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INVISION TAMPA

People. Place. Progress.



HUD Sustainable Communities Challenge Grant

Nebraska – Hillsborough Primary Transit Corridor Master Plan
Downtown Area Conceptual Master Plan

by Ybhc fmFYdc fh



Compiled by the Planning Division
Department of Planning and Development

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Introduction

Introduction

The study area for Downtown Area Conceptual Master Plan includes the Central Business District (CBD) and part or all of the surrounding neighborhoods of Tampa Heights, V.M. Ybor, Ybor Heights, Ybor City, Channel District, Old West Tampa, West Riverfront, and North Hyde Park. This area offers varying development opportunities that the City wishes to have explored.

Each of these unique and distinctive neighborhoods reflect a rich display of diversity in age, income, race, nationality, professions, and a strong sense of neighborhood pride, which should be honored and enhanced where possible. The CBD is a financial, government and entertainment center comprised of commercial mixed-use developments of moderate to high intensity developments. With the exception of the Channel District (which is a moderately high-density residential area), the surrounding neighborhoods are characterized of low-density, mixed-use residential development. The study area includes large tracts of land owned and developed by the Tampa Housing Authority and the University of Tampa. The Hillsborough River is the predominant natural feature, traversing the middle of the area. About half of the area is designated as seven different community redevelopment areas.





Regional Setting

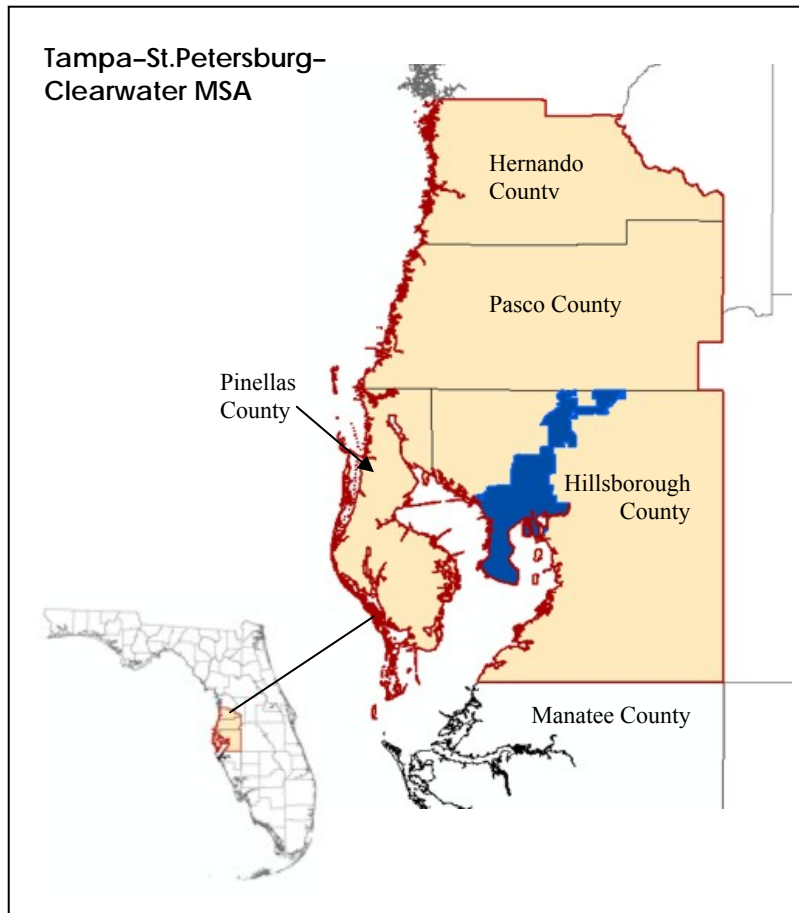
Regional Setting

The City of Tampa is located along the west central coast of Florida in the Tampa Bay Region. The City is bounded on the north by Pasco County, on the west by unincorporated Hillsborough County, on the south by Hillsborough and Old Tampa Bay and on the east by unincorporated Hillsborough County and Pinellas County. The land area of the city is about 112.1 square miles.

The Tampa - St. Petersburg - Clearwater metropolitan area is home to more than 2.78 million people. The MSA is the second most populous metropolitan area in the state of Florida and the third largest metropolitan area in the southeastern United States.

Hillsborough County has the fourth largest population in the state and has the largest land area with 1,051 square miles. The County's 2010 population is 1,229,226.

The city of Tampa, with a population of 335,709 is the State's 3rd largest city behind Jacksonville and Miami.

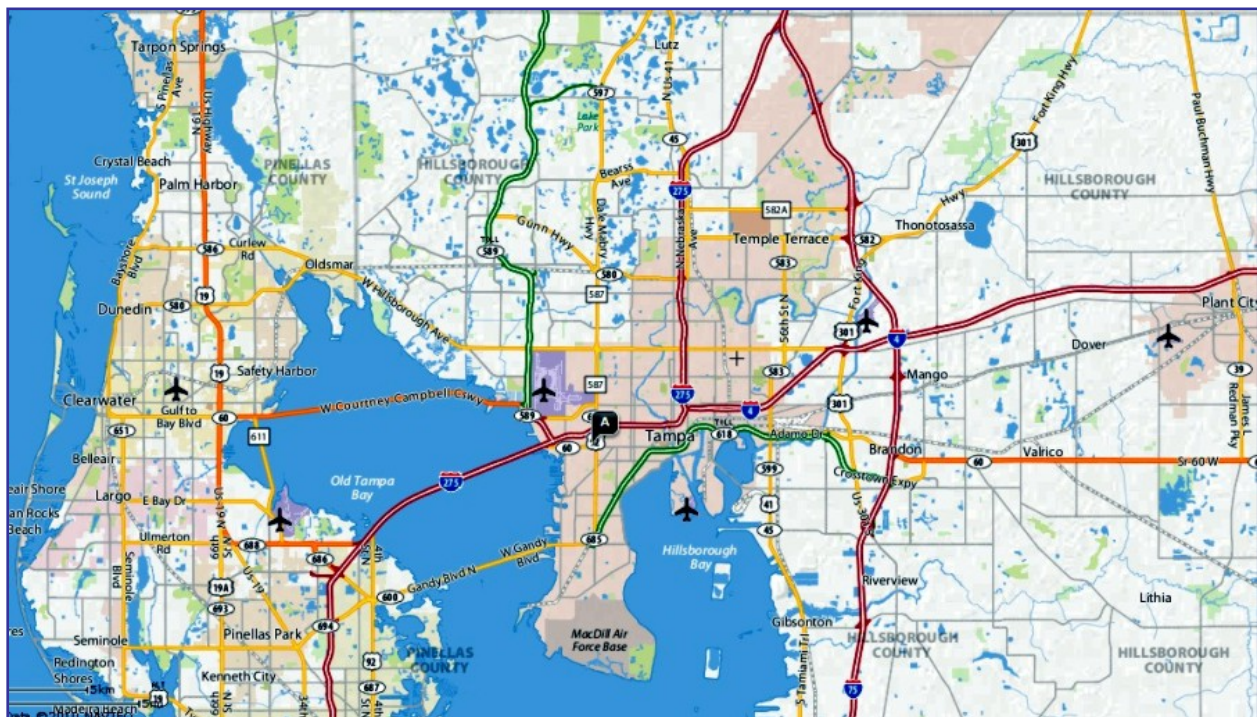


Population Characteristics			
	Tampa Bay Region	Hillsborough County	City of Tampa
Population (2010)	2,783,243	1,229,226	335,709
Land Area (acres)	2,554	1,050.1	112.1
Density (pop/acre)	1,089.8	1,169.7	2,994.7

Regional Transportation Network

The region is served by a variety of transportation systems:

1. Three major airports serve the region, of which Tampa International Airport (TIA) is the largest with 21 carriers. TIA is located within 6 miles of the study area.
2. Amtrak provides passenger rail service from Union Station in downtown Tampa (within the study area).
3. CSX provides freight rail service for the entire Tampa Bay region.
4. Bus service is provided in Hillsborough County by Hillsborough Area Regional Transit (HART). HART and its counterpart in Pinellas County (PSTA) provide express services between Tampa and Pinellas County.
5. HART also operates the TECO streetcar between downtown Tampa and Ybor City, (within the study area).
6. The Tampa Bay Area Regional Transportation Authority (TBARTA) was formed in 2007 to develop bus, rapid transit, and other transportation options for seven counties, including the Tampa-St. Petersburg-Clearwater MSA.
7. The Tampa Hillsborough Expressway Authority's Selmon Expressway provides direct regional access to downtown Tampa from Gandy Boulevard to the west and from Brandon and I-75 to the east.
8. A well-defined interstate network and bridges connect various localities. This network traverses and connects to the study area.

