ensure the continued fulfillment of the purposes of this Plan and any agreements, contracts, or actions associated herewith and to prevent the spread or recurrence within the Redevelopment Area of conditions causing blight or undesirable elements or conditions. Actions by the City shall include all those authorized by law including, but not limited to, the following actions:

A. Development Review

Assistance and cooperation shall be provided to the Agency in the preparation and review process associated with the approval of this Plan and as may otherwise be required in order to effectuate compliance and performance pursuant to the intent of this Plan. As projects are initiated, they will become part of an established review process which will ensure conformance with the Plan.

B. General

Generally, actions by the City shall include the following:

Initiation and implementation of such actions as are necessary to delegate to the Agency the responsibility for administering all aspects of this Plan, including, without limitation, those provisions provided herein-after.

- Initiation and implementation of zoning changes, all in a manner consistent with this Plan and to the extent necessary to permit the land uses and development authorized by this Plan.
- Imposition wherever necessary (by conditional use permits or other means) of appropriate controls, within the limits of this Plan, upon parcels in the Redevelopment Area to ensure their proper development and use.
- Initiation and completion of proceedings for opening, closing, vacating, widening, or changing the grades of streets, alleys, public areas, and

other public rights-of-way, and for other necessary modifications of the streets, the street layout, and other public rights-of-way and areas in the Redevelopment Area.

- Initiation and completion of proceedings necessary for changes and improvements in publicly owned utilities within or affecting the Redevelopment Area.

C. Administrative Enforcement

The City shall provide for administrative enforcement of this Plan after development. The City and the Agency shall through code enforcement provide for continued maintenance by Owners of all Real Property, both public and private, within the Redevelopment Area throughout the duration of this Plan.

D. Conveyance of City-Owned Land

The City shall authorize the conveyance to the Agency of City owned land to an extent sufficient to carry out the objectives of this Plan. Each said conveyance by the City to the Agency shall be made in a timely manner in accordance with schedules approved by the City and the Agency and under such terms and conditions as shall be appropriate for implementation of the Plan.

E. Performance Commitment

The City shall perform all of the preceding, and all other functions and services related to public health, safety, and physical development normally rendered in accordance with a schedule which will permit the redevelopment to be commenced and carried to completion without unnecessary delay.

X. IMPLEMENTATION STRATEGIES

X. IMPLEMENTATION STRATEGIES

A. Market Potential

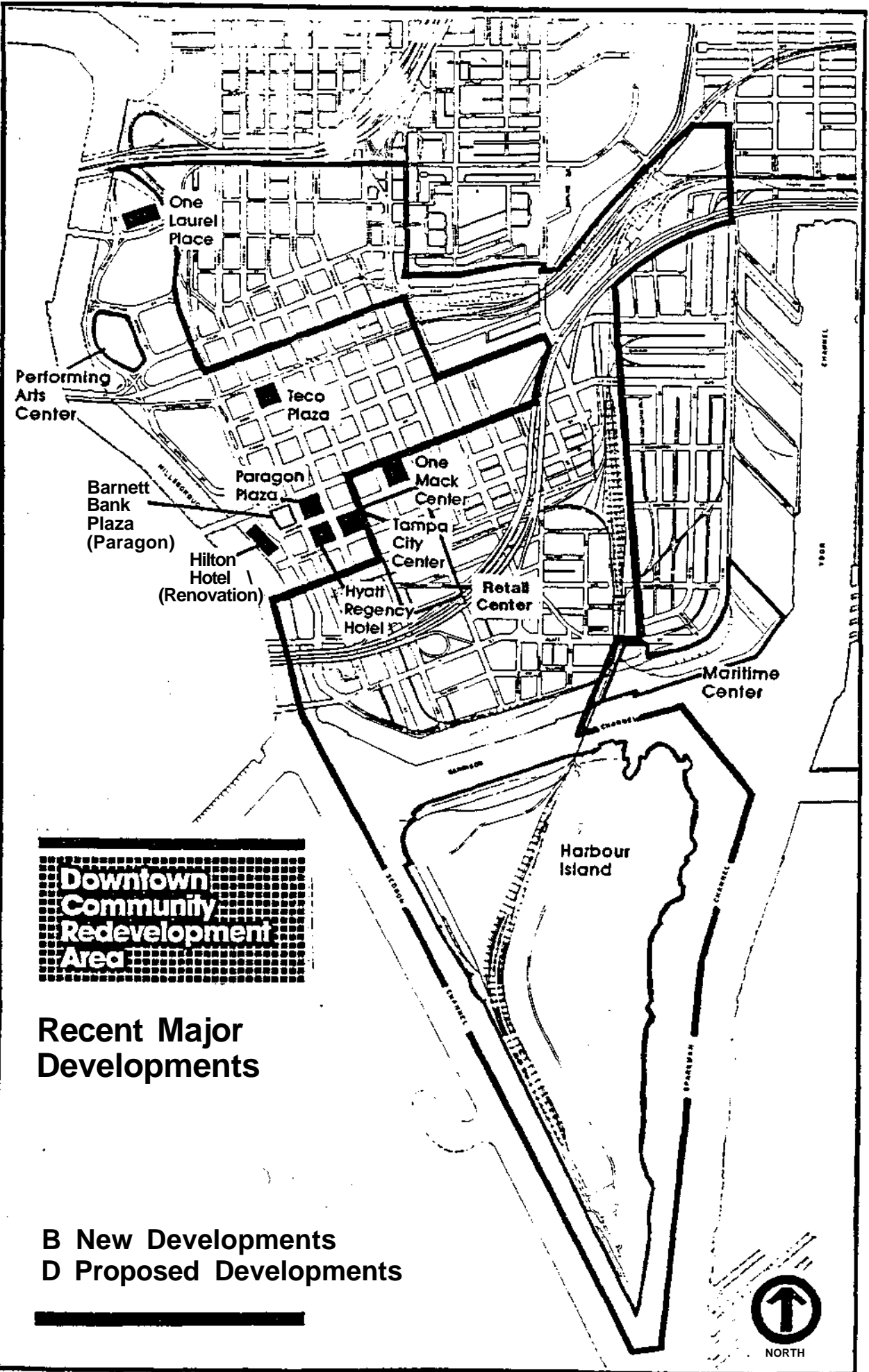
If the factors related to blight (as previously discussed) can be overcome, then the Redevelopment Area has tremendous development potential due to a number of factors, some of which are local and some of which are related to national trends.

