



Second Amendment to the Ybor City Community Redevelopment Area (CRA) Plan (Ybor City CRA 1 Plan)

Prepared by

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for the City of Tampa and the Community Redevelopment
Agency of the City of Tampa

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Table of Contents

	Page No.
I. Introduction	3
II. Amendment to the Introduction	3
III. Amendment to Proposed Land Use Plan	6
IV. Amendment to the Neighborhood Impact Element	14
V. Amendment to Proposed Redevelopment Actions	18

List of Maps (All new maps to replace maps in 1988 Plan)

No. 1	Community Redevelopment Area
No. 2	Area Context Map
No. 3	Community Redevelopment Area Plan
No. 4	Future Land Use Categories
No. 5	Zoning Categories
No. 6	Ybor City Historic District Boundary

I. Introduction

This is a Second Amendment (the “Plan Second Amendment”) to the Community Redevelopment Plan for the Ybor City Community Redevelopment Area (the “Area”). This Plan will now be referred to as the “Ybor City CRA 1 Plan” to distinguish itself from the Ybor City CRA 2 Plan adopted on June 24, 2003. The purpose of the Plan Amendment is to further amend the Community Redevelopment Plan for the Area adopted by the Tampa City Council in 1988 and amended in 2003 (the “Plan”). The Plan Second Amendment was prepared by the Ybor City Development Corporation, Inc., and the Hillsborough County City-County Planning Commission for the Community Redevelopment Agency of the City of Tampa and the City of Tampa pursuant to the Community Redevelopment Act of 1969, Part III, Chapter 163, Florida Statutes (the “Act”).

II. Amendment to the Introduction

Article I. Introduction to the Plan is amended in its entirety to read as follows:

This is the Community Redevelopment Plan (hereinafter, the “Plan”) for the Ybor City Community Redevelopment Area, as declared blighted by the Tampa City Council on June 2, 1988, and located in the Ybor City area of Tampa, Florida.

In 1885, Gavino Gutierrez, a New York City importer, heard a rumor from a client who produced guava paste and jellies that guava trees grew in abundance, almost wild, in Tampa, Florida. The guava story proved to be overstated, but Mr. Gutierrez was quite impressed with Tampa as an investment opportunity, and upon continuing his field trip to Key West, relayed his enthusiasm to several cigar manufacturers, including Vicente Martinez Ybor.

So began the genesis of Ybor City, and Tampa’s great journey into a profound multicultural history. It is well-known history that Mr. Ybor and several colleagues, including his partners, Edward Manrara, Serafin Sanchez and Ignacio Haya, subsequently came to Tampa, and, with the cooperation of the Tampa Board of Trade, made the first 40 acre purchase of land in the swampy area northeast of town, to construct the first part of what would become Ybor City.

Mr. Ybor developed, with the assistance of Gavino Gutierrez, a master plan for Ybor City, which was modeled after other American industry-related new towns. The Master Plan was intended to provide for all of

the needs of its future residents. Within a short time, cigar factories, homes and support facilities were in place, and a steam-powered streetcar on narrow gauge rail was in operation, connecting Ybor City with the City of Tampa. In 1897, Tampa exported over 90 million cigars; by 1907, that number had risen to over 285 million, produced by 165 factories.

The subsequent history of Ybor City has been a rich and exciting journey, encompassing victory and defeat, success and failure. The multicultural texture of Tampa was strongly influenced by the Spanish, Cuban and Italian migration to Ybor City in the late 1800's and early-mid 1900's, in addition to the cultural influences contributed by the dynamic growth of the surrounding Tampa Bay area during the same period.

Ybor City grew from a swampy, alligator-infested tidal wetland into a booming, self-contained community of 30,000, the Cigar Manufacturing Capital of the World, in 30 short years. However, several key events conspired to eventually blunt Ybor City's early success. The 1930's and 1940's brought the decline of the American cigar industry, robbing the community of jobs and national reputation. Later, in the early 1950's, the construction of Interstate 4 cut through the heart of Ybor City, further eroding the area's fabric and economic vitality. By the early 1960's, Ybor City's glory years were long past, and federally funded Urban Renewal was summoned to demolish nearly 70 acres of older buildings, much of the physical fabric of the community.

Since then, the need for rehabilitation and redevelopment of Ybor City has been obvious. Area revitalization has been the subject of prolonged debate and effort, and the preservation of both remaining significant buildings and the cultural values of the complex community that created and lived in Ybor City for over 100 years remains a primary goal.

In 1975, the Florida State Legislature designated Ybor City a historic district. (See Map No. 6). The City of Tampa adopted local ordinances and rules to protect the historic aspect of Ybor City. The Barrio Latino Commission ("BLC") was assigned to this task. The BLC is the architectural review board for this area. Since then, any demolition, new construction, addition, or any type of change of a building or street layout within the boundaries of the district has to go before the BLC for approval. New zoning categories and zoning codes that recognized the historic fabric of the Area were adopted for the Ybor City Historic District in 1985. The Ybor City Historic District boundary was recently amended to include neighborhoods located on the east and south side of the core.

During 1990, Ybor City was designated as a National Historic Landmark District. (See Map No.6). Constituting the most outstanding

collections of structures associated with the late 19th- and early 20th-century Cuban and Spanish settlements in the United States and with strong Italian and other ethnic associations, it contains buildings that illustrate the key experiences of those immigrants groups. Some of these relevant buildings include an impressive array of cigar factories – the largest collection in the United States – ethnic clubhouses, and historic cigar workers' housing.

Pursuant to Resolution No. 1338-H, passed and adopted by City Council on April 22, 1982, a larger area of Ybor City was declared blighted. This was reaffirmed in Resolution No. 2119-H on September 9, 1982, wherein this area became the Ybor City Community Redevelopment Area. The Area was removed from the jurisdiction of the Community Redevelopment Agency on October 27, 1983, pursuant to Resolution No. 4620-H, but the findings of blight found in Resolution No. 1338-H were ratified and confirmed. However, pursuant to Resolution No. 88-1051, passed and adopted by the City Council on June 2, 1988, the geographical area of the Area was reduced to the general boundaries of which are west of Twenty-Second Street, south of Thirteenth Avenue, east of Nebraska Avenue and north of Third Avenue, Resolution Nos. 1338-H and 2119-H were ratified and confirmed, certain conditions of blight, as that term is defined in the Act were found to exist, and the Area, as amended, was placed under the jurisdiction of the Community Redevelopment Agency. This Plan has been prepared for the Community Redevelopment Agency of the City of Tampa (hereinafter the "Agency") pursuant to the Act.

Typically, central urban areas or core areas, which are blighted, contain deteriorated and deteriorating land uses and vacant or underutilized properties, which detract from development of a prosperous, viable urban center. The purpose of preparing a Redevelopment Plan is to guide future development so as to eliminate existing conditions of blight and to create a condition for continued private reinvestment in the district.

The Plan provides a framework for coordinating and facilitating public and private redevelopment of the Area (see Map No. 1). Development and implementation of the Plan involves the efforts of City Council, the Agency, the private sector financial and business community and the City of Tampa Administration.

The Act 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 slum and/or blighted, and following the preparation and adoption of a community redevelopment plan, and after a public hearing and review by the local planning agency.

The need to initiate a redevelopment effort lies in the difficulties presented in trying to undertake substantive new development in the Area due to certain blighting influences that hamper timely progress toward making the Area a thriving commercial and residential urban village. There is also a need, under the Act, to preserve and enhance the tax base. Certain conditions in the Area make private investment difficult to achieve, which in turn delays the undertaking of public investment projects needed to promote the adequate functioning of the heart of Ybor City.