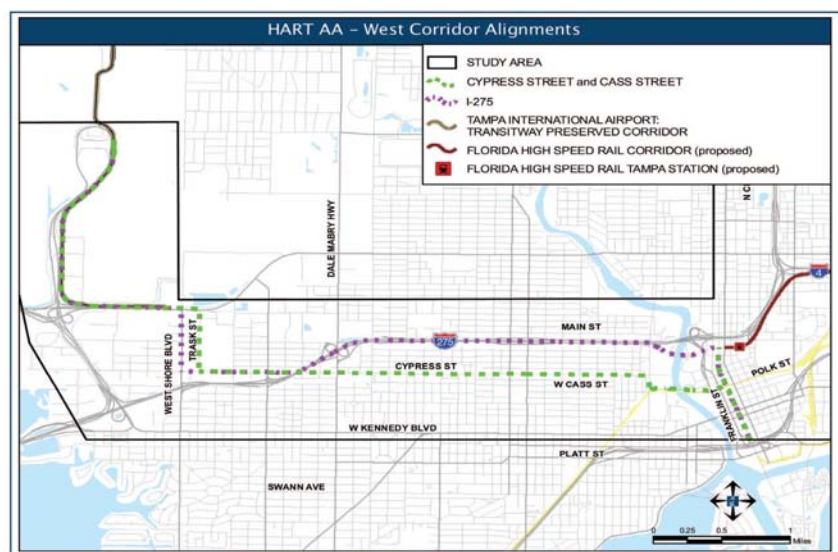
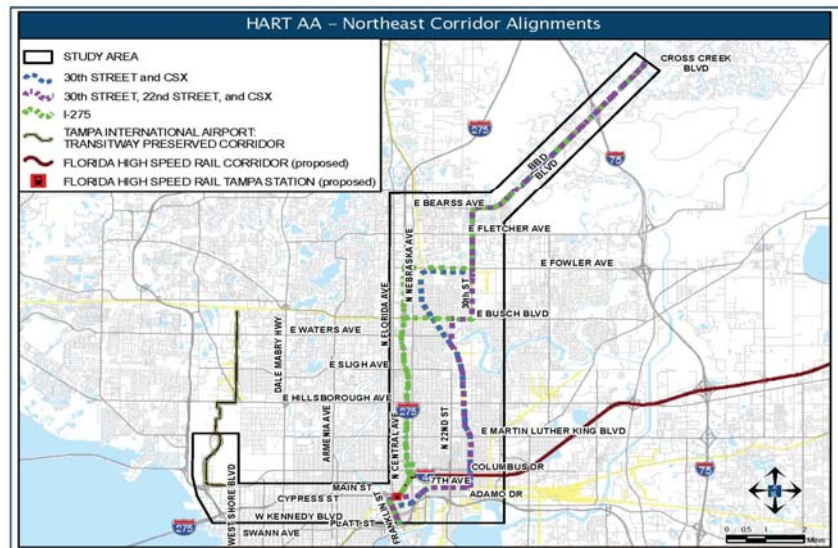


Status of Transit

In 2009, HART initiated an Alternatives Analysis to study increased and improved transportation options in an area that extends from New Tampa to downtown Tampa (Northeast Corridor), and continues to the Westshore area and through Tampa International Airport to Hillsborough Avenue (West Corridor). These routes are shown below. The plan called for the transit routes to converge at site of the downtown intermodal center.

In 2010, the Hillsborough Area Regional Transit Board of Directors adopted light rail as the preferred alternative transit mode to implement the Alternatives Analysis. Three possible north-south and two east-west routes were identified (shown below). Meanwhile, a November 2010 referendum to establish a 1% sales tax in Hillsborough County to fund the construction of the rail system (in addition to other transportation improvements) failed. Without the ability to fund the construction of the light rail system, the HART Board of Directors voted to culminate the Alternatives Analysis Study and preserve key information that may be useful for other studies. Today, the project remains unfunded and not defined as to the specific route, including how Downtown Tampa would be served.

The Hillsborough County MPO is currently studying options for funding transportation and transit. The first phase consisting of market research with focus groups was finished earlier this year. The second phase will begin in November and will include an evaluation of hypothetical scenarios that match funding sources with specific improvements.



Tampa Bay Regional Fast Facts



THE GREATER TAMPA BAY AREA

The Tampa Bay Area is a four-county metropolitan statistical area consisting of Hillsborough, Pinellas, Pasco and Hernando Counties. The area is often referred to as Tampa/St. Petersburg/Clearwater Metropolitan Statistical Area (MSA). The three largest cities (cities with a population in excess of 100,000 inhabitants) in the Tampa MSA are Clearwater, St. Petersburg and Tampa.

POPULATION GROWTH (2000-10)

	2000	2010	Change
County	Population	Population	2000-2010
Hillsborough	998,948	1,229,226	230,278
Pinellas	921,495	916,542	-4,953
Pasco	344,768	464,697	119,929
Hernando	130,802	172,778	41,976
Tampa Bay Area	2,396,013	2,783,243	387,230

Source: 2010 Census

INCOME & POVERTY

- Median Household Income: \$44,601
- Median Family Income: \$52,971
- 73% of Households received work earnings
- 34% received Social Security Income
- 20% received retirement income other than Social Security
- 14% of people were in poverty
- Of people 65 years and older, 9% were in poverty

Source: 2009 American Community Survey

HOUSEHOLDS BY TYPE

	Estimate	Percent
Total Households	1,151,263	N/A
Family households (families)	715,524	62%
With own children under 18 years	288,247	25%
Married couple family	512,374	45%
With own children under 18 years	181,510	16%
Households with one or more people under 18 years	326,346	28%
Households with one or more people 65 years & over	346,573	30%
Average household size	2.37	N/A
Average family size	2.91	N/A

Source: 2010 Census

EDUCATIONAL ATTAINMENT

PERCENT OF POPULATION 25 YEARS & OVER

Less than high school diploma	14%
High School Diploma or Equivalent	32%
Some college, no degree	21%
Associate's degree	9%
Bachelor's degree	16%
Graduate or professional	9%
Percent High School Grad or Higher	87%
Percent Bachelor Degree or higher	25%

Source: 2009 American Community Survey

DEMOGRAPHICS

RACE / ETHNICITY	PERCENT
White	79%
Black	12%
Asian	3%
Other Race	6%
Hispanic Origin	16%

Source: 2010 Census

RESIDENCE ONE YEAR AGO

Same Residence	83%
Same County	11%
Same State	3%
Different State	3%
Abroad	1%

Source: 2009 American Community Survey

YEAR HOUSEHOLDER MOVED INTO UNIT

	Estimate	Percent
Occupied Housing Units	1,091,408	N/A
Moved in 2005 or later	469,601	43%
Moved in 2000 to 2004	246,035	23%
Moved in 1990 to 1999	218,251	20%
Moved in 1980 to 1989	91,136	8%
Moved in 1970 to 1979	41,914	4%
Moved in 1969 or earlier	24,471	2%

Source: 2009 American Community Survey

REGION OF BIRTH (FOREIGN BORN POPULATION)

Latin America	53%
Europe	19%
Asia	18%
North America	7%
Other	3%

Source: 2009 American Community Survey



LABOR MARKET, 2010

County/Area	Labor Force	Unempl. Rate
Hillsborough	600,967	11.8%
Pinellas	442,483	11.7%
Pasco	196,634	13.1%
Hernando	62,837	14.5%
Tampa Bay Area	1,302,921	12.1%

Source: Agency for Workforce Innovation (LAUS)

For more information call (813) 272-5940 or visit www.theplanningcommission.org

EMPLOYED POPULATION 16 YEARS & OVER BY PERCENT OF INDUSTRY

Educational services, and health care & social assistance	22.3%
Retail trade	12.4%
Professional, scientific, & management, and administrative & waste management services	12.4%
Arts, entertainment, & recreation, and accommodation & food services	10.1%
Finance & insurance, and real estate & rental/leasing	9.5%
Construction	6.7%
Manufacturing	6.4%
Other services, except public administration	5.4%
Transportation & warehousing, and utilities	4.3%
Public administration	3.9%
Wholesale Trade	3.4%
Information	2.5%
Agriculture, forestry, fishing & hunting, and mining	0.6%

Source: 2009 American Community Survey



Historical Perspective

History of the City of Tampa

The Tampa Bay area was originally settled before the 1500's by the Calusa Indians as an Indian fishing village. Due to the abundance of driftwood that the Indians used for firewood, the area was given the name "Tampa," which was derived from a Native American phrase meaning "sticks of fire." One of Tampa's earliest visitors was the famous explorer and Governor of Cuba, Hernando de Soto, who came to the area in 1539 on a quest for gold. Over the next 300 years, the area was gradually settled by farmers and escaped slaves. A military outpost was established by George Mercer Brooke in 1823.

Tampa's first incorporation occurred in 1849 when the city's population numbered 185 inhabitants, excluding Fort Brooke. Powerless to levy taxes, the organized government was abolished in 1852. The following year, Tampa's citizens voted to re-establish local government and the Legislature validated the city incorporation in 1855, this marking officially the birth of Tampa as a city with a population of 800.

In the mid-1880s, several events combined to spur growth and prosperity in Tampa. First, phosphate was discovered in an area southeast of the city in 1883. The mineral, vital for the production of fertilizers and other products, was shipped out from the Port of Tampa in great volume. Henry B. Plant built a railroad to the area and started a steamship line that ran from Tampa to Key West to Havana, spurring another economic boom that drew more settlers to the area. Plant also built the Tampa Bay Hotel, which later became the University of Tampa.