Tampa is situated in the heart of the "Sunbelt", America's fastest growing region in terms of population and economic development. In addition, Tampa is the central city on Florida's West coast, one of the Sunbelt's most vital areas. Finally, the Redevelopment Area is located adjacent to the developing core of the Downtown district which, after years of losing population and business to suburban areas, is regaining its competitiveness. Some of the factors that caused decentralization, (e.g. lower land costs, parking availability, and a relatively congestion-free highway system) have begun to disappear from the suburbs. Suburban locations are in fact now facing the same problems with the provision of utilities, increased crime and rapidly rising energy costs that caused business to shy away from Downtown in the first place.

While many suburban locations in Tampa area remain attractive, Downtown's competitive position has been greatly improved, as witnessed by the wide range of new major private developments shown on page 61. Local government's attitude of cooperation and coordination with the private sector is another major factor that has significantly contributed to the overall development potential of Downtown Tampa.

Most of the remaining negative aspects of Downtown, such as structural deterioration, underdevelopment, and poor mix of uses, tend to be associated mainly with the Redevelopment Area. However, these negative factors can be overcome with well planned redevelopment. New development in once blighted areas, linked with the stronger areas of Downtown, will bring out the full potential in each major market area as discussed below.

The Redevelopment Area has excellent access to the Tampa CDB, the regional interstate system, and via the interstates, to all of Tampa, Hillsborough County, and the region. The area is adjacent to I-275 where it passes north of Downtown Tampa and the Crosstown Expressway to the south. Despite negative physical



appearance, the Redevelopment Area is well-located with respect to employment, being only a few blocks from Tampa's CBD, and within walking distance of several major buildings.

While several structures have historical significance, the character of existing development in the area and surroundings is generally poor. Exceptions include the new state official building on Tampa Street, the church-owned apartment building on Harrison Street, the Hillsborough County Law Enforcement Center across Morgan Street, two small office buildings on Florida Avenue, and the Mack Center. However, as shown by the map on page 61, most recent major development in the CBD has been outside the Redevelopment Area.

Supporting uses, such as the retail activity on Franklin Street Mall and Downtown Tampa, government offices, educational facilities, Curtis Hixon Hall, and business services are located close to the area. Lacking are convenience retailing (primarily groceries), recreational amenities (except Riverfront Park), and personal and property security. However, solution of these weaknesses is basically a problem of physical design and public service programming.

According to the Downtown Tampa Market Analysis, the market potential of each major development type is as follows:

. Hotel Development Potential

This market should be one of Downtown's strongest for the next several decades. Tampa's central location, the probability of improving transportation, entertainment and dining facilities and the possibility of a new convention center make Downtown an attractive location for major new hotels. This is borne out by the recently opened • 522-room Hyatt hotel. It is projected that 2,600 to 3,100 hotel rooms could be constructed and absorbed within Downtown Tampa by 1990.

. Office Development Potential

Tampa's position as a regional financial, industrial and business center is expected to increase in the next two decades, stimulating the demand for office space. It is estimated that by 1990 there will be a need for 2.36 million to 2.77 million square feet of new office space in Downtown Tampa.

- Housing Development Potential

While housing is not currently a major use in Downtown Tampa, this situation should change significantly in the coming years. Provision of recreational facilities; improvement of dining and entertainment opportunities; the need to locate close to employment centers; and the development of mixed-use projects and Harbour Island development will contribute to a surge in residential construction. By the year 2000, approximately 5 to 7 thousand new residential units could be constructed in the Redevelopment Area.

- Retail Development Potential

Redevelopment will dramatically alter the number of people living and working Downtown. This will generate a large demand for retail operations. More than likely, retail floor space will occur as: a large pedestrian mall, probably several major department stores; specialty retail relating to the Garrison Channel area; mixed retail uses on Harbour Island; and convenience retailing to serve on-site employees or residents.

B. Coordination of Local Government Entities

Redevelopment will be undertaken in accordance with the provisions of the Act and through the coordinated efforts and authority of the respective governmental entities in cooperation with the private sector.

- The Private Sector

The Redevelopment Plan cannot be implemented without the predominant participation of the private sector. The role of the individual investor or conglomerate is to evaluate the effectiveness of an investment risk in the Redevelopment Area and to pursue such opportunities and development incentives as may be evident to them, conforming to the requirements set forth in the Plan.

- Community Redevelopment Agency

The City Council, acting as Community Redevelopment Agency, will use any and all methods of

implementing the Plan as authorized by law. The Agency will exercise the powers conferred by statute to take action within the Redevelopment Area such as will result in economic revitalization consistent with the Plan. The Agency will call upon such counsel, technical experts and other persons or employees as it may from time to time determine necessary to the purposes of the Plan. The Agency will approve redevelopment projects on an individual or group basis, as deemed in the best interest of the Plan and the municipality. The Agency will approve general expenses in terms of the implementation of this Plan, including both projects and administrative expenses. Notwithstanding the participation of other agencies or experts in the implementation of the Plan, the City Council shall reserve to itself the following powers:

1. The power to determine an area to be slum or blighted or a combination thereof; to designate such area as appropriate for a community redevelopment project; and to hold any public hearings required with respect thereto.
2. The power to grant final approval to Community Redevelopment Plans and modifications thereof.
3. The power to authorize the issuance of revenue bonds as set forth in Chapter 163.385 F.S.
4. The power to approve the acquisition, demolition, removal or disposal of property as provided in Chapter 163.370(2) F.S. and the power to assume the responsibility to bear loss as provided in Chapter 163.370(2) F.S.

The Downtown Development Authority (PDA)

The Downtown Development Authority (DDA) shall serve in an advisory capacity to the Agency regarding implementation of the Plan. DDA can also be effective in helping to foster and coordinate public/private linkages, and will continue to play a key role in an effective marketing of the ongoing redevelopment program.

The City Administration

The City of Tampa Administration will function as the staffing arm of the Agency and will carry out

such directives as are given to it by the Agency regarding the Plan. The Administration will continue to function as effectively and efficiently as possible in this capacity.

XI. DURATION, MODIFICATION, AND SEVERABILITY OF THE PLAN

XI. DURATION, MODIFICATION, AND SEVERABILITY OF THE PLAN

The redevelopment process shall continue until determined complete or otherwise discontinued by the City Council, or for a period of 15 years from the date the plan is adopted, whichever comes first. This will not affect any existing obligations with regard to outstanding bonds or contractual agreements; simply, no new redevelopment actions or projects may be initiated after the above termination date.

The Plan may be modified only after approval by City Council and in a manner consistent with applicable law and in accordance with the Act.

The Community Redevelopment Agency recommendation to amend or modify the Plan may include a change in the boundaries of the project area, major land use modifications, or any changes which constitute a substantial deviation from the original Plan.

In order to amend the Plan, City Council will hold a public hearing on the proposed modification after proper public notice of the meeting.