The Plan is designed to do away with unsafe conditions, eliminate obsolete and detrimental uses, and provide a framework that will increase the confidence of the private investor interested in investing in Ybor City and thereby generate the Ybor City development that benefits the entire City of Tampa and Hillsborough County, and the central west coast region.

The Plan recognizes the unique historical, architectural and cultural character of Ybor City, the National Historic District designation, the local historic district designation, and the influence of the BLC on the redevelopment process in the area. Although the term redevelopment is used extensively throughout this document, the Plan emphasizes that such redevelopment would promote the rehabilitation and restoration of the structures within the historic district as a priority.

The purpose of the Plan is to provide a guideline for actions intended to eliminate the blighting conditions, including unsafe, inadequate or obsolete infrastructure, and to restore a perspective of resident, investor and developer confidence in the Area. As a result of these efforts, and the resultant economic activity, the City can anticipate additional urban residents, job creation and an enhanced ad valorem tax base in the Area.

III. Amendment to the Proposed Land Use Plan

Article V. Proposed Land Use Plan of the Plan is amended by adding thereto the following sections:

Regulatory Environment

Comprehensive Plan

The City of Tampa's adopted Comprehensive Plan has long recognized the unique character of Ybor City, and its importance to the City, as a cultural resource and urban entertainment, retail, mixed use and residential district. The Comprehensive Plan recognizes Ybor City as a Regional Attractor, which defines the area as a major tourist destination of interest to visitors of regional, national and international

originations. It also designates Ybor City one of five Urban Villages in the City, recognizing its unique and distinctive character and the colorful and powerful role it has played in Tampa's past.

The Urban Village concept anticipates that Ybor City will redevelop as both a living and working environment, while remaining respectful of the Area's historical character. Ybor City is also unique in Tampa, for its National Landmark District designation by the US Department of the Interior, in addition to its National Register Historic District designation by the United States Department of the Interior, and local Historic District designation by the Tampa City Council. The BLC was formed in 1975, by state law, to oversee the quality of redevelopment in Ybor City, paying particular care to the architectural and urban design quality of new projects and renovations, in the context of historical continuity.

The Future Land Use Categories for Ybor City (see Map No. 4) reflect the vision for Ybor City's Urban Village designation, encouraging mixed-use development, urban densities and intensities, and the potential population and visitor base necessary to justify rail transit services connecting Ybor City with the Central Business District.

The Plan also recognizes the inclusion of Ybor City in The City's Enterprise Zone designation in 1994, and the Transportation Concurrency Exception Area (TCEA) in 1998. In both cases, the principal goal of such designations is to create incentives for economic development, private sector real estate investment, jobs creation and the general relief of economic distress. The existence of pervasive poverty, increasing crime rates and a declining tax base were identified in Ybor City many years ago, and were well recognized by the Comprehensive Plan.

Barrio Latino Commission / Zoning

The BLC was established to serve as the architectural review board for the Ybor City Historic District and to have for its purpose generally the review and approval of exterior alterations to existing buildings and also the same authority with respect to new construction.

The Ybor City Historic District was established as a separate use district in 1985, with a special series of zoning districts, designed to encourage development consistent with the existing historic fabric of the area, while allowing the more intense commercial and mixed-use redevelopment envisioned by the Comprehensive Plan (see Map No. 5).

The Ybor City zoning districts represent specific zoning for the commercial core, single and multi-family residential, Hillsborough Community College property, mixed-use development, general

commercial, community commercial and mixed-use areas. Each district is designed to guide certain kinds of development, with varying densities, intensities and lot requirements.

According to the Tampa City Code, the purpose of the Ybor City Historic District is to promote and preserve the historic district and its landmarks for the educational, cultural, economic and general welfare of the public through the preservation, protection and regulation of buildings, sites, monuments, structures and other areas of historic interest or importance within the Ybor City area of the city; to safeguard the heritage of the city by preserving and regulating the district and its landmarks which reflect elements of Ybor's cultural, social, economic, political and architectural history; to preserve and enhance the environmental quality and safety of the district and the neighborhoods within it; to strengthen the city's economic base by the stimulation of the tourist industry; to establish, stabilize and improve property values; and to foster economic development and manage growth.

In order to fulfill the mandate placed upon the BLC as the body which approves the certificates of appropriateness for work done within the Area, the BLC provides clear guidelines for property owners who wish to rehabilitate, restore, move, or demolish a structure, or who wish to build new structures. The Ybor City Design Guidelines represent guidelines for the entire Ybor City Historic District and apply to commercial, residential, industrial, government and public uses.

Existing Conditions

Neighborhood Character

The character of Ybor City is a rich and complex one, evolving over a 125-year period. The history, tradition and cultural values of the many cultural groups who inhabited Ybor City have become interwoven over time into the flavor and reputation of Tampa, Hillsborough County, and the Tampa Bay Region. It is largely due to the breadth and depth of the immigrant influence in Ybor City in the late 1800's and early 1900's that it received the National Landmark District designation from the US Department of the Interior in 1990. Ybor City was viewed as a microcosm of the American immigrant experience and a very unusual example at the time for a southern city.

Today, while many of the important buildings and historical markers remain to remind us of Ybor City's past, most of the families who once lived there, and their descendents, have moved to more affluent neighborhoods in Tampa or to other communities. The process of time, economic opportunity, and American migration patterns have led Ybor City through the same journey experienced by the great ethnic

neighborhoods of the northeast and Midwest; a journey of rise and fall, and rebirth.

We are fortunate that the African-American, Cuban, Italian and Spanish ties established during Ybor City's development remain intact today; and that local residents, preservationists, historians, government officials and the business community preserve so much of the area's cultural heritage.

The Area has undergone extensive redevelopment over the past decade. While blighting conditions still exist, progress has been made. There has been new retail and entertainment commercial development throughout the Area, most notably Centro Ybor, a 240,000 square foot entertainment complex, historic-quality renovation of many existing structures, new office development and new housing development, notably Camden Apartments, a 454 unit urban apartment complex with support retail, by Camden Properties.

This part of Ybor City has become Tampa's evening entertainment district, and has made substantial progress in achieving the goals of the Comprehensive Plan's Urban Village concept, with the addition of office and residential land uses, and a mass transit link to downtown Tampa. However, blighted conditions still exist in the Area.

The Area has a public park, Centennial Park, which is an increasingly well-used public open space and ceremonial location. Centennial Park faces the Ybor City State Museum, to the north, and the Casitas Project, to the east, which relocated several original Ybor City cottages from the path of Interstate 4 widening to the public property due east of the Park, for use by the Museum to enhance the cultural and historic fabric of the community.

Relationship to Adjacent Neighborhoods

When Ybor City first developed, it was quite removed from downtown Tampa. The original, steam-powered streetcar that connected the two communities initially crossed open land. Over time, the open space was developed, as both Ybor City and Tampa steadily grew. Many of the adjoining neighborhood areas were originally considered a part of Ybor City.

Today, Ybor City adjoins the venerable neighborhood of Tampa Heights on the west, the Channel District on the south, the La Paloma and Ybor Heights neighborhoods on the north and a mixed residential and commercial neighborhood to the east. Tampa's downtown area lies south and west of Ybor City, with Tampa Heights and the Channel District due west and south, respectively (see Map No. 2).