The new railroad link enabled another important industry to come to Tampa. In 1885, the Tampa Board of Trade enticed Vicente Martinez Ybor to move his cigar manufacturing operations to Tampa from Key West. Proximity to Cuba made importation of "clear Havana tobacco" easy by sea, and Plant's railroad made shipment of finished cigars to the rest of the US market easy by land.

Since Tampa was still a small town at the time (population less than 5,000), Ybor built hundreds of small houses around his factory to accommodate the immediate influx of mainly Cuban and Spanish cigar workers. Ybor City's factories rolled their first cigars in 1886, and many different cigar manufacturers moved their operations to town in ensuing years. Many Italian and a few eastern European Jewish immigrants arrived starting in the late 1880s, opening businesses and shops that catered to cigar workers. By 1900, over 10,000 immigrants had moved to the neighborhood. Several thousand more Cuban immigrants built West Tampa, another cigar-centric suburb founded a few years later by Hugh MacFarlane. Between them, two "Latin" communities combined to exponentially expand Tampa's population, economic base, and tax revenues, as Tampa became the "Cigar Capital of the World".

The discovery of phosphate, the arrival of Plant's railroad, and the founding of Ybor City and West Tampa - all in the mid-1880s - were crucial to Tampa's development. The once-struggling village of Tampa became a bustling boomtown almost overnight, and had grown into one of the largest cities in Florida. By 1910, Tampa became the second largest city in Florida with a population of 37,782; it was led only by Jacksonville.

During the first few decades of the 20th century, the cigar-making industry was the backbone of Tampa's economy. The factories in Ybor City and West Tampa made an enormous number of cigars—in the peak year of 1929; over 500,000,000 cigars were hand rolled in the city.

World War II provided another major impetus to Tampa's growth. Prior to the United States' involvement in the conflict, construction began on MacDill Field, the predecessor of present day MacDill Air Force Base, located at the southern tip of Interbay Peninsula. MacDill Field served as

a main base for Army Air Corps and later Army Air Force operations just before and during World War II, with multiple auxiliary airfields around the Tampa Bay area and surrounding counties. At the end of the war, MacDill remained as an active military installation while the auxiliary fields reverted to civilian control. Two of these auxiliary fields would later become the present day Tampa International Airport and St. Petersburg-Clearwater International Airport. With the establishment of an independent U.S. Air Force in 1947, MacDill Field became MacDill AFB.

During the 1950s and 1960s, Tampa saw record-setting population growth that has not been seen since. In 1950, Tampa's population was 124,681. By 1960, it had ballooned to 274,970, an increase of 120.5%. This amazing growth spurred major expansion of the city's highways and bridges bringing thousands into the city and creating a variety of economic possibilities. It was during this period in the city's history that two of the most popular tourist attractions in the area were developed – Busch Gardens and Lowry Park, marking the beginning of the city's successful tourist industry.

In 1956, the University of South Florida was established in North Tampa, spurring major development in this section of the city and offering many new job opportunities. The construction of the University created a growth center at the northern edge of the City. In 1968, work began on the Tampa International Airport. Completed in 1971, Tampa International Airport has consistently ranked as one of the top airports in the country and credited for stimulating much of the region's economic growth. After opening, the area surrounding Tampa International Airport - the Westshore Business District - began to develop as business center.

Successful growth in outlying areas came at the expense of the urban core. With suburbanization and urban renewal programs on the horizon, Downtown Tampa began deteriorating and many industries began to move to the suburban areas. Park Tower, opened in 1973, would be the city's only substantial skyscraper (460 feet/36 stories) until the building boom of the 1980s. The combination of the decline of the cigar industry and the construction of Interstates 4 and 275 further deteriorated historic areas such as Ybor City and West Tampa. Tampa grew very slowly in the 1960s to reach 277,714 in 1970. Further problems in the 1970s lead to the first decline of the city's population in a century, falling to 271,523 in 1980. Tampa's national ranking dropped from 50th in 1970 to 53rd in 1980. In contrast, suburban areas and areas within unincorporated Hillsborough County experienced rapid growth. In 1987, the City annexed 5,400 undeveloped acres north of the University of South Florida where a master planned community (Tampa Palms) would be constructed.

To combat further deterioration in the urban core, the City established its first two community redevelopment areas and tax increment financing districts, one in Ybor City and the other in downtown Tampa. In downtown Tampa, funding was used to finance the construction of the Tampa Convention Center. In Ybor City, it was used to initiate marketing and redevelopment efforts. In 1986, both areas were expanded. In addition, in 1986 the eastern extension of the Selmon Expressway was completed to I-75 connecting directly to the fast-growing suburb of Brandon.

The 1990s were marked by continued expansion of suburban business markets. In Westshore, the Westshore Business District solidly emerged as the pre-eminent office center in the region. Today, it is one of the state's largest business districts with 11,000,000 square feet of commercial office space, 4,000 businesses with nearly 100,000 employees, 32 hotels, two major shopping malls (International Plaza and Westshore Plaza) and more than 200 restaurants and bars. To the north, in 1998, the city annexed a mostly rural area, called New Tampa, consisting of 24 square miles north of Tampa Palms. The University North area, as it has become known, has since developed as a large, mixed-use university/business community.

The period 1990 – 2010 was also a time of re-investment in the urban core. During this time, publicly funded museums, parks, the convention center, arena, streetcar system, entertainment venues and a major portion of the riverwalk were built in the downtown area. In 2006, the Expressway Authority opened a unique set of elevated reversible lanes that more than doubled the Selmon Expressway's capacity from Brandon and I-75 to downtown Tampa. The lanes terminate at the north end of the Channel District and include the 6-lane Meridian Gateway, a major entrance and distribution road that is landscaped and maintained by the Authority. The private sector followed suit with hotels, restaurants, entertainment complexes and residential projects. While all parts of the City saw new growth, downtown Tampa and particularly, the Channel District benefited with the construction of new mid- and high-rise condominiums and apartments. The infusion of new residents and the construction of new museums and parks have transformed the urban center.



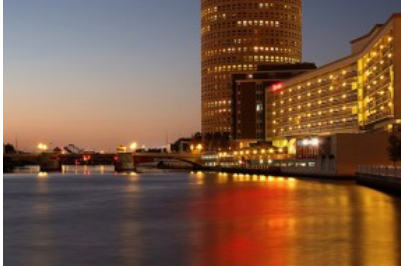
The Study Area

Location and Size of the Study Area

The study area is located within 2-miles of the center of downtown Tampa. It is bounded by Columbus Avenue and I-4 to the north; 30th Street to the east, Ybor Channel, Garrison Channel and the Crosstown Expressway to the south; and Armenia Avenue to the west. The area includes all of the Central Business District and adjacent neighborhoods. It is approximately 3,243 acres in size.



Natural Features



Hillsborough River view looking north from the Borein Street Bridge.



A water taxi stop at the Tampa Heights Redevelopment Site.



Hillsborough River at Rivercrest Park, looking south.

The study area is located at near sea-level, thus it is generally flat with mild slopes. The study area is nearly fully urbanized. The significant natural feature is the water, represented by the Hillsborough River, Garrison Channel and Ybor Channel. The Hillsborough River is the City's most important natural resource.

The City has sought to achieve three main objectives along the Hillsborough River:

- Protect the river as a natural resource and amenity;
- Encourage pedestrian access and use to and along the riverfront; and
- Promote economic development that maximizes the amenity of the river.

For most of the last 60 years, the emphasis has been on the eastern edge of the river, primarily within the Central Business District. When the Tampa Heights Community Redevelopment Area was established in 1999, thoughts of connecting the site with the remainder of the downtown via a riverwalk and water transportation took hold.

While efforts to develop and connect the eastern edge of the Hillsborough River mature, thoughts are now moving to examining the western edge and the possibility of creating a unified development plan for the river that links both sides of the river while achieving the objectives stated above.



The Hillsborough River winds its way through the study area and offers several opportunities for redevelopment.

The Tampa Riverwalk



Tampa Riverwalk segment at MacDill Park.



A sunset view of the University of Tampa from the Riverwalk.



Riverwalk segment at the Tampa Marriott Waterside Hotel.

The Tampa Riverwalk is a 2.6 mile continuous waterfront multi-modal pathway along the banks of the Hillsborough River and the Garrison Channel. As it is completed, it will provide a safe pathway for sedentary and active users, numerous boater access points, a canvas for the celebration of Tampa's history and culture, a connection to numerous destinations and extensive upcoming commercial/retail development. The Tampa Riverwalk will connect all the key downtown destinations for both tourists and residents, allowing them to park their car once to access everything on Tampa's waterfront.

The project began in 1975 as a bi-centennial project but did not progress beyond the Curtis Hixon Waterfront Park area for a number of years. After a period of dormancy, the next two segments, a waterfront hotel and a park, were completed along Garrison Channel in 2000 and 2003. With an expanded vision of the project, the City completed a detailed master plan (see next page) in 2006 detailing the Tampa Riverwalk from the Tampa Heights redevelopment site to the Channelside entertainment complex. To date, 1.3 miles of the Riverwalk has been constructed with another 1.3 miles planned. There is .15 miles currently under construction.