If any provision of the Plan is held to be invalid, unconstitutional or otherwise locally infirm, such provision shall not affect the remaining portions of the Plan.

APPENDIX I.

COMMUNITY REDEVELOPMENT EXHIBITS

DOWNTOWN TRAFFIC IMPROVEMENTS: RECONSTRUCTION/REPAIR COSTS-1

STREETS

SUBAREA *	CATEGORY 1 COST	CATEGORY 2 COST	EXISTING TOTAL COST	FUTURE MAINTENANCE COST (PER YEAR)	TOTAL LANE MILES
I	1 19,200	\$ 10,627	\$ 29,827	J 10,072	20.09
2	\$. 480	\$ 14.442	\$ 14,922	\$ 8,864	11.08
3 14	\$ 52,480	\$ 5.438	\$ 57,918	\$ 11,256	14.07
6 & 7	\$ 43,200	\$ 14,549	* 57,749	\$ 13,960	17.45
TOTAL	S 115,360	\$ 45,056	\$ 160,416	\$ 50,152	62.69

Category Ho. 1 - Distress of sufficiently high density and severity to warrant Immediate corrective action - Recommend Resurfacing.

Category No. 2 - Distress of moderate density and severity, warranting such maintenance as crack sealing - deep to partial depth patching, pot-hole filling, or seal coating.

SIDEWALKS

SUBAREA*	NEW SIDEWALK-COST	MAJOR REPAIR COST	MINOR REPAIR COST	EXISTING TOTAL COST	FUTURE MAINTENANCE COST (PER YEAR)	EXISTING FOOTAGE	FUTURE FOOTAGE
1	\$ 87,626	\$186,491	\$ 52,508	\$326,625	\$ 19,048	26,666 ft.	34,632 ft.
2	5142,747	i 13,220	\$ 32,488	\$188,455	\$ 14,185	12,813 ft.	25,790 ft.
3 A 4	\$164,263	\$ 77.026	\$ 23,885	\$265,974	\$ 16,370	14,830 ft.	29,763 ft.
6 S 7	\$ 38,170	\$ 35.638	\$ 16,701	\$ 90,509	\$ 10,434	15,501 ft.	18,971 ft.
TOTAL	\$432,806	\$313,175	\$125,582	\$871,563	% 60,037	6S.810 ft.	109,156 ft.

* NOTE: Subarea 5 is Harbour Island, and the City will not be responsible for the provision or maintenance of the traffic circulation system on the Island.

DOWNTOWN TRAFIC IMPROVEMENTS: RECONSTRUCTION/REPAIR C051S-2

STREET LIGHTS

SUBAREA *	NEW 50,000 LUMEN LIGHTS COST (PER MONTH)	NEW 27,500 LUMEN LIGHTS COST (PER MONTH)	EXISTING TOTAL COST PER MONTH	FUTURE MAINTENANCE COST (PER MONTH)	EXISTING NO. OF LIGHTS	FUTURE NO. OF LIGHTS
1	\$ 1,252	--	\$ 1,252	\$ 7,166	148	175
2	\$ 325	\$ 656	\$ 981	\$ 4,914	93	120
3 S 4	\$ 788	\$ 755	\$ 1,543	\$ 5,930	105	145
6 X 7	\$ 1,206	--	\$ 1,206	\$ 3,350	56	82
TOTAL	\$ 3,571	\$ 1,411	\$ 4,902	\$ 21,376	402	522

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SIGNALS

SUBAREA *	NEW SIGNAL-COST	GEOMETRIC IMPROVEMENT COST (INCLUDING CONSULTANT FEE)	SIGNAL MODIFICATION COST (INCLUO. MISC. COST)	EXISTING TOTAL COST	FUTURE MAINTENANCE COST (PER YEAR)	EXISTING NO. OF SIGNALS	FUTURE NO. OF SIGNALS
1	\$ 50,000	\$ 25,000	\$ 15,000	\$ 90,000	\$ 10,859	18	19
I	--	--	--	--	\$ 1,143	2	2
3 & 4	--	--	--	--	\$ 4,572	8	b
6 S 7	--	\$ 47,600	\$ 61,000	\$108,600	\$ 10,859	19	19
Total	\$ 50,000	\$ 72,600	\$76,000	\$198,600	\$ 27,433	47	48

* NOTE: Subarea 5 is Harbour Island, and the City will not be responsible for the provision or maintenance of the traffic circulation system on the Island.

PRELIMINARY SUMMARY OF PARKING NEEDS
FOR FISCAL YEAR 2000*

	<u>SUBAREA 1</u>	<u>SUBAREA 2</u>	<u>SUBAREAS 3&4</u>	<u>SUBAREA 6</u>	<u>SUBAREA 7</u>	<u>TOTAL</u>
Unadjusted demand year 2000	5,913	3,210	427	2,528	1,260	13,338
Adjusted for housing demand**	N/A	N/A	N/A	(1,500)	(28)	(1,528)
Adjustment for Increased transit utilization (20%***	(1,076)	(210)	(60)	(206)	(233)	(1,785)
Adjustment for Increased auto occupancy (1.3 to 1.6 or 23%***	(1,198)	(242)	(98)	(236)	(268)	(2,042)
<u>Net Adjusted Demand Year 2000</u>	<u>3,639</u>	<u>2,758</u>	<u>269</u>	<u>586</u>	<u>731</u>	<u>7,983</u>
Current Inventory Garages****	(1,485)	-0-	(75)	-0-	-0-	(1,560)
Current Inventory Lots****	(1,716)	(657)	(921)	(1,995)	(410)	(5,699)
Adjustment for loss of surface parking*****	1,373	328	276	998	318	3,293
<u>Net Adjusted Demand Year 2000</u>	<u>1,811</u>	<u>2,429</u>	<u>(451)</u>	<u>(411)</u>	<u>639</u>	<u>4,017</u>

* The parking demand figures shown here are preliminary and are subject to change. A comprehensive parking and traffic operations study is necessary to determine the optimal ratio of parking spaces to development area in downtown Tampa. Furthermore, the development or ownership of needed spaces may not be the sole responsibility of the City.

** Housing parking demand eliminated from projection since developer will be expected to provide adequate residential garage parking.

*** Adjustment made only for retail, warehouse, private and government office space.

**** Current Inventory from Interpolation of July 82 data presented by HCCCPC for CBO Parking Study.

***** Reflects 80% loss Area 1, 50% loss Area 6, 75% loss Area 7, 30% loss Area 8 (previously delineated DOA CBO areas).

NOTE: Subarea 5 (Harbour Island) projections are detailed on Page 43.