Ybor City's relationship with adjacent areas is complex and interdependent, in the sense that all are inner-city areas struggling with the challenges of redevelopment and renovation. Revival of urban core areas is expensive and time-consuming. The progress of each neighborhood is dependent upon the success of its neighbors, as well as the goodwill and sponsorship of public and private property owners. The City of Tampa has made great progress in the past decade in the downtown area and in Ybor City, and has recently begun focusing resources on Tampa Heights and the Channel District as well.

Perhaps no community commitment is more symbolic, and yet practical at the same time, as the TECO Line Streetcar System, a fixed-rail transit system linking the downtown with the Channel District and Ybor City. As will be discussed in greater detail later in this document, the streetcar system is the community's first attempt to recreate the physical linkages that once joined Tampa's neighborhoods with the downtown.

The linkage between the downtown peninsula's southern waterfront and Ybor City was chosen first because it represented the most urban and dynamic part of Tampa's redevelopment efforts in the 1990's; and thus gave the streetcar the greatest opportunity as an immediate economic stimulant and visitor amenity.

As Tampa Heights and the Channel District continue to show improvement, and that success begins to have a positive affect on La Paloma/Ybor Heights and the area east of Ybor City, the need for extensions of the streetcar system may become evident, and economically viable.

There remains much to do, including the improvement or redevelopment of a deteriorating public housing area, the redevelopment of the area around Tampa Union Station, the community's recently restored train station, and the reclamation of both the northern Central Business District and the downtown business area north of the Interstate.

Existing Land Use

Existing land use in Ybor City is a mixture of old and new, magnificent historic structures and deteriorated commercial and residential structures, and vacant lots used for parking. The District is anchored by the landmark structures constructed during Ybor City's heyday; including the five remaining historic, social club buildings: Centro Español, the Italian Club, the Cuban Club, the German-American Club and Centro Asturiano. Each structure has undergone extensive renovation in recent years, and 3 clubs are still owned by the original mutual aid society that built them.

In addition to the social club buildings, Ybor Square, an original cigar factory, just completed its second major renovation, the historic Ferlita Bakery is still in existence as the Ybor City State Museum, the Union de Marti-Maceo, the 6th historic social club, remains active in Ybor City, although not in their original building, and the Columbia Restaurant, one of Tampa's most famous landmarks, has been in continuous existence for over 100 years. In many important respects, it is the continued existence of these historic buildings and organizations that lend irreplaceable character and fabric to the new Ybor City, which has begun to emerge in recent years.

Most of the new development in the area has occurred in the core of Ybor City, such as Centro Ybor and Hillsborough Community College's (HCC) new facilities, Camden Apartments, a new luxury rental housing project, or on various City properties between 13th Street and Nebraska Avenue.

The recently completed and ongoing development represents years of concerted effort, and is evidence of the City's success with the existing CRA designation, the commitment of HCC to Ybor City and the work of the Ybor City Development Corporation.

There remains a significant percentage of vacant land parcels (approximately 15%), and a considerable percentage of structures in deteriorated condition or worse (approximately 30%). The average age of existing sewer, water and stormwater infrastructure remains a problem throughout the area.

Transportation System Elements

Expressways

Ybor City has been strongly influenced by Interstate 4 since the expressway was first constructed in the early 1960's. At that time, the new interstate cut through Ybor City, separating the northern area from the body of the neighborhood to the south, which caused both relocation and neighborhood decline. The areas adjacent to Interstate 4 have never really recovered from that trauma.

There are currently access ramps to the Interstate at 21st and 22nd Streets. A major expansion to the Interstate is under construction as well as the initial site preparation for improvements in the Ybor City segment. The project requires the acquisition of additional right of way from both sides of the facility, and constructing major access improvements in the Ybor City area; including enhancement to the 21st and 22nd Streets access ramps. In addition, there will be new access roads and noise barriers constructed within the Ybor City segment of construction.

The Leroy Selmon Expressway, which connects downtown Tampa and the Brandon area, is just south of the Area and serves as another entranceway for the Area. The Hillsborough County Expressway Authority is currently constructing an elevated, three-lane expressway to the Selmon Expressway. It will allow commuters to move directly from Brandon to downtown Tampa, without interim tollbooths or access ramps. The lanes will be reversible, to accommodate peak hour traffic, morning and evening. The new expressway will have a nominal effect on Ybor City, other than allowing commuters and others to make the trip in or out more quickly.

Surface Roads

Surface access into and through Ybor City includes a number of busy collector and arterial-level roadways, and local streets. North/south streets include Nick C. Nuccio Parkway, which provides access from downtown to Ybor City from the southwest, and the 21st and 22nd Streets one-way pair, which provide access through Ybor City, and access for the Port of Tampa and related commerce, to Interstate 4. Most of the other north/south streets are local streets, primarily serving the Ybor City neighborhood.

East/west access includes State Road 60, which defines the southern border of Ybor City, 4th Avenue, a local collector road, 7th Avenue, the principal commercial street in the commercial core of Ybor, and Palm Avenue, a collector street on the north side of the commercial core, connecting Tampa Heights and Ybor City. The remaining east/west roads are local streets serving the neighborhoods. Most of the local streets are narrow, brick streets, with limited on-street parking.

Parking

Parking facilities are in constant and growing demand, and perennial short supply in Ybor City. Until recently, most of the parking for patrons of Ybor City businesses was provided by the rental of surface parking lots on undeveloped parcels in the core area. As Ybor City has grown as a popular entertainment district over the past decade, it became apparent that surface parking would not suffice as many of the formerly vacant lots and blocks have undergone physical development. The City responded by constructing a 1200-space parking garage at 6th Avenue and 16th Street. In addition, the City and HCC built a second 1200 space parking structure on two blocks immediately west of Ybor Square. However, parking remains a problem throughout Ybor City, both for neighborhood residents and visitors. Additional solutions will be addressed later in this Plan.

Streetcar System

In October 2002, a 2.5-mile electric streetcar system, the TECO Line Streetcar System, opened that links the Tampa Convention Center in downtown Tampa with the Channel District and Ybor City. The system's alignment is from Ice Palace Drive northeast to Channelside Drive to Ybor City. Upon entering Ybor City, the tracks follow the 13th Street alignment to 8th Avenue, then go east on 8th Avenue to its termination at 20th Street.

The streetcar system provides a new fixed-rail transit link connecting the Central Business District, the Channel District and Ybor City. The system's capital cost were funded by public investment from the City of Tampa, Hart and both state and federal funding sources. It has been viewed from the outset as a powerful economic redevelopment tool, as well as an important addition to the City's emerging reputation as an urban tourist destination. It provides regular, daily streetcar service through the areas urban core.

Operating costs for the streetcar system are provided by a unique combination of revenue sources, including fare box and advertising revenues, a special assessment district including the CBD, the Channel District and Ybor City, and interest income from a special endowment fund created for that purpose. Naming fees from private corporations, for the system name, the eight streetcars and the initial 12 streetcar stops, and contributions from the Port Authority and Harbour Island, funded the endowment.

Safety/Community Policing Initiatives

Ybor City has grown as a popular entertainment and visitor area over the past decade. With this type of district, certain illicit activities tend to gravitate to the Area, which negatively impact the quality of life of the community. These activities include, but are not limited to: panhandling, car theft, underage drinking, driving under the influence and public intoxication. Provisions contained in the Act encourage community policing in community redevelopment areas. The purpose of the community policing initiatives is to reduce or prevent acts of crime by encouraging the visible presence of police in the community. Although the Area currently has a weekend special police force assigned to it to monitor the 7th Avenue street closure, the increased visibility of police presence during the day will favorably impact the district.