Moving forward, three key questions surface - (1) how can the waterfront be more closely connected to the central downtown, specifically the Franklin Street area; (2) how to establish the downtown waterfront and the Riverwalk as a destination point for residents and visitors and (3) how to connect and extend the riverwalk to the west side of the Hillsborough River.

Barriers to Development



The Hillsborough River divides the study area



Looking east along I-275 in downtown Tampa



Heavy industrial uses that limit development expansion

Natural barriers include the Hillsborough River. While the river is a great asset and amenity, it does divide the study area into two sections. There are six access points between the east and west sides of the river. The Garrison and Ybor Channels provide natural barriers to the southern and eastern edges of the CBD. There are two access points between the CBD and Harbour Island. During rush hour time periods and special events, access to and from the CBD can be difficult.

Man-made barriers include the I-275 / I-4 interstates, which divide the study area into several sections. The width of the right-of-way at some portions of the network is very narrow, posing challenges to promote connectivity and create cohesive development patterns. The Selmon Expressway downtown viaduct provides another man-made barrier, separating the CBD into two sections. Finally, the ConAgra industrial complex and the CSX rail line that serves the facility, acts as a barrier to uniting and integrating the CBD with Channel District.

West Tampa



One of West Tampa's historic former cigar buildings



Example of historic structures



Existing commercial uses in the district.

This portion of West Tampa has many small Cuban eateries and ethnic markets, mostly along main roads. Most of the large brick cigar factory buildings still stand, but none are still used for their original purpose. Some have been renovated and remodeled for office space and other uses, while others have been vacant for years. A significant portion of the area is owned by governmental entities, such as the City of Tampa, Hillsborough County School Board and the Tampa Housing Authority.

North Hyde Park / West Riverfront



Fort Homer Hesterly Amory



Tampa Housing Authority
North Boulevard Homes



View of the recently completed
West End project

North Hyde Park / West Riverfront area is an older, predominantly single family neighborhood. Remnants of an industrial corridor remain along Willow and Rome Avenues; however, in the early part of the decade, some of these lands were acquired and transitioned into residential development. The location of the neighborhood in close proximity to the University of Tampa, Tampa General Hospital, Central Business District and the Hillsborough River make it attractive for reinvestment.

University of Tampa



University of Tampa Plant Hall



View of Downtown Tampa from
University of Tampa Ball field



Plant Park from Above

The University of Tampa continues to expand its dormitory space increasing the number of university students in the study area. The presence of a young adult population in the downtown area can help to expand the use of downtown spaces, activities and businesses.

Tampa Heights



View of the Heights Redevelopment area and Tampa Waterworks Park



Example of Tampa Heights historic buildings



Example of adaptive reuse of a former church turned into apartments

In the 1990's, the historic Tampa Heights neighborhood began to see a surge in redevelopment. The neighborhood organizations in the area are very active and they banded together to create their own vision for the neighborhood as a guide for redevelopment. The area contains several opportunities for redevelopment, in particular, The Heights area located along the Hillsborough River.

Ybor City



TECO Streetcars in Ybor City



Example of Historic Character of Ybor City



Modern Apartment Infill Construction of Ybor City

Since around 2000, the Ybor City has been attracting a broader mix of development. New apartments, condominiums and a hotel have been built on long-vacant lots, and old buildings have been restored and converted into residences and hotels.

V.M. Ybor / Ybor Heights



Example of historic structures.



Example of adaptive reuse.



View of Nebraska Avenue south of Hillsborough Avenue

V.M. Ybor and Ybor Heights are predominantly single-family neighborhoods. V.M.Ybor has several historic structures and a more diverse range of uses. The area enjoy many urban amenities and close proximity to Ybor City and downtown Tampa.

Central Park



Encore site under construction



Rendering of the Encore project



Perry Harvey Park

When complete, the \$600 million Encore project will provide 1,500 work force housing, senior and market rate residential units, 200 hotel rooms, a 35,000 square foot grocery store, 180,000 square feet of office space, 85,000 square feet of retail space, a middle school, an African American history museum, and multiple public parks and recreation spaces. Establishing effective connections to Encore from downtown, Tampa Heights and Ybor City is seen as a major need

North Franklin Street Area / Central Business District



Streetscape treatment in North Franklin Street Area



Adaptive reuse example



Potential reuse opportunities

The national historic district contains 8 historic buildings with approximately 100 residential units. There are opportunities for adaptive reuse and vacant sites for new development. The site of the former planned high-speed rail station is just to the north of the district. That site is owned by the Florida Department of Transportation and is planned as an intermodal facility.

Downtown Core Business & Government Area / Central Business District



Downtown Skyline



Looking southwest from Lykes Gaslight Square



Looking south along the Franklin Street Mall

The Core Business and Government District is located within the Central Business District and is most associated with the skyline that defines downtown Tampa. This area has historically been, and remains the center of the city. The Downtown Core Business and Government District contains the majority of the downtown office space, governmental offices, and several hotels.

Cultural Arts Area / Central Business District



Tampa Museum of Art



Straz Center for the Performing Arts



Glazer Children's Museum and Museum of Art across Curtis Hixon Park

The area along the western edge of the Central Business District has emerged to form a cultural district. This area includes the Tampa Museum of Art, the Tampa Bay Performing Arts Center, Patel Conservatory, the Glazer Children's Museum, the Curtis Hixon Waterfront Park and the Tampa Riverwalk. From Curtis Hixon Park, the views of the Plant Museum and Plant Park can be seen.

Convention Center – Entertainment Area / Central Business District



Tampa Convention Center



St. Pete Times Forum



Streetcar Station at the Embassy Suites Hotel

In addition to the Tampa Convention Center, the district contains two hotels, a large parking garage, the St. Pete Times Forum and Cotanchobee Fort Brooke Park. The Park is located along the waterfront adjacent to the St. Pete Times Forum and the Marriott Waterside Convention Hotel.

Channel District



Aerial view of the southern portion of the Channel District



Looking north along 12th Street.



Channel District residential development with Downtown skyline

Public investments in stormwater, sidewalks, parks and streetscape have supported the transition from a warehouse district to mixed-use, high intensity residential neighborhood. Notable attractions in this area include the Tampa Port Authority headquarters, Florida Aquarium, and Channelside Bay Plaza

Other Downtown Area Districts



Tampa Port Authority south of Adamo Drive, southeast of Downtown.



Harbour Island Residential Waterfront Development.



View of Harbour Island at night.

Located southeast of the study area is part of the operations of the Tampa Port Authority. With 5,000 acres, the Tampa Port Authority manages the largest port in Florida and is consistently ranked among the top 10 in the nation. During FY 2010, the port handled 38 million tons of cargo and close to 1 million cruise ship passengers, generating more than \$8 billion in economic impact in the Tampa Bay area.

Directly south of the study area and linked by two bridges is Harbour Island. Harbour Island is a master planned community consisting of mostly residential uses, with high-end hotels, nightclubs and cafes at the northernmost tip. It is built out and contains approximately 2,500 housing units and approximately 700,000 SF of commercial and office space. Residences are located within walking distance of numerous commercial, retail, entertainment and dining establishments at the northern end of the Island or across Garrison Channel into downtown.

Other Downtown Area Districts



Old Hyde Village located in Hyde Park



Aerial view of Davis Islands featuring the airport and yacht basin



Tampa General Hospital at Davis Islands

Davis Islands a neighborhood located on two small islands just southeast of the Central Business District. The islands are built out as a mix of residential and retail areas. The population of the islands is estimated at 5,500 with 2,200 housing units. The Island are home to Peter O. Knight Airport and the Davis Island Yacht Club, as well as the Marjorie Park Municipal Yacht Basin & Marjorie Park, the Seaplane Basin just South of the Airport and Tampa General Hospital. East Davis Boulevard is the commercial area of the neighborhood. Along several blocks there are restaurants, cafes, bars, and shops in a tranquil sidewalk setting.

Further to the west is Hyde Park, another of Tampa's oldest historic neighborhoods. In the mid-1970's, the neighborhood began its revitalization. A mixed-use outdoor urban village shopping center was redeveloped, which helped to spur redevelopment in the area and re-use of historic homes. Today, Hyde Park is seen as mature, stable and desirable neighborhood within a few miles of the urban center.

InVision Tampa



Infrastructure Report

Stormwater

Solid Waste

Transportation

Wastewater

Water

Stormwater:

The study area is divided into four distinct drainage basins.

- The first area is East of the river and West of the interstate. This area is called “The Heights”. The drainage infrastructure is old but functions as designed. The area is generally developed, therefore requiring minor stormwater improvements on site.
- The area West of the River and North of the Interstate is also developed and requires minor stormwater improvements on site. The stormwater infrastructure in this area is designed to accommodate the existing residential and commercial development.
- The area West of the river and south of the interstate is known as Spanishtown Creek basin and Cypress St. basin. The infrastructure meanders underneath existing commercial and some residential buildings. There is a potential for stormwater ponding North of Kennedy Blvd. thus requiring more stringent stormwater regulations on development.
- The area East of the river and south of Interstate 4 is basically exempt from Stormwater requirements. The areas are known as the Ybor City CRA (Community Redevelopment Agency) and the Downtown CRA.