WESTERN UNION BLDG.
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HG3DPG

HILLSBOROUGH COUNTY CITY-COUNTY PLANNING COMMISSION

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WILBERT WILLIAMS

MEMORANDUM

TO: Roger Wehling, BCP

FROM: *JMB* Bowers, Principal Planner

DATE: July 21, 1983

RE: Proposed CBD Sector Plan
File: TLU 2-1-2-6

As we have discussed during the past week with your agency and the Downtown Development Authority, the Planning Commission staff will be including a provision in the proposed CBD Sector Plan for a mixed use convention facility.

The provision will permit consideration of such a facility within the boundaries of the CBD on a one time basis subject to the following general criteria:

Transportation - the proposed facility shall be accessed via a direct link to a Regional serving traffic system;

Land use compatibility - the success of the proposed facility will require the proximity of compatible land uses providing supporting services to the proposal and of a compatible intensity;

Pedestrian Accessibility - major facilities within the CBD must include provision for the growing pedestrian traffic and be accessible to major pedestrian traffic generators existing and anticipated for the CBD.

This is a staff proposal and must be approved by the Planning Commission and City Council, as I have discussed with you. I would anticipate some revision might be suggested by various agencies as well.

Your comments and suggestions are also welcome, Please call if you have any questions.

JMB/lc

APPENDIX II.

INTRODUCTION TO COMMUNITY REDEVELOPMENT PROJECTS

APPENDIX II: Introduction to Community Redevelopment Projects

The projects described in the following Appendices, starting with page 72, are the proposed initial Community Redevelopment Projects to be implemented within the initial Downtown Community Redevelopment Area. These projects constitute undertakings by the Agency appropriate for the removal of blight in accordance with the Plan.

These projects are not presented as schematically designed final stage proposals, for that is inconsistent with the pre-approval of development as authorized by the Act. Projects are presented as preliminary phase one design concepts, and once approved in conformance with the Plan, they travel through the normal route that development takes in securing detailed development plan approvals and permits.

The projects conform to all applicable statutes, ordinances, and regulations, including, but not limited to, the Development Order for Downtown Central Business District Master Plan, A Development of Regional Impact; the Comprehensive Land Use Plan; and the Zoning Ordinance,

This is a continuing process and new projects must conform to the Plan.

Any substantial deviation to the Plan or the projects shall be subject to the requirements of Section XI of the Plan.

APPENDIX III.

PROJECT NO. 1: DOWNTOWN RETAIL CENTER

APPENDIX III: DOWNTOWN RETAIL CENTER

A. Background

With the June 23, 1983 press release on the Downtown Retail Center, the heart of the city will truly come alive. The scope of the high-fashion retail and mixed-use center will make it one of the largest and most exciting of its kind anywhere in the country.

Phase I of the Retail Center will entail \$155.0 million investment and will consist of approximately 560,000 square feet of retail, including several quality retail department stores of the Neiman Marcus/Joske's variety; and 800,000 square foot office tower; and a 600 room luxury-type hotel.

Full phasing has not yet been determined, but construction is expected to begin within two years, and the entire project, including several million additional square feet of retail, office and residential uses, will take from 10-15 years more to complete.

The project will utilize the latest in state-of-the-art urban design to create an attractive, people oriented project with numerous plaza areas and open spaces.

B. The Retail Center

The Retail Center will be designed to accommodate the hustle and bustle of thousands of professionals, technicians and office workers who flow into the Central Business District each day of the work week, and will, in addition, draw from major planned development such as the Maritime Center, Performing Arts Center and new Convention-Hotel Center. The flourishing atmosphere of the Retail Center will be fed by its proximity to parking, hotels and the business center of downtown as well as drawing people from its own heart in the office tower and hotel/residential uses that will be part of the overall Retail Center.

The ideally located development will be of unique and vital architectural motif which will show continuity with the burgeoning Sunbelt. It will be a place where people of all ages will enjoy visiting and shopping and will be planned to withstand the test of time.

Although the design team has not announced details of the project design at this point, the developer envisions the use of an architecture and fine artwork theme that lends itself to an adventure in sight, sound and smell. Colors, textures, patterns, walkways and signage will be carefully planned to carry the mood throughout the development.

The project will encompass multi-use, multi-level urban center features including major quality retail establishments; specialty boutiques; full-line restaurants and convenient finger food establishments; as well as personal and business services.

Open space is envisioned as highly essential to this development, and approximately 119,000 square feet of public areas are planned. The retail areas will be for the most part under cover.

Construction is slated to begin in January of 1986, and Phase I will take two to three years to complete. Additional phases will be developed and implemented a phase at a time over the next 10-15 years.

C. The Site

The site is approximately 14 acres in size and concerns 4 property owners. Parking is the predominant land use at present. There are no residential uses on the site.

Demolition of existing buildings will take place once the final plans and specifications have been submitted and approved by the City. Of particular concern to the City is the replacement of spaces now accommodated by the Whiting Street Parking Garage (see Section E. "The City's Role").