IV. Amendment to the Neighborhood Impact Element

Article VI. Neighborhood Impact Element of the Plan is amended in its entirety to read as follows:

In this section, the impact of future activities on the 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

Redevelopment activity in any neighborhood has a mixed impact on the extant population. Such activity generally improves property values in the Area, educates risk-adverse mortgage lenders on the merits of mortgage lending in the Area, and draws the interest of developers, property renovators, and new urban residents to the neighborhood. Neighborhood associations form or strengthen, and neighborhood crime-watch networks become more effective. Community services improve, the crime rate drops, and public facilities are replaced or upgraded.

However, the same activity can cause the process of gentrification to occur; which essentially pushes the economically marginal residents out of the Area, into a neighborhood for which there is less demand for housing accommodations. It is a process that affects bargain renters and homeowners for whom any significant increase in housing costs, such as increased taxes or code violation-related rehabilitation costs, may be a signal to sell and move on.

The City operates an extensive, award-winning housing rehabilitation program for many such circumstances, and can facilitate low interest mortgage loans, deferred payments, and the ability to facilitate movement to adjacent, lower cost neighborhoods. The City of Tampa is committed to providing every assistance available to current Area residents to keep them in their homes, and within the Area.

In community redevelopment areas, the policies regarding rehabilitation assistance, or dislocation and relocation needs allow the City significant latitude in providing such assistance. The City is also committed to maintaining a significant supply of affordable housing in the Area.

Adjacent Resident Population

Ybor City, because of its unique historical, locational and physical characteristics, is the anchor neighborhood for the urban neighborhoods around it. Tampa Heights, La Paloma, East Tampa, Palmetto Beach and the Channel District are all depressed urban neighborhoods, and will benefit greatly from the revitalization of the Area.

The revitalization of Ybor City will spill over into each of these areas, in terms of new interest from urban residents, lenders and investors, jobs creation for the current residents of these neighborhoods, and improvements in public facilities and infrastructure sorely needed in those areas, as well.

New residents and businesses, and economic activity, in Ybor City will also create new confidence in the inner city, an important consequence of the public commitment to the Area. Provided that the City's redevelopment process is sensitive to the short-term and ongoing impacts of the process on adjacent areas, there should be no real downside to adjacent neighborhood residents of the redevelopment efforts in Ybor City.

Relocation, Replacement Housing, Affordable Housing

As detailed earlier, the City's policies regarding relocation and replacement housing are clear and comprehensive, and intended to minimize the impact and inconvenience of relocation. There is an ample supply of affordable housing in the general area, and the City's housing program, in conjunction with the Tampa Housing Authority, if appropriate is well prepared to meet the needs of any resident required to relocate. At this time, there is no element of this Plan that would require resident relocation. However, the Plan is intended to be dynamic, and so the condition may arise in the future. If so, the City is prepared to offer every assistance available to mitigate the impacts of any relocation that may be required. The City will also assist business needs for relocation as a result of the implementation of this Plan in accordance with the Federal Uniform Relocation Assistance Act.

Traffic Circulation

Traffic circulation in the Area is often congested on weekends, evenings and during special events such as the Krewe of Sant Yago Knight Parade. During those peak periods of congestion, the problem is exacerbated by several factors, including the lack of adequate parking facilities on the east side of the Area for peak periods of parking demand, a neighborhood street pattern utilizing historically narrow streets, and, except for the largest special events, the lack of a practical transit alternative for those who otherwise might park outside the Area and ride in on a shuttle.

Certainly, additional redevelopment in the Area will create additional travel and parking demand, and place additional stress on the Area's transportation network. To a certain extent, traffic congestion and a shortage of parking is endemic to dense and successful urban areas, and the answer to such problems is not necessarily to continue building new capacity.

However, the City and its partners in Ybor City, including HART, the Florida Department of Transportation (FDOT) and Hillsborough Community College, are addressing the problem in a number of creative ways, including:

- The City presently invests significant resources in traffic management activities in Ybor City, during peak periods. Those activities are considered a major and ongoing commitment of the Tampa Police Department, and the City's Department of Public Works.
- The addition of two structured parking facilities, one on 6th And 16th Street and the other on Palm and Nick Nuccio Boulevard, to accommodate new development and visitors to the district. The provision of quality parking facilities is critical to improving access to Ybor City.
- FDOT's Interstate 4 Expansion Plans to include significant improvement to the current Ybor City access ramps at 21st and 22nd Streets, which will greatly improve access into the Area.
- Perhaps the most significant improvement in access into and through Ybor City is the TECO Line Streetcar System, which connects downtown Tampa's waterfront with Ybor City. The 2.5-mile system provides convenient and timely transit access into Ybor City all the time, and allows visitors to park anywhere along the streetcar line, and ride into the Area. The streetcar system provides relief to both the streets and parking facilities in the Area.

The improvements in transportation facilities in the Area should improve conditions for current and future residents, business owners and visitors.

Environmental Quality

The redevelopment activity envisioned for the Area will be accompanied by a variety of infrastructure improvements that will all contribute to an improvement in environmental quality. The new streetcar system is reducing some auto traffic and parking demand, and with this, it provides a positive contribution to air quality in the Area. All currently vacant property, which is subsequently redeveloped, will mitigate any ground pollution present. Improvements to sanitary sewer, water and stormwater systems will improve surface and / or ground water quality. Additional shade trees and public landscape will improve air quality and reduce any visual pollution present. Any special clean-up services or solid waste disposal services will improve the Area, and reduce the potential for disease; as

will the special attention paid to resolving code and property maintenance problems in the Area.

Availability of Community Facilities and Impact on Schools

Improvements recommended to the Area's transportation network are designed to accommodate both the current demand, and the additional transportation demands created by the continued redevelopment in the Area.

It is unlikely that the new residential development anticipated by the Plan will place a significant burden upon the Hillsborough County School System. On the other hand, the continued redevelopment of Ybor City should have a positive effect on Phillip Shore Elementary, a Hillsborough County magnet school; and on the student enrollment at HCC's Ybor City Campus, which HCC officials view as a positive consequence of redevelopment.

V. Amendment to the Proposed Redevelopment Actions

Article VII. Proposed Redevelopment Actions of the Plan is amended in its entirety to read as follows:

This Plan recognizes the different character and needs of the Area. The Area will continue to redevelop as a major entertainment and visitor venue. The Plan envisions at least one more parking structure near the eastern terminus of the streetcar line. The Plan also recognizes the need for additional hotels, additional low-rise, high-density residential development, office development, retail development, and enhanced services for visitors and residents, including completion of the current plan for gateways (entry points) the continued installation of gateways that define the entry into the Area. The design of gateways would be based upon specific design for every proposed location.

The construction of the TECO Line Streetcar System, which utilizes 13th Street and 8th Avenue in the Area, is an excellent opportunity to strategize and implement a retail development plan along 8th and 9th Avenues. Both streets remain underdeveloped, and the Area, in general, is deficient in retail goods and services establishments; which, along with the continued development of residential uses, are critical to Ybor City becoming once again a full service urban neighborhood.

Infrastructure improvement and replacement is incomplete, and should remain a high priority. The continued refinement of the physical environment in the Area will require continuation of additional public services to all of the streets in the Area, as well as provision of

additional visitor amenities. The perception of crime remains a problem, which will require the enhanced continuation of special crime prevention services in the Area.