All new development and redevelopment within the boundary provided need to apply for a stormwater permit from the Construction Services Division. A determination of exemption and possible restrictions will be determined at the pre-application meeting.

HUD CHALLENGE GRANT REPORT
Department of Solid Waste & Environmental Program Management
MAY 4, 2012

The Department of Solid Waste & Environmental Program Management provides environmentally safe, time responsive, and cost effective collection, disposal and recycling services for over 79,000 residential and commercial customers. The department also oversees the city's Environmental Programs. Approximately 360,000 tons of solid waste are processed annually at the McKay Bay Refuse-to-Energy Facility where it is converted to electrical energy. Department activities include residential and commercial waste collection, solid waste code enforcement, environmental coordination, removal of dead animals, free pick-up of appliances, and public education on recycling initiatives.

SOLID WASTE CUSTOMER SERVICE

The City of Tampa Utility Services Customer Care Center is available to the citizens Monday through Friday, from 7:30 a.m. - 4:30 p.m., (excluding most holidays) at (813) 348-1111. All calls placed to the former Solid Waste, customer service phone line, (813) 348-1111, are now answered by call center professionals at the City of Tampa consolidated call center. While the Department of Solid Waste no longer receives calls at its Spruce Street facility, it will continue to meet customers' expectations of outstanding service delivery.

You may also reach the Department of Solid Waste via the Online Customer Service Center.

SOLID WASTE PROGRAMS & SERVICES

- Residential Services
- Special Services
- S.W.E.E.P.
- Commercial Services
- Environmental Services
- Recycling & Waste Reduction
- Code Enforcement
- Public and In-School Education

RESIDENTIAL SERVICES

The Residential Services Division is responsible for providing timely and safe household refuse collection, at the curbside, from residences twice a week. Semi-automated and rear loading vehicles are used to collect refuse from customers for a fee. Fully-automated refuse collection is a new technologically advanced waste collection system designed to improve collection efficiency, enhance performance, improve customer relations and reduce both operational and workers' compensation costs. The automated operator uses a set of hand controls to mechanically lift and return a roll-out cart to curbside.

SPECIAL SERVICES

The Special Services Division is responsible for providing collection to residents who have large bulky items, such as large household appliances and old furniture that are too large to be collected by the residential crews. Large quantities of brush that are too large to be collected by yard waste crews are picked up mechanically using a special boom truck and pay loader. This division abates debris from illegal dumpsites throughout the city.

S.W.E.E.P.

The Solid Waste Enhanced Environment Program (S.W.E.E.P.) continues to provide services designed to improve the quality of life throughout Tampa's neighborhoods. In addition to regular trash, recycling, and yard waste services, the Department's S.W.E.E.P. program provides residents with thirty-six, weeklong, neighborhood clean-ups each year. Over the past 5 years, S.W.E.E.P. has removed 13,489 tons of bulk trash items and debris from Tampa's neighborhoods. Collections take place Monday through Friday and pick-up per household is provided.

To ensure a balance of continuous program improvement with adequate scheduling of staff and equipment, clean-up routes are monitored prior to each neighborhood cleanup and signage is posted throughout the area receiving service.

Set Out Times:

The **earliest** that items may be placed curbside is 5 days prior to the first day of a SWEEP clean-up.

The **latest** that items may be placed curbside is the Wednesday on the week of a SWEEP clean-up.

All SWEEP items must be set out NO LATER than 7:30 a.m.

Acceptable Debris/Materials:

- Household appliances
- Furniture
- Mattresses
- Tires without rims (up to 4)
- Carpet
- Yard waste (cut down to 4 feet lengths)
- Barbecue grills
- Toilets
- Railroad ties (cut down to 4 feet lengths)

Items NOT accepted:

- Building materials (sheds, fencing, tile, pipe, wood/plywood, brick, concrete blocks, roofing material, doors, windows, drywall)
- Hazardous Materials & Electronics*
- Pressurized gas cylinders> Explosives/ammunition
- Liquid waste (paints, solvents, oil or fuels*)
- Metal drums
- Tires with rims
- Boats

*These materials may be taken to one of the City's Household Chemical & Electronics Collections for safe and environmentally safe disposal.

The City reserves the right to refuse items as necessary. Piles of debris deemed to be excessively large may incur additional disposal costs.

To ensure proper service, refuse should be placed out for collection no later than 6:00 AM on the day of collection. The cans must be removed by sunset on the day of collection and in a location not visible from the street. Residential household garbage is collected twice a week. Please call customer service at (813) 348-1111 for more information.

It is important to know the guidelines for the proper disposal of your residential refuse. Sometimes the Department of Solid Waste & Environmental Program Management is not able to collect your refuse containers that exceed 50 pounds due to weight and size limitations. If bags are used instead of cans with tight fitting lids, the bags must be at least 1.5 mils thick to prevent breakage and spilling of refuse.

Residential Collection Methods

By the spring of 2005, the Department of Solid Waste & Environmental Program Management began to use three different methods to collect household garbage. They are manual, semi-automated, and fully automated collection.

Manual collection

Manual collection vehicles are operated by one driver who is responsible for driving and loading debris into the truck. The design of the low entry cab allows the operator to safely step in and out of the truck in order to efficiently perform their task.



Semi-Automated collection

The driver operates a mechanical arm on the vehicle, which is made to load a specially designed refuse cart into the body of the truck. Semi-automated helps reduce injuries and other possible hazards from injuring staff.



Fully-Automated Collection

Fully-automated refuse collection is a new technologically advanced waste collection system designed to improve collection efficiency, enhance performance, improve customer relations and reduce both operational workers and worker's compensation cost. The operator uses a set of hand controls to mechanically lift and return a roll out cart from the homeowner's curbside. The Department utilizes fully automated collection services for 80% of the City. For more information on this program, please call the customer service at (813) 348-1111.



Backdoor Disability

The City of Tampa Department of Solid Waste & Environmental Program Management provides back door service for those citizens who are medically incapable of taking their refuse to the curb. In order to be eligible for this service, a Doctor's Certificate must be provided and there may not be any other able-bodied residents living at the premise.

Elderly Discount

Citizens over the age of 65 may obtain an elderly discount on their monthly refuse bill. The application must be notarized and proof of age is required. Refuse set out is limited to one can on each collection day of the week.

Household Chemical Collection

Household Hazardous Waste Identification

Many common household materials can create real danger in homes when forgotten or improperly managed and disposed. Household hazardous materials can also pose a risk to children and pets, threaten public safety and solid waste workers, and contribute to environmental degradation. Household chemical and electronics collections provide residential customers a safe means of disposing of unwanted home generated chemicals and electronics in an environmentally responsible manner. What is household hazardous waste?

A substance is hazardous if it is:

- Toxic...either directly or indirectly poisonous to living things.
- Ignitable...capable of catching fire.
- Corrosive...capable of chemically eroding another substance such as cloth, metal, or skin.
- Reactive...capable of involvement in a chemical interaction or transformation.
- Carcinogenic...capable of causing cancer.

Household hazardous wastes commonly include:

- | | |
|---------------------------|--------------------------|
| • Antifreeze | • Glues |
| • Batteries | • Herbicides |
| • Brake fluid | • Insecticides |
| • Car wax | • Mercury |
| • Cleaners | • Mercury thermometers |
| • Diesel fuel | • Mercury switches |
| • Drain cleaner | • Mothballs |
| • Dry cleaning solvents | • Motor oil |
| • Fiberglass epoxy | • Ovens |
| • Floor wax | • Paint thinners |
| • Fluorescent light bulbs | • Photographic chemicals |
| • Fuel oil | • Pool chemicals |
| • Furniture polish | • Propane tanks |
| • Fungicides | • Rat poison |
| • Gasoline | • Wood preservatives |

Why use a household chemical collection?

Improperly managed and disposed household hazardous waste can pose a fire or safety hazard in the home, especially dangerous to children and pets. Improper disposal can be a threat to public safety, harm wildlife and the environment. Disposal with household trash can endanger solid waste employees and equipment, and also contribute to air, groundwater and surface water pollution.

What does a chemical collection do with household hazardous waste?

Depending on the characteristics of the material, it is recycled, treated, or disposed in facilities approved of and permitted by the Environmental Protection Agency.

How to safely transport materials to a household chemical collection.

- Do not load your vehicle with materials until you are ready to go to the collection.
- Place materials in the trunk or rear of vehicle, on the floor, if possible.
- Put materials in sturdy disposable boxes, lined with kitty litter or crumpled newspapers to absorb any leaks or spills.
- Drive with an open window, to improve ventilation.
- Leave chemicals in their original containers, or label those that are known.
- Avoid mixing materials.
- If containers are leaking, call in advance for packing advice.

Tampa's and Hillsborough County's household chemical collections exclude commercial, radioactive, bio-medical, and explosive wastes. How should these wastes be disposed?