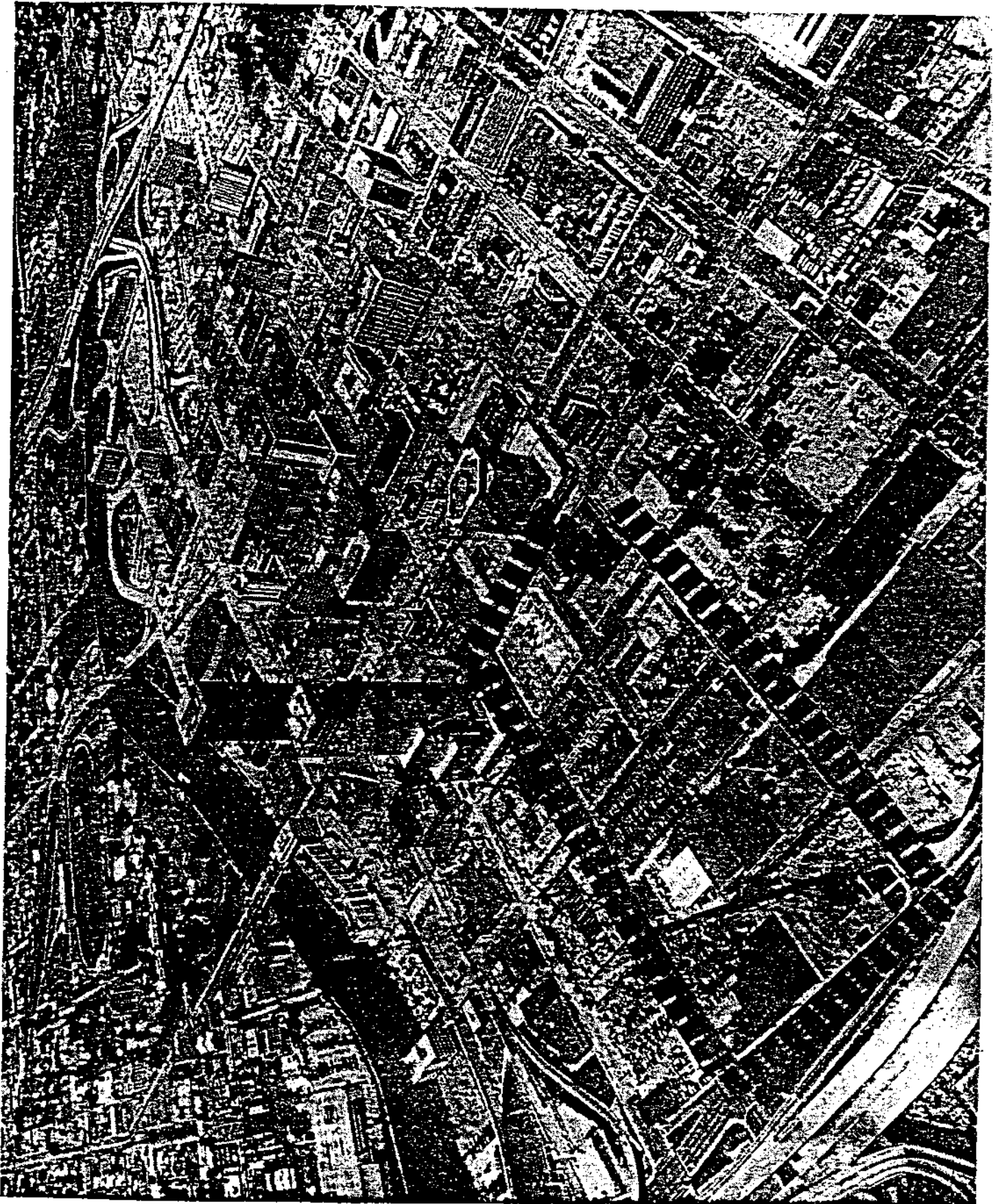
A preliminary site plan is shown on page 75 along with a brief site description. The project conforms to current zoning and land use as well as the CBD DRI Master Plan and Development Order. Building heights will also be in conformance with adopted plans and ordinances.

D. The City's Role

There are a number of highly beneficial features to this project, as discussed in Section F. below, not the least of which is the fact that no condemnation of private property/ use of eminent domain is anticipated at this time in order to achieve project feasibility. As already noted, replacement of the Whiting Street Parking Garage will be addressed as in appropriate public improvement project element.

A projected 3,890 parking spaces will be needed to serve the complex at completion of the first phase of development in 1988. It appears from preliminary site/design proposals that there will be significant street closure and relocation of parking on the site, as well as the need for additional parking off-street. The developer's request for City participation in parking will be determined from a feasibility study of the project's parking needs.

Downtown Retail Center: Site Location

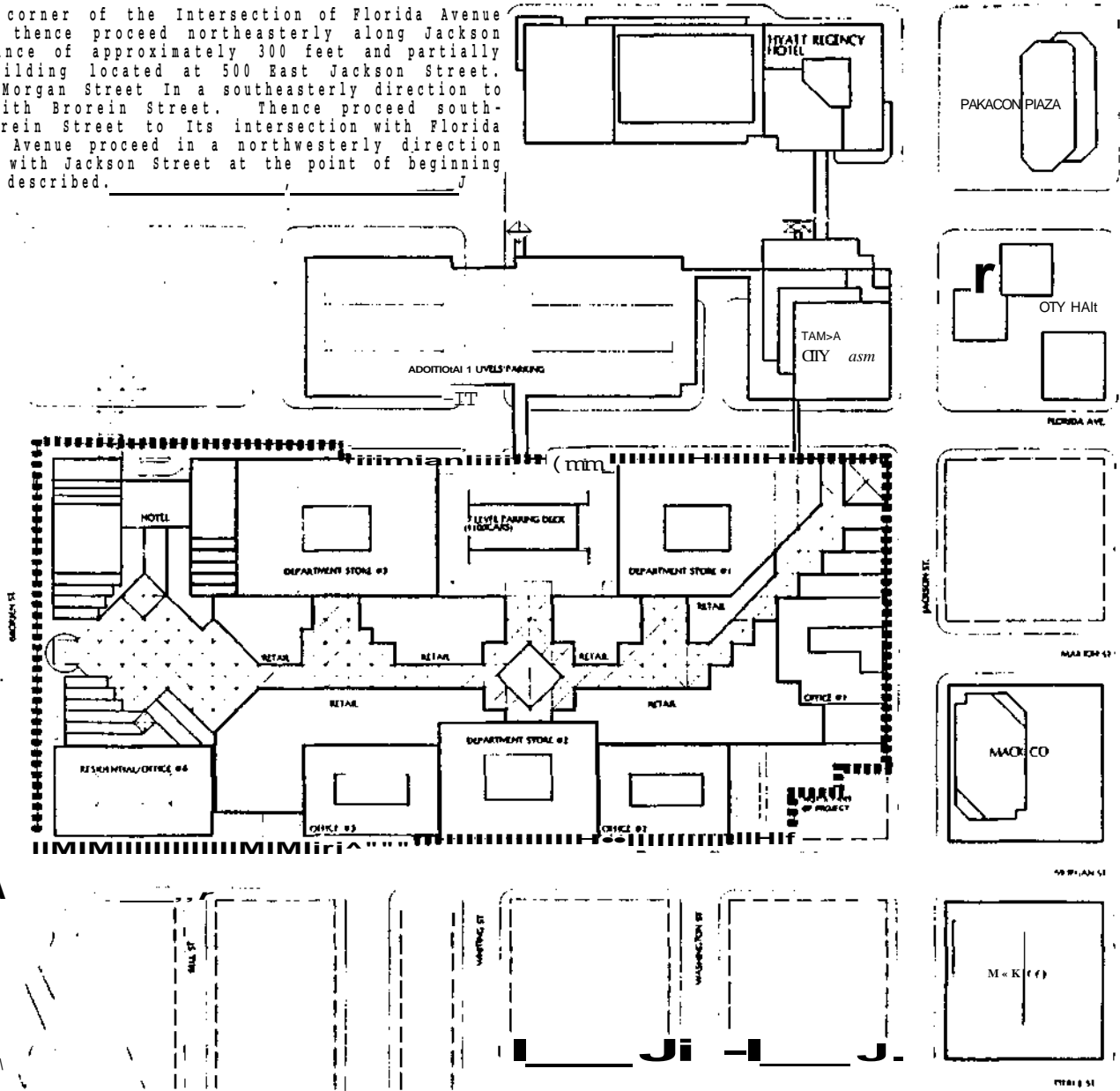


Retail Center Site Description

That tract of land located in the City of Tampa, County of Hillsborough, Florida described more particularly as follows:

Begin at the east corner of the Intersection of Florida Avenue and Jackson Street, thence proceed northeasterly along Jackson Street for a distance of approximately 300 feet and partially circumscribe the building located at 500 East Jackson Street. Thence proceed on Morgan Street in a southeasterly direction to its Intersection with Brorein Street. Thence proceed southwesterly along Brorein Street to its Intersection with Florida Avenue. On Florida Avenue proceed in a northwesterly direction to its Intersection with Jackson Street at the point of beginning of the tract herein described.