The needs for the Area fall into **three basic sets of services**:

- **The first** includes additional crime prevention and comprehensive code enforcement services, to combat the pervasive effects of crime or the perception of crime.
- **The second** encompasses infrastructure and other public improvements, which includes gateways, streets, sidewalks, street lighting, public landscaping, special maintenance, signage and subsurface utility replacement. These improvements are expensive, but are very important to the quality of life enjoyed by neighborhood residents, property owners and visitors, and to prospective investors and developers considering investment in the Area.
- **The third** set of activities entails economic development incentives and assistance provided by the City to stimulate private sector investment and appropriate redevelopment and rehabilitation activity. Such incentives could include but are not limited to district marketing, visioning, plan implementation, land development regulation changes, waivers, etc. The goals of this Plan are all focused on the rehabilitation, restoration and redevelopment of the Area.

The vision for Ybor City established many years ago, to become again a vital, multicultural Urban Village, a premier evening entertainment district and a major destination for national and international visitors attracted to historic urban areas has been advanced dramatically in recent years, but still requires concerted effort by the public and private sector alike.

Implementation Measures

The following **Implementation measures** should be undertaken:

- Every effort should be made, and available incentives provided, to encourage the development of additional hotels, office buildings, urban housing, retail and mixed-use projects and provide assistance for rehabilitation of contributing structures in the Area. The ability of Ybor City to become a dense, 24-hour, urban district, in the tradition of other historic districts like Charleston, South Carolina, Savannah, Georgia, or New Orleans, Louisiana, will depend upon people living, working and shopping for essential goods and services in the Area.

- A third major, structured-parking facility should be constructed near the eastern terminus of the electric streetcar system. The parking facility will be necessary to stimulate new development in the Area, and will be very useful for park and ride streetcar passengers, as well as other visitors and residents.
- A retail development strategy, particularly for essential goods and services for residents, and individual entrepreneurial retail merchant opportunities, should be developed and implemented in the Area, particularly along 8th and 9th Avenues, capitalizing on the underdeveloped nature of both streets, and the added impetus the new streetcar system provides to those areas;
- Additional gateways or landscaped entryways should be designed and implemented at key entry points into Ybor City. (See Map No 3). Gateways proposed within the Historic District shall be designed considering input and approval of the BLC;
- Continue to implement and maintain Ybor City's Master Sign program to include but not limited to: overhead, parking, destination, gateway, information, street name, historical markers and special event sign types;
- Create, promote and implement valet parking programs that serve visitors and patrons to the Area;
- Promote the Area and its amenities through marketing, promotional opportunities and public awareness, including visitor guides for the Area;
- Fund special events, especially those that reinforce the Area's culture or history;
- Special cleanup services and special solid waste disposal systems should continue, and become a part of the permanent palette of services provided within the Area. The City should continue to provide innovative methods for solid waste disposal that complements the Area while recognizing its constraints;
- Support the extension of the TECO Line Streetcar system east of 20th to 26th Street to serve residents and businesses;
- Centennial Park, the Ybor State Museum and the Casitas, should continue to be recognized and used as a cultural and community focal point for the Area. Such a priority should include the regular consideration of improvements and refinements to those facilities, from time to time. In addition, the City should consider the location of new museum facilities, when the opportunity arises.

- Street improvements should be undertaken on every street within the Area and in major roads that serve the district outside the area (See Map No. 3). The existing street grid should be maintained and restored. The Barrio Latino Commission should provide input in any streetscape design project within the Historic District. Improvements in the public right of way shall preserve building and landscape features which are important in defining the historic character of Ybor City. Such improvements must be consistent with the *Secretary of Interior's Standards for Rehabilitation*, which by local ordinance the historic district must abide;
- Ample provision for convenient and accessible public restrooms and water fountains should be provided throughout the Area;
- The City should encourage the development of a childcare center for the use of Area residents, workers and students.
- Essential infrastructure should continue to be improved or replaced in the Area. Sewer, water, stormwater facilities and other basic public infrastructure improvements are presently incomplete.
- Code enforcement and property maintenance oversight should continue at an increased level. Enhanced code enforcement should be a high priority, to identify structures in unsafe or unsound condition, to alleviate adverse property maintenance conditions, and to prioritize a program of resolving ongoing code violations.
- Vacant lots and structures should be specifically identified and categorized, and a program developed to encourage their purchase, lease, development or assemblage to an active development entity.
- All available City programs providing assistance for housing rehabilitation should be used, including a concerted public education program about their availability. Priority should be considered for existing residents, particularly the elderly, of the Area. A similar effort should be undertaken for small business owners.
- Special law enforcement initiatives and special units could be established such as bike patrol, mounted horse patrol and special purpose vehicles to be utilized for the special needs of the Area and surrounding amenities such as parking lots and pedestrian corridors. These units could address problems with juveniles, intoxication, theft, graffiti, noise and other crime trends affecting the Area.
- A police support facility could be established in the Area for a more visible presence, for enhancing police operations in the district.

- Surveillance cameras could be continued and upgraded to address public safety issues within the Area. Cameras could expand to adjacent and side streets in the district.
- Hire an extra or off-duty police officer for heightened police presence within the Area to supplement the existing level of service. The officer could be retained on a full or part-time basis with ability to investigate and take action on incidents while on duty.
- Initiate the use of Community Service Officers to work with sworn officers regarding community linkages, public information to address crime and public safety. These officers would be liaisons between the Area and the City's code enforcement, public works and other departments to provide for the public health, safety, and welfare of the community. There should also be a communication device provided to them, such as a cell phone for expeditious response.
- The Neighborhood Crime Watch should continue to be active with the City's Police Department and Code Enforcement Department actively educating the Area's citizens.
- A Business Watch Program should be developed whereby local businesses in the Area assist in strengthening and encouraging the existing Neighborhood Watch Program.
- Panic alarms or other new technology devices directly linked to police dispatch could be installed at each streetcar station within the Area to enhance public safety.
- Continue the noise ordinance enforcement program whereby noise monitoring equipment may be provided to the City's designated enforcement department to monitor the excessive noise levels in the Area. This program will assist the police officers so that they can hear and promptly respond to public safety calls while on duty in the Area.
- A special effort should be made to facilitate the rehabilitation and reuse of the historic structures within the Area, including the allocation of staff resources to streamline and insure compatibility with permitting and other regulatory processes;
- Every street and alley in the Area should be evaluated for physical current condition, and the need for restoration. If the street or alley is currently brick, every effort should be made to maintain the brick roadway in the future. If the street is asphalt over brick, every effort, including the utilization of new technology, should be used to restore the brick street. The alleys should be rehabilitated with an

appropriate material. Each street should also be evaluated for its current traffic loads, special circulation problems and peak hour traffic, and considered for appropriate traffic calming techniques. Transportation solutions should encourage the preservation of the historic transportation grid.

- Every street in the Area should be identified for the presence or absence of sidewalks, and a comprehensive program developed to repair and maintain existing sidewalks, and to construct new sidewalks where there are presently none.
- The sanitary sewer and water facilities in the Area should be evaluated and prioritized for upgrading and/or replacement.
- Localized flooding problems have been occurring for years in parts of the Ybor City area. These areas should be identified and prioritized based on their severity and longevity, and a mitigation program developed by the Agency.
- Hartline should be encouraged to undertake the improvements necessary to bus stops to ensure that each is a well-shaded area, with reasonable protection from inclement weather for transit users.
- A corridor streetscape program should be designed and undertaken on Nebraska Avenue, to the benefit of the entire Area. A streetscape/beautification program on Nebraska Avenue will not only create identity for the adjacent neighborhoods, but also allow visual and pedestrian linkages that will connect Union Station with two other landmark buildings, the Centro Asturiano and the German-American Club.