- Commercial Waste -- Contact a hazardous waste contractor, listed in the yellow pages under "Waste Reduction, Disposal & Recycling Service."
- Radioactive Waste -- Return old smoke detectors to the manufacturer. For other radioactive wastes, contact the Florida Department of Health, Bureau of Radiation Control.
- Bio-medical Waste -- For home generated needles and syringes, call the Hillsborough County Health Department at (813) 307- 8059.
- Explosives -- Contact a local law enforcement agency.

Holiday Collection Schedule

For customers whose regularly scheduled collection falls on a City of Tampa observed holiday, collection will resume on the next regularly scheduled service day. Collection service for Thanksgiving and Christmas will resume on the day immediately following the holiday.

Observed City Holidays:

- New Year's Day
- Martin Luther King, Jr. Day
- Spring Day/Good Friday
- Memorial Day
- Independence Day
- Labor Day
- Veterans' Day
- Thanksgiving
- Christmas

Rules & Regulations for Residential Refuse Collection

To help provide safe, efficient refuse collection service to the community, the City of Tampa Solid Waste Department requests that you follow these procedures:

1. Please place household garbage in approved containers, such as 1 % mil thick plastic bags, and up to 32 gallon capacity metal or plastic refuse cans with tight fitting lids and leak-proof bottoms. A filled container may not weight more than 50 pounds. 55 gallon drums or heavy duty G I cans are not acceptable.

2. Keep covers on cans at all times and replace cans that have holes, cracks or tears in the bottom or sides of the cans.
3. Refuse should not be set out for collection any earlier than sunset the day prior to collection and no later than 6:00 a.m. on the day of collection. The cans must be removed by sunset on the day of collection to a location not visible from the street. The location of the can must be kept in a clean and sanitary condition at all times.
4. All refuse receptacles must be placed within an unobstructed arms reach of the street, curbside or alley for collection.
5. Do not place dirt, bricks, plaster, or any type of building materials out for collection with your regular household garbage. You may dispose of these materials yourself at a City sanctioned disposal site or call for a special collection for these materials. There will be a minimum service charge applied to your utility bill.
6. Yard trash such as tree trimmings and small limbs must be cut into lengths of 4 feet or less and tied in bundles not to exceed 50 pounds. Leaves and tree or shrubbery clippings can be placed in bags of at least 1 % mil thickness or refuse cans, but may not protrude from the top of the can. All containerized and bundled trash will be removed the same day as household garbage at no extra charge.
7. By calling the Solid Waste Department and requesting a special collection, any citizen who does not wish to containerize or bundle yard trash may have it removed on an as call basis for a minimal service charge.
8. City of Tampa residents having a current garbage charge on their utility bill may use the free disposal site at the McKay Bay Transfer Station, 112 S. 34th St., to dispose of yard waste, furniture, mattresses, appliances, tires and carpet or yard waste.
9. Building materials, large tree limbs or tree trunks over 6 feet long or over 100 pounds, or lumber accumulated by a contractor will be their responsibility to remove. These items may be taken to the McKay Bay Transfer Station by the resident and cash or credit card charge will be required.
10. If you have curbside recycling service, do not place your blue box out for collection earlier than sunset the day prior to collection and no later than 6:00 a.m. on the day of collection. The blue box must be removed by sunset on the day of collection. To prevent theft of your blue box, please move it to an area not accessible from the street.
11. Holiday schedules will be announced through the media as well as on monthly utility bills. They are also available on the department's website: http://www.tampagov.net/dept_solid_waste/
12. For information on the proper disposal of items that require special attention such as household chemicals, call the Solid Waste Department for a copy of the "Guide to Clean Neighborhoods."

ENVIRONMENTAL COORDINATION

The Environmental Coordination Division of the City's Solid Waste Department oversees a wide variety of programs, projects, and events that have a direct environmental impact on the air, water, soil, and groundwater quality here in the City of Tampa. We are committed to assisting the citizens of Tampa in implementing proper waste disposal methods to ensure that our City provides a high quality living environment.

- Historic Landfill Program
- Environmental Brochures
- Frequently Asked Environmental Questions
- Household Chemical & Electronics Collection
- Mayor's Hillsborough River and Waterways Cleanup

McKay Bay Refuse-To-Energy Facility

The McKay Bay Refuse-To-Energy Facility provides a reliable, environmentally friendly method of managing the City of Tampa's 360,000+ tons of municipal solid waste that citizens generate each year. Energy created in burning this waste is converted into enough electrical power to supply electrical needs for up to 15,000 Tampa homes. Electrical energy generated at the McKay Bay facility is sold to Seminole Electric Company as a revenue source for Tampa's citizens.

The McKay Bay Refuse-To-Energy Facility is able to burn about 325,000 tons per year. In fiscal year 2011, the tonnage burned was 295,000. In the event of overflow or plant outages, waste is diverted to Hillsborough County's incinerator on Faulkenburg Road. This plant is able to burn approximately 585,000 tons per year and is expected to burn about 545,000 in 2012.

Historic Landfill Program

The City's Historic Landfill Program is a comprehensive resource of information on forty-nine old landfill sites that were used for municipal waste disposal many years ago. Information regarding the physical characteristics and environmental status of each landfill area is available to the general public on the Historic Landfill Program Website.

(813) 348-1094 Environmental Engineer

Recycling and Waste Reduction

The Recycling Division is responsible for implementing, monitoring and administering the Department's comprehensive recycling program. This includes curbside and multi-family recycling, yard waste recycling, office paper and commercial recycling programs.

Containers & Non-Fiber

- Aluminum foil & pie tins
- Aluminum cans & bottles
- Glass beverage containers

Fibers

- Computer paper / mixed paper
- Colored paper
- Corrugated cardboard*
- Kraft paper

- Plastic Containers #1-7
- Tin Cans
- Aseptic juice boxes
- Gable top containers
- Magazines/Catalogs
- Newspapers (and inserts)
- Paperboard (e.g. cereal boxes and soda boxes)
- Phone books
- Junk mail

***Cardboard:** Please make sure that cardboard is flattened and **cut down to fit in blue bins (a maximum of 3 ft squares)**. If you have large quantities of cardboard, it may be dropped off, at no charge, at the McKay Bay Refuse-To-Energy Facility at 114 S. 34th Street, Tampa FL.

Recycle your old blue bins: Leave your cracked, broken blue bins curbside on your pick up day for collection (please leave a note on the bin stating that you would like it replaced). The old bins will be taken to the processing facility and recycled.

Recycling Drop Off Sites:

- McKay Bay Refuse-To-Energy Facility at 114 S. 34th St.
- University of South Florida Recycling Center located on the corner of Elm and Sycamore behind the Sun Dome.

Curbside Recycling Guidelines

By recycling as much of your trash as you can, you are saving finite natural resources, preventing air and water pollution and making a positive contribution to preserving our environment for future generations.

- Make sure to place your blue bins at the curb the night before your neighborhood's designated pickup day, or before 6 a.m. on your pickup day.
- Remove and discard all caps (no need to remove labels).
- If possible, place all paper in a brown paper shopping bag to prevent it from blowing out of your bin.
- Remove the vellum windows from all envelopes before placing them in the bin.
- Flatten and cut down cardboard so that it fits in your blue bin (if you have larger quantities of cardboard, it may be dropped off at no charge at the McKay Bay Transfer Station located at 112 N. 34th Street.
- Recycling is the easiest way to "Go Green" and reduces the amount of trash entering the waste stream.
- Please place paper, paperback books, mail, newspapers, magazines & flattened paperboard boxes in a paper grocery bag; (No hardcover books.)
- Please remove caps from plastic and glass bottles.

For more information about recycling and waste reduction, please contact our Customer Service Department at (813) 348-1111.

Recycling FACTS

- We throw away enough aluminum cans each year to rebuild a commercial airline fleet every 3 months!
- Recycling one aluminum can saves enough energy to run your TV for 3 hours!
- We throw away enough office paper each year to build a 12 foot high wall of paper from New York to Los Angeles.
- We throw away enough plastic soda bottles each year to circle the earth four times.
- The U.S. is the #1 trash-producing country in the world at approximately 1,600 pounds per person/year.
- By recycling 1 ton of paper, we save 17 trees, 7,000 gallons of water, 463 gallons of oil, 3 cubic yards of landfill space and enough energy to heat an average home for 6 months!!!

Visit the Solid Waste Department's Web site at: http://www.tampagov.net/dept_solid_waste/

COMMERCIAL SERVICES

The Commercial Services Division is responsible for providing the collection of commercial bins, compactors and roll-off containers to customers who must, by City Ordinance; use commercial container service (dumpsters) to dispose of their refuse. Customers are primarily businesses and multi-family residential complexes. Both front-end and roll-off loading vehicles, specially designed to pick up bins, compactors and roll-off containers, are used to provide this service. The City currently provides collection service from one day a week to seven days a week, depending on volume.

The type of business you operate will determine the collection service most appropriate to meet your solid waste needs. The Department will provide you with an expert assessment of the refuse, and advise you of the most suitable type of collection service based on volume, bin size, service frequency and bin location.

Commercial Container Methods & Repair

Compactor and Roll-off

This section of our commercial section is the fastest growing. In five years we have tripled the number of containers serviced with sizes ranging from 20 cubic yards to 40 cubic yards for the roll-offs and 13 cubic yards to 36 cubic yards for the compactors. We offer competitive pricing, and we typically provide 24-hour turnaround time on unscheduled pickups. For more specific information on any commercial service, please call (813) 348-1111.