-75-



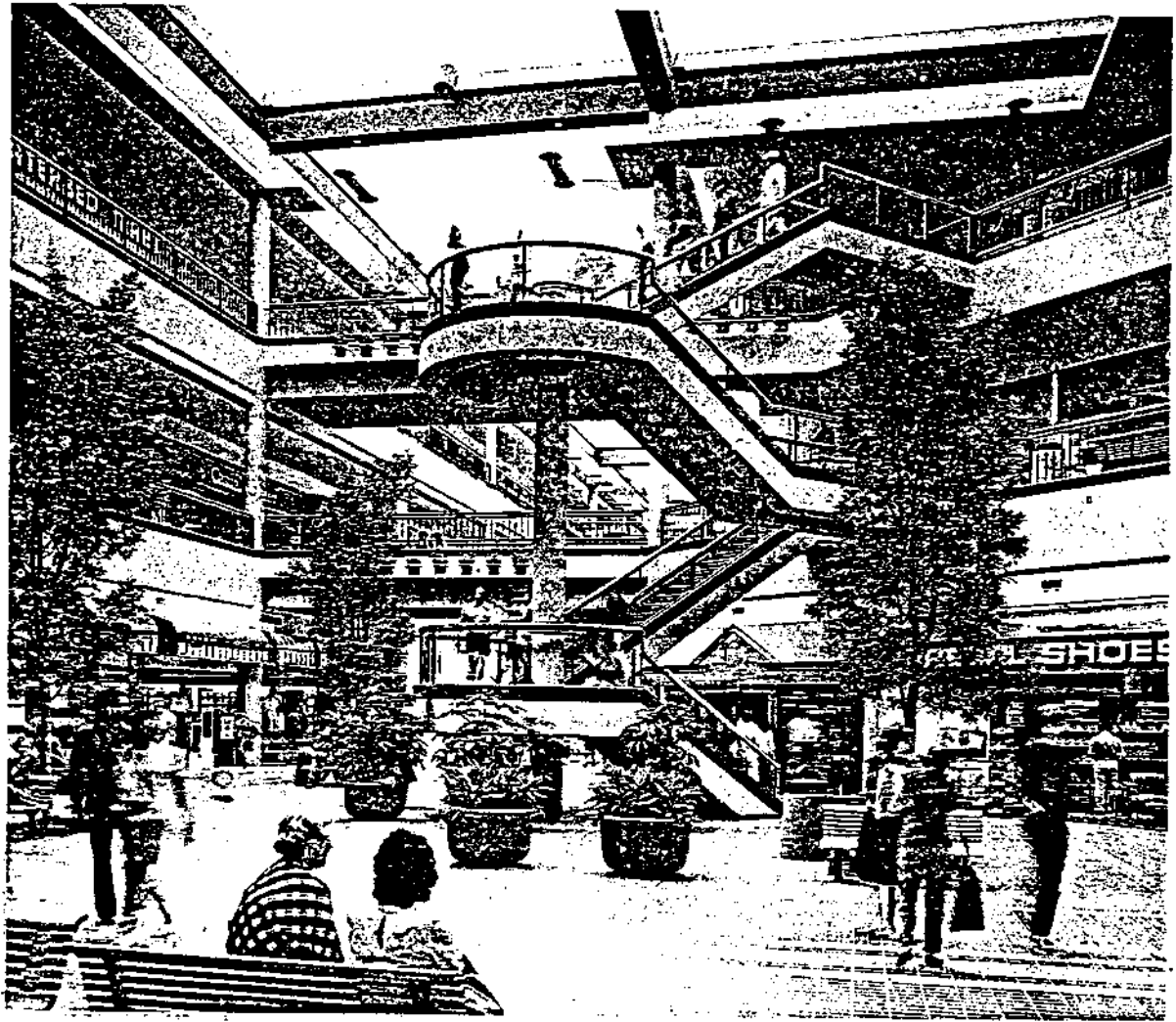
TAMPA DOWNTOWN

JOHN CARLBERG

PRELIMINARY

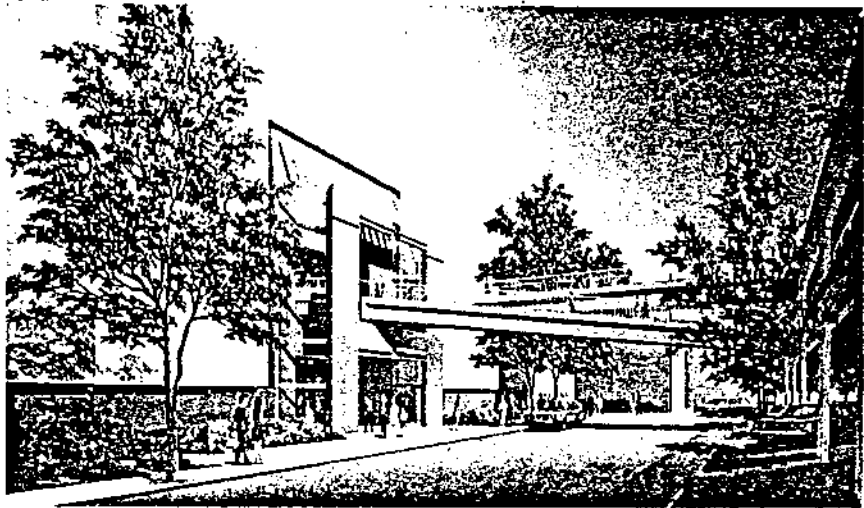
RETAIL CENTER SITE PLAN





↙
Interior

Exterior ↘



Downtown Retail Center: Conceptual Images

Possible public improvements may entail some street closures and the relocation of utility easements. Infrastructure improvements such as traffic, sanitary sewer, water mains and hydrants and drainage controls, will be consistent with the scale of improvements proposed for Subarea 1 in Section VII H. of the plan.