Similar corridor streetscape programs should be implemented along the 21st / 22nd Streets Corridor and 15th Street North of Adamo Drive. On 21st and 22nd Streets, the City should explore the restoring the streets to two-way roadways. They are major gateways to both Ybor City, and the City of Tampa, and are presently unattractive corridors for motorists and pedestrians alike. Such beautification programs there and on Nebraska Avenue might be possible as joint efforts with the Florida Department of Transportation.

General Redevelopment Options

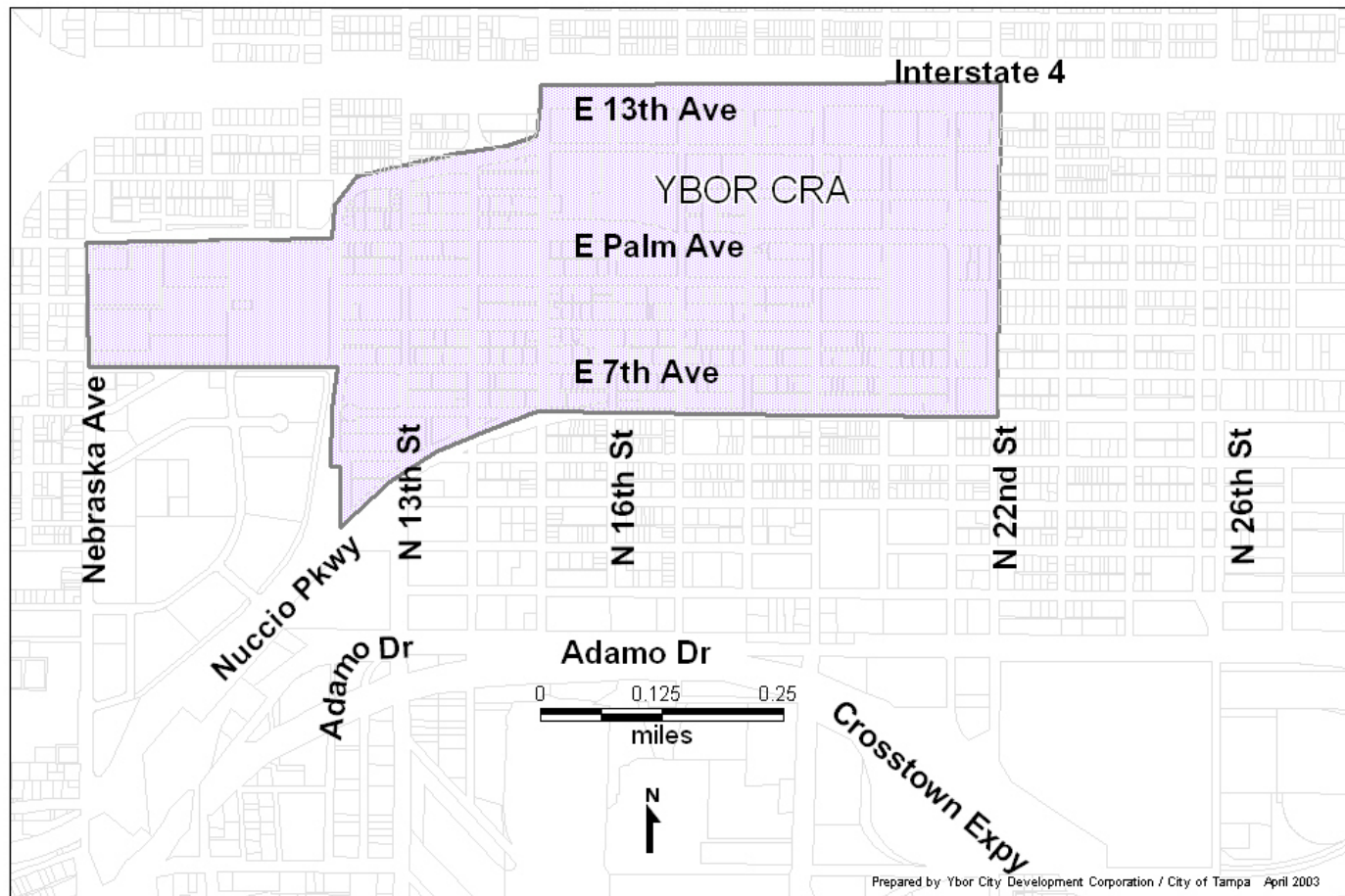
The application of a Community Redevelopment Area designation makes several redevelopment tools available to the Agency. The following is a brief description of those redevelopment mechanisms:

- Property Acquisition – the law authorizes the Agency to acquire real property through purchase, condemnation following [City Council approval] or other lawful means, to assist or facilitate the redevelopment process.
- Property Rehabilitation – the Agency may rehabilitate, or require to be rehabilitated as part of a lease or sale, any property within the Area.
- Structure Relocation – if a property is deemed to be worthy of rehabilitation and is in the path of a redevelopment project, the Agency may authorize the funds necessary to move it to a new location within the Area. All relocations must be approved by the BLC.
- Cooperation with Other Public Agencies – the Agency will cooperate and coordinate with other public entities in the implementation of this Plan, in order to optimize the value of the community's investment in the Area.
- Property Management – the Agency may, at its discretion, enter into agreements to ensure the preservation, maintenance and/or operation of real property within the Area.
- Infill Development – The Area possesses potential for infill development. Infill development within the Area must be consistent with the Ybor City Design Guidelines. This type of development should have priority over the one that considers demolition of non-contributing structures or relocation of historic structures. Maintaining the historic fabric of the Area, and with this the National Historic Landmark Designation, should be a priority for the Agency.
- Demolition and Clearance – as a last resort, the Agency may authorize the demolition, removal or clearance of buildings, structures and other improvements on real property it has purchased within the Area, to aid in the Area's redevelopment. The preservation of historic structures should be considered a priority in the Area.
- Preparation of Building and Development sites – the Agency may undertake building and/or site preparation on any real property within the Area, to assist in the redevelopment process.
- Real Property Disposition and Development – the Agency may sell, or otherwise dispose of, real property within the Area, in accordance with the Plan. The property may be disposed of at Fair Value, rather than at the Appraised Value, in accordance with the Act. The documents of conveyance will contain any conditions necessary to safeguard the goals of the Plan.

- Relocation Policy – It shall be the policy of the Agency that any persons displaced as a result of redevelopment projects shall be provided services that will ensure they are not unduly inconvenienced by their relocation. In the implementation of this Plan, the Agency will provide fair and equitable treatment to any and all displaced persons; including full opportunity to occupy comparable replacement housing, with regard to cost, location and related aesthetic considerations. The Agency will attempt to minimize the disruptions caused by the relocation, provide maximum choice to those required to relocate, provide whatever ancillary relocation services may be required to those in need of special assistance, such as the elderly or physically challenged, and make a diligent effort to avoid any financial hardship to relocating persons, due to the relocation process. The Agency will observe the same guidelines with businesses and non-profit or not for profit organizations required to relocate. Relocation assistance will be provided through the City for both residents and businesses in the Area. Such assistance will be provided in a fair, equitable and thorough manner.