Commercial Bulk

This activity is responsible for providing bulk collection to businesses throughout the City and in the Ybor City District. These 64 and 95 gallon semi-automated carts are currently being used in Ybor City and in the downtown area of Tampa. They are called semi-automated because hydraulic tippers are used to empty the contents of the cart into the rear of the truck. The driver then replaces the cart curbside and continues on his assigned route. For more specific information on any commercial service, please call (813) 348-1111.

Container Maintenance

Providing backup to our 3 main areas of service is the container maintenance facility. This is where dumpsters are repaired, repainted, and replaced. Compactors and roll-offs also come under the 3 "R's"

of service to our customers. Whatever the required repair may be, our crew of welders, painters, and container delivery people are ready to respond. For more specific information on any commercial service, please call (813) 348-1111.

Commercial Refuse Bin Service

A. The type of business you operate will determine the collection service most appropriate to meet your solid waste needs. The Department will provide you with an expert assessment of the refuse, and advise you of the most suitable type of collection service based on volume, bin size, service frequency and bin location.

B. Front loading type commercial refuse bins are available in 2, 3, 4, 6 and 8 cubic yard sizes. Service is offered from 1 to 6 days a week.

C. Please do not stack additional boxes, pallets or other debris around your commercial refuse bin. Once the refuse container is full, additional refuse should be held inside your business until the container has received its scheduled service or a Special Pick-up should be requested. You will be billed for the special pick-up accordingly.

D. Keep your refuse bin lids closed at all times. This prevents the possibility of papers blowing out and also contains any odor until your refuse bin is serviced on its scheduled pick-up day.

E. Your container must not be overloaded to the extent that its lids cannot close. Building materials, concrete, bricks, sand and heavy logs should not be placed in the container.

F. Your container is emptied mechanically by the operator from the truck cab. Any accumulations of boxes, trash or pallets left on or around the refuse container will not be collected. Instead, the container will be tagged as overloaded.

G. The refuse container must be accessible at all times. If access to your container is obstructed, the driver will tag it as blocked and proceed on his/her route. A Special Pickup will need to be requested. You will be billed for the Special Pick-up.

H. Any shrubbery, limbs, yard trash, etc., must be cut in lengths required to fit inside the refuse container. The service charge you pay is for the containers' capacity. Additional trash outside the refuse bin will not be collected.

I. For your convenience, the refuse container can be fitted with casters (wheels). Also, if requested, a lock can be fitted for your container to prevent illegal use by residents or other commercial establishments.

Other Commercial Related Information

Special Pick-up service is available for loose trash and/or bulk debris on a requested basis for a minimum charge.

Commercial Rules and Regulations

The following is a list of wastes that are not acceptable for disposal in commercial solid waste collection cans, bags and containers within the City of Tampa and are designated as prohibited waste in section 26-147 of the City Code. Violators of the City Code may face penalties, including fines of up to \$1,000.

1. **Hazardous Wastes** as listed in federal, state and local regulations. In addition, a substance may be hazardous if it is:

- a. Ignitable and Flammable - substances with a flashpoint of less than 140° F.
- b. Corrosive - acids with a pH value of less than or equal to 2, and bases with a pH value greater than or equal to 12.5.
- c. Reactive - unstable, reacting violently with water or other substances which may form explosive mixtures or toxic gases.
- d. Toxic - exhibit concentrations of listed toxic substances through the Toxicity Characteristic Leaching Procedure (TCLP) test.

2. Substances containing concentrations of **Heavy Metals**, such as fluorescent bulbs, thermostats, thermometers, computer monitors, mercury oxide, lead acid or nickel cadmium (nicad) batteries.

3. Wastes containing **Asbestos**.

4. Wastes containing **PCB's**.

5. **Radioactive** materials.

6. **Biohazardous** or **Biomedical** (infectious/red bag) wastes, including all types of needles, syringes, blades or sharps.

7. **Chlorine**.

8. **Liquid Wastes** including, but not limited to, paints, solvents and fuels.

9. **Sludge**, including, but not limited to, septic tank, grease trap and industrial sludge.

10. **Crankcase Oil**.

11. **Explosives** and **Ammunition**.

12. **Pressurized Gas Cylinders** that are larger than one (1) gallon in size, such as welding cylinders, freon tanks and propane tanks (unless cylinder valves are removed).

13. **Metal Drums** or containers that are twenty (20) gallons or greater (unless at least one end has been removed and the drum is flattened).

14. **Vehicular Gas Tanks** (unless the tank is empty and flattened).

15. **Dead Animals** or animal wastes from slaughterhouses or seafood processors.

16. Wood treated with **Creosote** such as railroad ties or telephone poles.

17. Any waste deemed by the City as having the possibility of posing a threat to the environment, health or safety of citizens, employees or contractors, or causing damage to the City's or contractor's equipment.

SOLID WASTE CODE

The Department of Solid Waste & Environmental Program Management Code Enforcement Division enforces Chapter 26 of the City of Tampa Code.

Sec. 26-165. Improperly prepared curbside accumulations of solid waste.

It is unlawful to place solid waste out for curbside collection other than in the manner prescribed in this article. The department shall cause violators to be notified, and upon notification such violators shall, within seven (7) days, comply with the requirements of this Code relating to placement of solid waste for collection. As an alternative, the department may cause notice of violation to be given but may collect the improperly placed solid waste at additional charge to the owner, occupant or tenant for special service as set forth in the resolution of city council setting the amount of such charges, which additional charge shall be included in the utility bill in the next billing period.

(Ord. No. 89-253, § 2(58-170), 9-28-89)

Sec. 26-166. Containers and commercial refuse bin regulations.

(a) The owner or occupant of every residence or commercial establishment shall provide or arrange for containers or refuse bins with proper, well-fitting covers, adequate to contain the solid waste generated or produced by such establishment, and shall place all such solid waste therein. Containers shall be watertight and shall not exceed thirty-two (32) gallons in capacity or weigh, when filled, more than fifty (50) pounds. Plastic bags of at least one and one-half (1 1/2) mil thickness may be used if they are tied or sealed to prevent spillage. Other type containers and refuse bins may be used upon approval by the director. The owner or occupant shall maintain the containers or refuse bins and the area of their location in a clean and sanitary condition.

Sec. 26-168. Public nuisance.

It is unlawful and declared a public nuisance for any owner, agent, custodian, lessee, occupant or tenant of any real estate property abutting any public street, right-of-way or land area dedicated for use as a public street within the city to allow the existence of any accumulations of debris, rubbish, trash, garbage, refuse, garden trash or junk between the paved or graded surface of any public street or alley intended or designed for vehicular traffic and the property line of the abutting real estate. (Ord. No. 89-253, 2(58-173), 9-28-89) **Cross references:** Excessive accumulations of debris, rubbish, trash, etc., declared public nuisance, 19-49.

COMMERCIAL FRANCHISES & SOLID WASTE PERMITS

The Tampa City Council approved Ordinance 2012-19 on April 5, 2012, which added Article VIII to Chapter 26 of the City Code. This ordinance authorizes the City's Department of Solid Waste & Environmental Program Management to approve or deny franchises for commercial solid waste collection services. After July 1, 2012, no person shall engage in the business of providing commercial solid waste collection services in the City unless they have obtained a franchise from the City to provide such services. Commercial solid waste does not include collection services for biomedical waste, construction and demolition debris, hazardous waste, industrial solid waste, prohibited materials,

recovered materials, sludge, special waste, white goods, yard trash, or other materials that are not commercial solid waste.

Businesses located within the City's service area generating solid waste or special waste on their own premises and conducting their own collection and disposal services or who are engaged in the business of providing collection service for the types of solid waste excluded from the definition of commercial solid waste must obtain a permit from the City of Tampa.

The ordinance, agreement and application are available at the website of the Department of Solid Waste & Environmental Program Management: http://www.tampagov.net/dept_Solid_Waste/.

Useful Phone Numbers:

Concern:	Agency:	Phone:
Accumulations on private property	Department of Code Enforcement	(813) 274-5545
Illegal dumping	Tampa Police Department	(813) 231-6130
Debris in the street	Department of Public Works	(813) 622-1940
Landlord disputes	Tenant Problem Line	(813) 272-6750
Sewer stoppages	Wastewater Department	(813) 259-1693
Unsanitary condition on private property	Hillsborough County Health Department	(813) 307-8059
Environmental concerns	Environmental Protection Commission	(813) 272-5788
Environmental concerns	Department of Environmental Protection	(813) 744-6462
Refuse collection in the county	Hillsborough County Solid Waste Department	(813) 272-5680
Business regulation concerns	Department of Professional Regulation	(813) 272-2200

Frequently Asked Environmental Questions

Q: What should I do with old paint?

A: Water based paint can be dried out by removing the lids to an air vented area and stuffing it with newspaper or pouring cat litter in it and discard with normal household refuse. Oil based paint should be taken to one of the [City's Household Chemical and Electronics Collections](#) or to one of the household chemical collection sites in [Hillsborough County](#). Please contact the City of Tampa Department of Solid Waste & Environmental Program Management at (813) 348-1157 for further information.