E. Benefits to the City

There will be a huge gain in the downtown tax base when the project is complete. The property currently generates only \$109,842 in annual tax revenues. At the completion of Phase I of the project, property taxes generated will amount to \$3,350,000.

Other benefits include a conservatively estimated 5,000 new Phase I total permanent jobs and 2,000 temporary jobs during the two year construction period, not including any parking-related construction jobs that may be generated.

Further, the potential impact of this exciting project on business, industry and the public at large is enormous in terms of attendant business opportunities, the increased availability of consumable goods and the need for construction related materials, services and supplies.

All of the above mean tremendous positive economic development for the City of Tampa and serve to increase the relative strength of the City of Tampa as an attractive location for further private sector new development.

F. Conclusion

This project is the culmination of 3 years of concerted effort to bring quality retailing back to the downtown area. It is expected to return downtown shopping to the prominent position it enjoyed 25 years ago, and together with Harbour Island, the new Performing Arts Center, and the new Convention-Hotel Center, will make the downtown a true 24 hour community and one of the first urban centers in the Country.

APPENDIX IV.

PROJECT NO. 2: DOWNTOWN PEOPLE MOVER

APPENDIX IV: DOWNTOWN PEOPLE MOVER

A preliminary feasibility study on long-range CBD transit needs was completed by the City of Tampa in 1982. This study identified a Downtown People Mover as the optimal CBD circulation system for the year 2000. The DPM, in addition to efficiently transporting people in the Downtown area, will reduce automobile-bus emissions substantially. Because the DPM will be an elevated system, it will not interfere with the existing Downtown transportation network, and therefore will improve the network's level of capacity.

A. Phase One

There are two distinct phases of the Downtown People Mover, or DPM. The first phase will be entirely developed and financed by the Harbour Island Inc., developers of Harbour Island.

Harbour Island is a 200-acre island slated for a \$1.2 billion first-class development investment over a 10-year period beginning in late-1983. The first phase of Harbour Island development will consist of a 200,000 square foot office building; a 300 room hotel; 100,000 square feet of retail space; 500 condominium units; and new infrastructure, all costing approximately \$193 million.

Phase One of the DPM will connect Harbour Island with the mainland via a multi-modal bridge consisting of 2 vehicular lanes; 2 bicycle lanes; 2 sidewalks; and the DPM (see map, following page).

- The People Mover will be elevated and will have two cars transporting people between Harbour Island and the Central Business District. The capacity will be 100 persons per car under comfortable load conditions and 130 persons per car under maximum load conditions. The People Mover will cost
- approximately \$9 million to construct 3,000 feet of guideway connecting Harbour Island to the Franklin Street Station. The Harbour Island Phase of the DPM will transport 3,000 people in rush hour traffic, with 2 of the 3 station points located in the CBD and not on the Island. Thus, Phase One of the DPM will be beneficial to more than just Harbour Island.

Initially, the People Mover will have stations located at the Fort Brooke Parking Garage and on the northwest part of the Island. Eventually, there will also be a station located on the Mainland side of Garrison Channel. Bridge construction will start in August, 1983 with the People Mover scheduled for completion in June, 1985. This transportation link is considered an essential part of the Harbour Island development, and thus the developer is assuming the approximately

\$8.5 million cost associated with the Phase One DPM. There are no acquisition or construction costs to the City in Phase One. The construction of the People Mover will require the demolition of 4-5 old warehouses on the Island and partial demolition of an old warehouse in the Garrison Channel area owned by Major Realty. Traffic along a short and lightly used segment of Franklin Street will be interrupted for about one year as the People Mover is being constructed. There should be no long term negative impacts to downtown traffic as a result of the People Mover.

The Hillsborough County Transit Authority or its agent will operate the DPM once it becomes functional. At least 5,000 persons are expected to use the Harbour Island/South Franklin Street segment daily by the year 2000.

B. Phase Two

Phase Two of the DPM is being submitted for conceptual approval in conformance with the Plan, but City Council reserves the right to formally vote on final approval of the Phase Two project at a later date, after completion of a project feasibility study currently underway. This study will refine patronage estimates as well as costs.

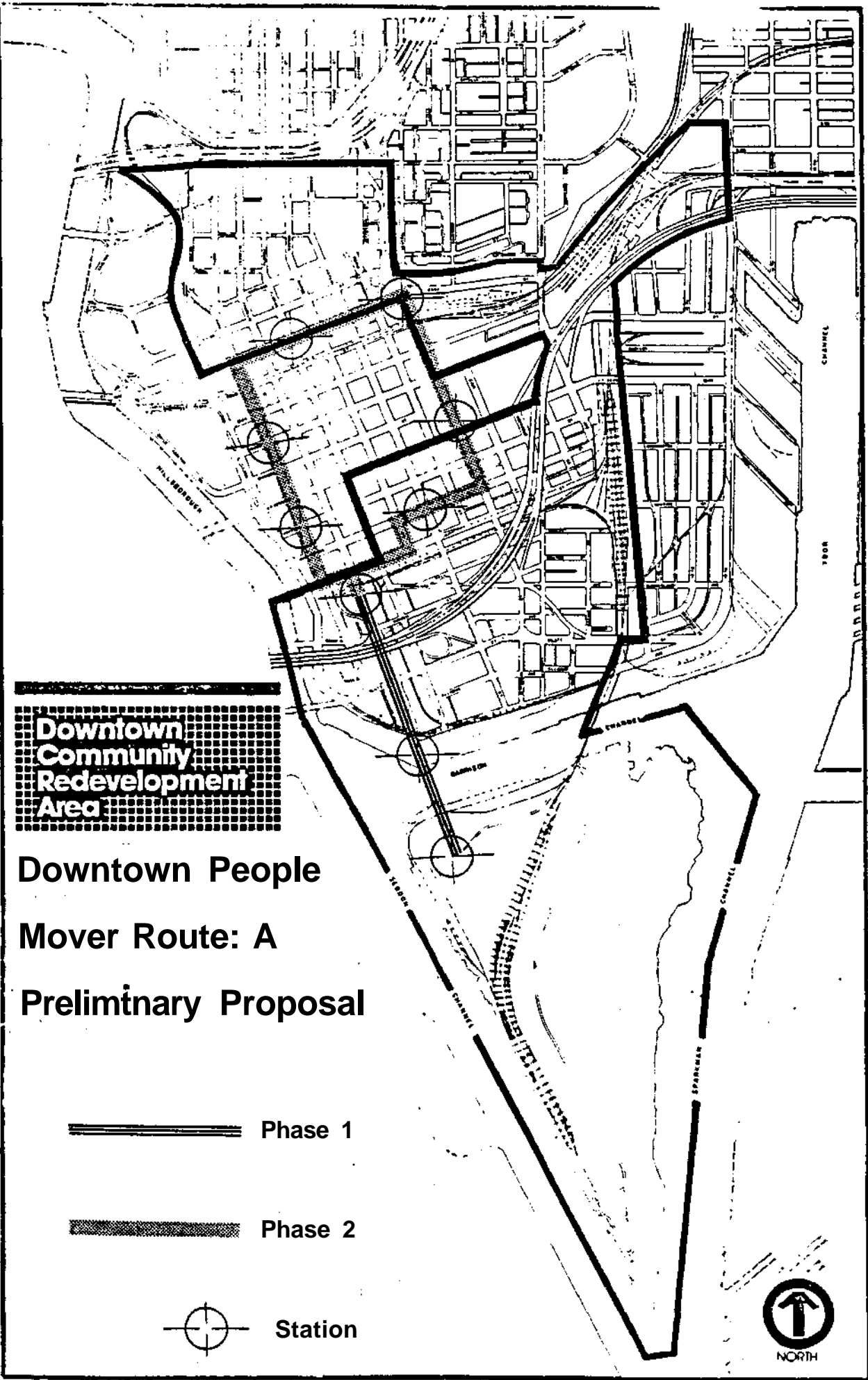
In addition to the Phase One Harbour Island/South Franklin route, the initial feasibility study proposed a single guideway loop system that circumscribes the Downtown core.