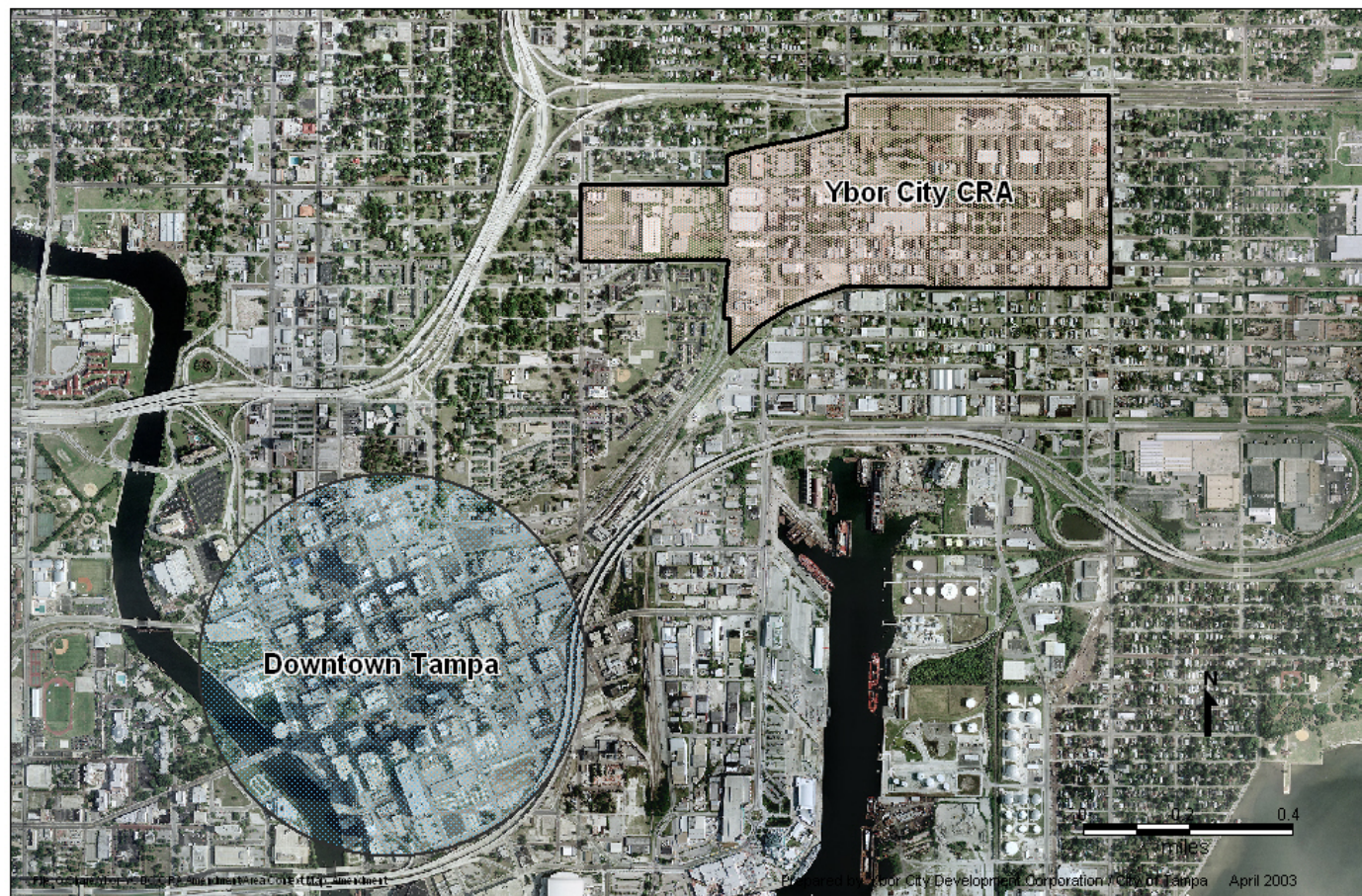
Map No. 1

Community Redevelopment Area



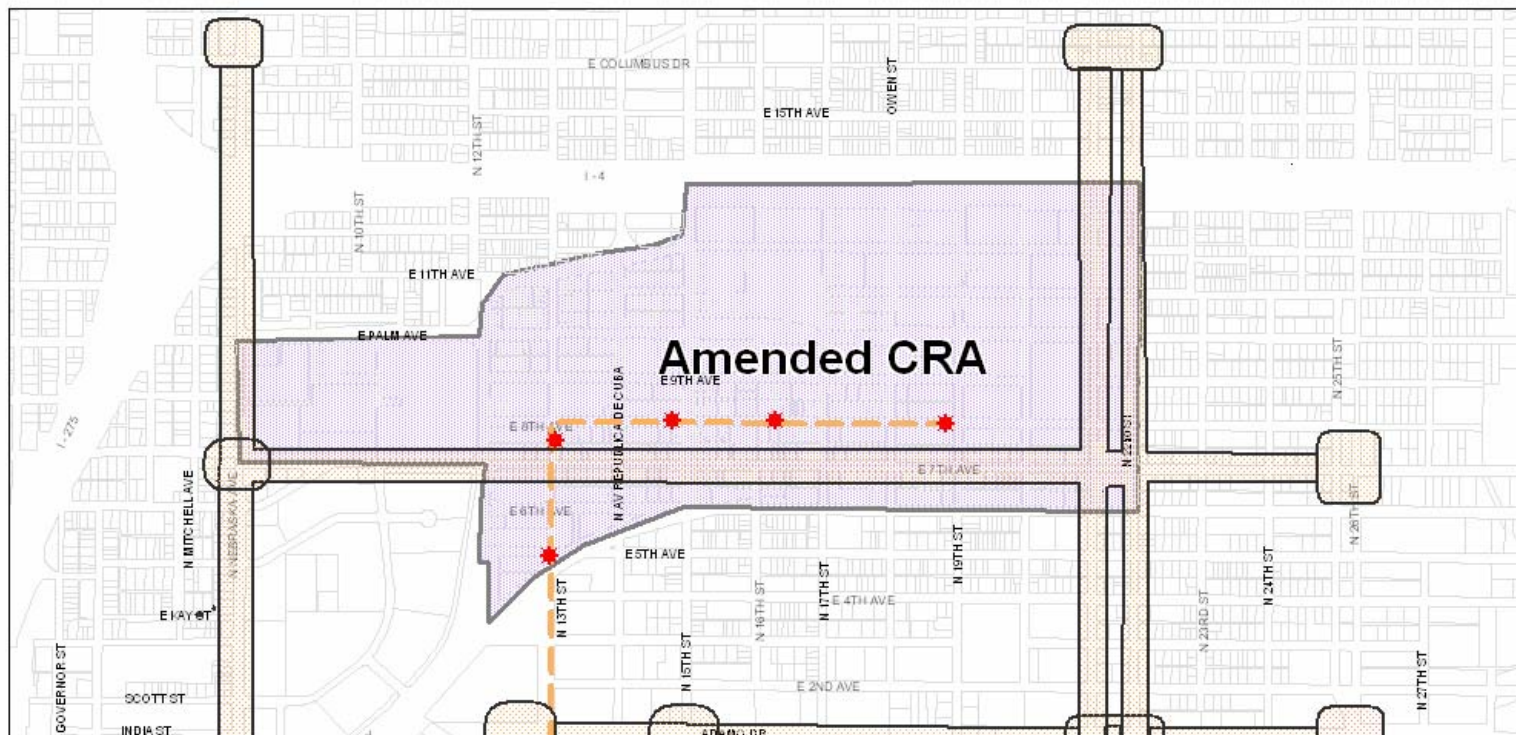
Map No. 2

Area Context Map



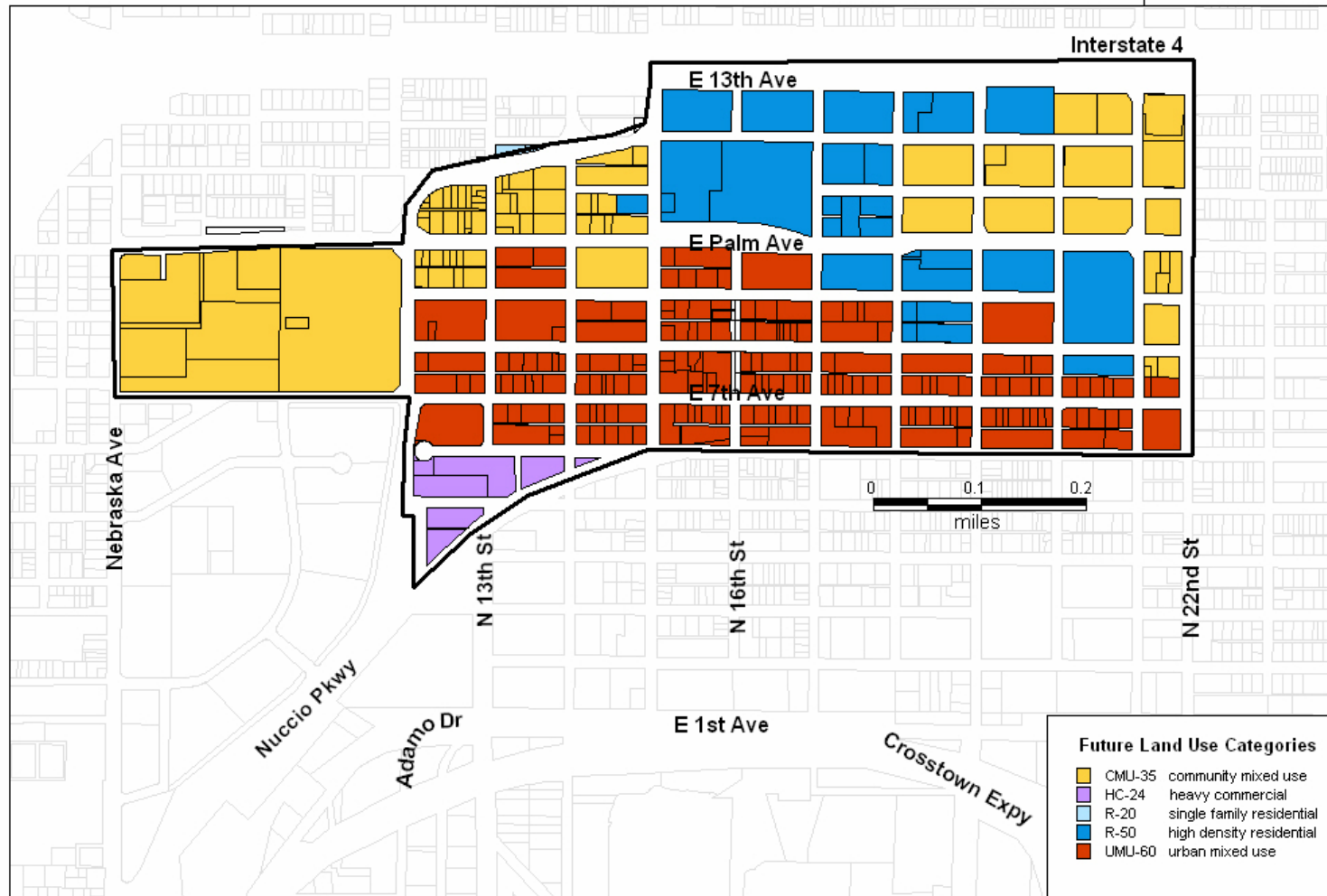