The initial feasibility study staged the construction of the total system over a 10-year period based solely on technical considerations such as the relationship of new revenues to capital costs. The results of this analysis indicated that the entire system should be operational by the year 2000.

It is difficult to estimate exact costs or physical requirements of a DPM system until detailed specifications have been developed. Costs for the 1.8 mile system have been estimated at \$41.2 million (1981 dollars). A preliminary routing proposal is shown on page 82. An example of what the DPM itself might look like is shown on page 83.

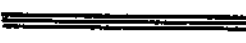

The structural foot print and physical requirements of a DPM system would depend upon the vendor selected, since the propulsion system, guideway material (steel, concrete, etc.), switching and vehicle guidance mechanisms vary with each system.


All DPM systems are capable of two or more articulated vehicles to maximize peak load passenger capacities. The generic system employed in the preliminary study was capable of "training" three cars, providing a 75 - 100 person train capacity, or 15,000 passengers per hour. The patronage analysis associated with this study indicated that the daily



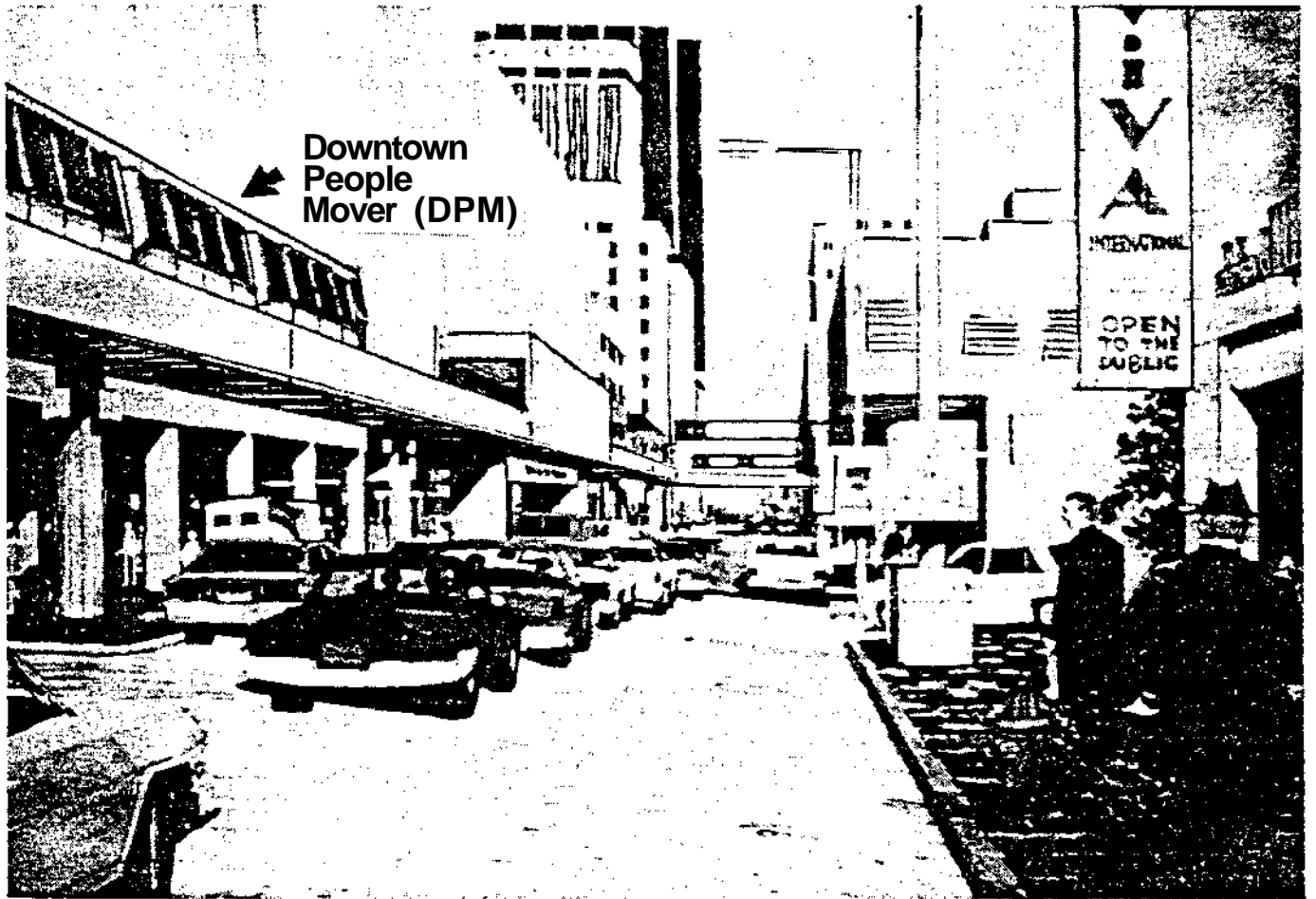
**Downtown
Community
Redevelopment
Area**

**Downtown People
Mover Route: A
Preliminary Proposal**

-  Phase 1
-  Phase 2

 Station





Downtown
People
Mover (DPM)

Development concept for the Downtown People Mover (DPM) System.

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