Map No. 3

Ybor City CRA Plan Gateways



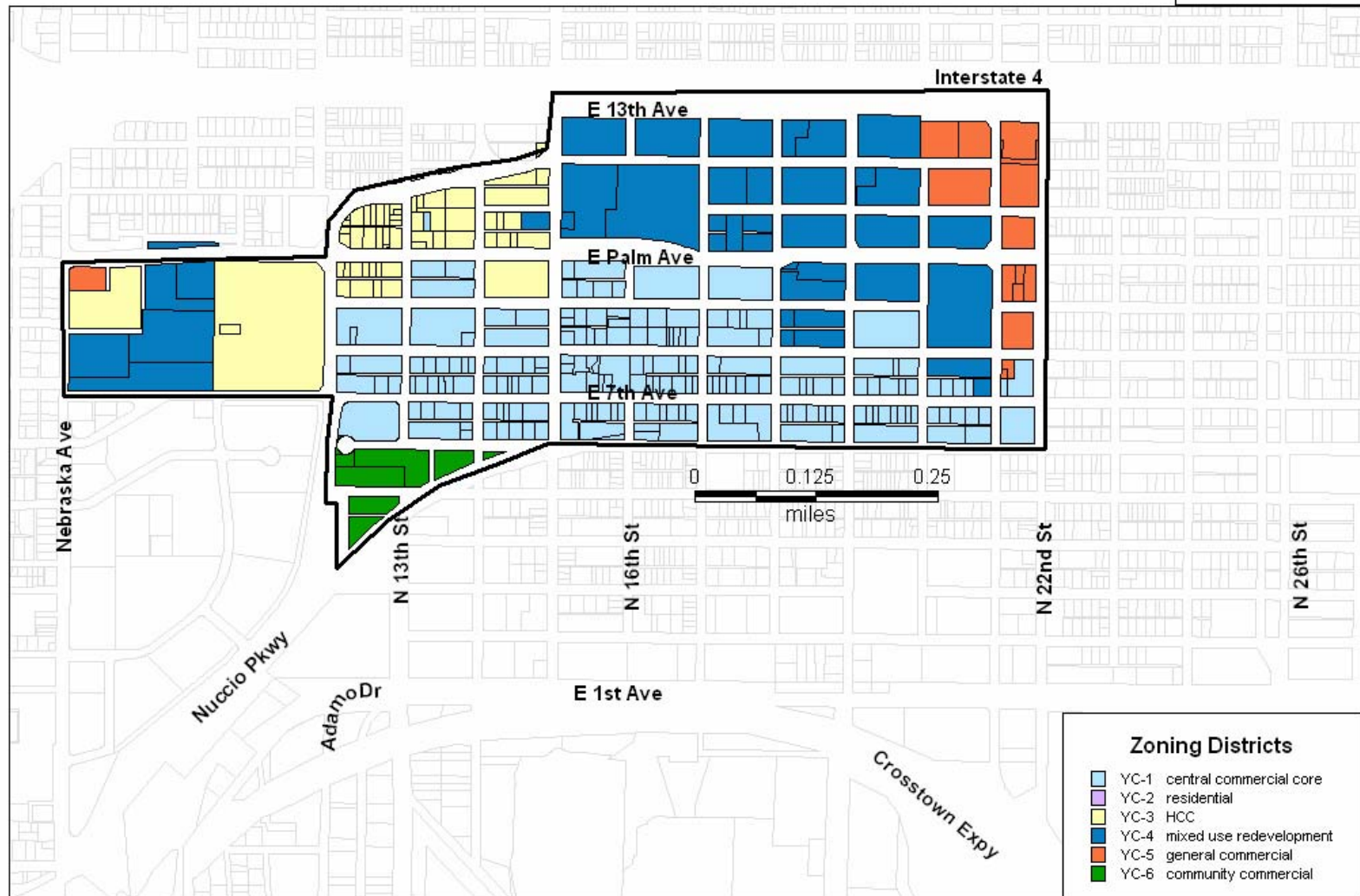
Map No. 4

Future Land Use Categories



Map No. 5

Zoning Districts



Map No.6

Ybor City Historic Districts