Q: Is my trash picked up by the City of Tampa or Hillsborough County?

A: If you see a solid waste charge on your City of Tampa utility bill, then you are a customer of the Tampa Solid Waste Department.

If you see a waste charge on your property tax bill, then you are a customer of the Hillsborough County Solid Waste Department, which you may reach at (813) 272-5680.

Q: What should I do with my old fluorescent light bulbs?

A: Residents are not required to recycle spent fluorescent light bulbs, however, they are encouraged to take them to one of the [City's Household Chemical and Electronics Collections](#) or to one of the household chemical collection centers in [Hillsborough County](#). Please contact the City of Tampa Solid Waste Department at (813) 348-1157 for further information.

Q: What should I do with old tires?

A: You can place two (2) tires per pick-up out at the curb without rims. Rims can be taken to McKay Bay Transfer station or call (813) 348-1111 to order a special pick-up.

Q: What do I do with leftover household chemicals, such as: oil, insecticide, pesticide, pool chemicals, lawn supplies and automotive products?

A: Take them to one of the [City's Household Chemical and Electronics Collections](#) or to one of the household chemical collection centers in [Hillsborough County](#) for environmentally-safe disposal and/or recycling. Please contact the City of Tampa Solid Waste Department at (813) 348-1157 for further information.

Q: What do I do with old batteries?

A: Currently the City does not have a [battery recycling program](#). It is okay to dispose of alkaline and dry cell batteries with your regular household refuse. Residents are encouraged to take NiCad, rechargeable and car batteries to one of the [City's Household Chemical and Electronics Collections](#) or to one of the household chemical collection sites in [Hillsborough County](#). Please contact the City of Tampa Solid Waste Department at (813) 348-1157 for further information.

Q: How do I dispose of my old barbecue propane tank?

A: Residents are encourage to take 20 pound propane tanks to one of the [City's Household Chemical and Electronics Collections](#) or to one of the household chemical collection sites in [Hillsborough County](#). Please contact the City of Tampa Solid Waste Department at (813) 348-1157 for further information.

Q: How do I dispose of my old computer?

A: We encourage residents to take unwanted electronics to one of the [City's Household Chemical and Electronics Collections](#), or to one of the household chemical and electronics collection sites in [Hillsborough County](#). However, residents are allowed to place one item, at curbside, per regular scheduled pick-up.

Q: What do I do with old railroad ties?

A: Please contact the City of Tampa Solid Waste Department at (813) 348-1157 for further information.

Q. How do I dispose of unwanted medications?

A: Expired or unwanted prescription and over-the-counter medications from households should never be disposed of by flushing them down the toilet or a drain. Although this method of disposal prevents accidental ingestion, it can cause contamination to Florida's aquatic environment because wastewater treatment systems are not designed to remove many of these medications.

Florida Department of Environmental Protection (FDEP) [7 Steps to Safety](#) - Practical Guidelines for disposing of unwanted medications.

Frequently Asked Recycling Questions

Q: Do I have to remove wrappers from aluminum cans and glass bottles and jars?

A: No, but please empty all remaining food and liquid from them and remove the caps lids (these should be placed in the trash). This will help keep your bin clean while aiding in the recycling process.

Q: What should I do with fluorescent light bulbs?

A: Residents are encouraged to take fluorescent light bulbs to one of the City's biannual Household Chemical & Electronics Collection Days (the last Saturday of April and October) or to one of the household chemical collection sites in Hillsborough County. Contact the customer service at (813) 348-1111 for further information.

Q: Can cardboard be recycled with the newspapers?

A: Yes, but cardboard must be flattened and **cut down to fit in your blue bin (a maximum of 3 ft squares)**. If you have large quantities of cardboard, you may take it to the McKay Bay Refuse-To-Energy Facility at 107 N. 34th St. for free drop off.

Q: Can I recycle yogurt and cottage cheese containers?

A: Yes. Please recycle narrow neck plastic bottles only such as soda and water bottles, cleaning products such as window cleaner, bathroom products such as shampoo and other food items such as ketchup etc. They must be marked with the recycling symbol and #1 -7.

Q. Can I recycle aerosol and other steel cans?

A: Yes, you may place them in your blue bin.

Q. Can I recycle batteries?

A: Yes, but currently the City does not have a battery recycling program.

Q: Where do the recyclables collected at the curb go?

A: Markets for recyclables fluctuate a great deal. Depending on market values, the City may receive some revenue for materials, which will then be put towards the overall program cost. All materials go through an intermediate processor who prepares the materials for markets and ship them to the various

paper mills and plastic or glass or aluminum plants. With the expansion of our curbside program in 2008, materials are now being sorted at the processing facility rather than at the curb by the drivers. This increases convenience for our customers and allows us to add more items to the list already of those already accepted for recycling.

Q: What happened to the drop-off centers?

A: The drop-off centers were available for residents of the City of Tampa who did not have curbside recycling. As all residents with curbside garbage service now have curbside recycling service, there is no longer a need for the drop-off centers.

Q: What if I live in an apartment complex? Will the City provide recycling at our condo/apartment complex?

A: Yes, currently we will provide containers for residents to recycle for a one-time fee. In the future, the Department will be making changes to the billing process so there will be a pick up fee in addition to the container fee. The monthly charge will be based on number and size of containers required and frequency of service. Written permission from the apartment or condominium manager/owner must be secured before a program can be implemented. Call the Department of Solid Waste & Environmental Program Management Customer Service line at 813-348-1111 for further assistance.

Q: How is the success of the recycling program measured?

A: One determinate of success is participation. Placing your blue box out once a month for collection is considered participating.

Q: What about yard waste? Where can it be recycled?

A: Solid Waste crews provide yard waste recycling to several areas in the city that has a high volume of yard waste. Once a week service is provided for only yard waste that is bundled and/or containerized. No container is provided by the city for this service.

Q. Does the City have any type of composting program?

A. No, but the Hillsborough County Extension conducts workshops.

Q: Who can I call with questions?

A: For general questions about recycling, call the City of Tampa Department of Solid Waste & Environmental Program Management Customer Service line at 813-348-1111.

Transportation Infrastructure

The study area is served by a diverse transportation network that includes streets, interstates, toll roads, transit, water transportation, rail, bicycle and pedestrian options.

- **Streets** – The study area has a well-defined grid and local street network. Most of the blocks are 200-400 feet long. Within the past few years, the City has embarked on a program to recreate two-way streets from the one-way pairs to improve circulation and increase the ease with which pedestrians traverse the area. With the exception of the rush hour time frame, the local street network has sufficient capacity to accommodate traffic.
- **Interstates** - Two major interstate highways, Interstate 275 and the Selmon Expressway, run through the downtown area, with a third, Interstate 4, terminating into Interstate 275 nearby. A connection between Interstate 4 and the Selmon is currently under construction, and will be east of the study area. There are two downtown exits for each highway, in addition to an exit for the Ybor district.
- **Toll Road** – The Selmon Expressway, operated by the Tampa Hillsborough County Expressway Authority, connects South Tampa, the CBD, Ybor City and the outlying Brandon suburb. The Expressway Authority will be adding an additional lane and re-decking the downtown viaduct of the Selmon Expressway between the new Interstate Connector and downtown Tampa beginning in late 2011/early 2012.
- **Transit/Bus Service** – The study area is served by several bus routes operated by Hillsborough Area Regional Transit (HART). The Marion Street Transitway is a half mile bus corridor through the center of downtown providing access to all HART routes. At the northern end of the Transitway, is the Marion Transit Center. The Marion Transit Center is the largest bus transit center for HART, and is at the north end of downtown. The center serves a number of bus routes with hundreds of trips per day (see table below). HART is also about to begin construction of the county's first bus rapid transit line, planned along Nebraska Avenue, connecting the Marion Transit Center with the USF area. Adjacent to the Marion Transit Center is the vacant site of a planned intermodal center.

Routes Serving Marion Transit Center	Weekday Trips	Saturday Trips	Sunday Trips
1, 2, 4, 5, 6, 7, 8, 9, 10, 12, 14, 18, 19, 30, 31, 96, 20X, 22X, 23X, 27LX, 28X, 47LX, 50X, 51X, 59LX, 100X, 200X, and 300X	1,181	474	458
FY 2013 Introduction of MetroRapid Service	Weekday Trips	Saturday Trips	Sunday Trips
Metro Rapid North-South	134	No Service	No Service
Route 2	-58	No Change	No Change

- **Rail Service** – Passenger and cargo rail service is provided in the study area by CSX and Amtrak. CSX operated one rail line through the study area serving the Port of Tampa operations at the southern end of the City on Interbay Peninsula. Another rail spur serves the ConAgra industrial complex between the CBD and the Channel District. Additional rail lines serve the Tampa Port, south of Ybor City. The Port of Tampa is the largest port by cargo tonnage in the state of Florida, and handles a high volume of industrial shipments that travel through Ybor to access the interstate and freight rail. Amtrak provides passenger service to the region, operating out of the historic Union Station located between the CBD, the Channel District and Ybor City.

- **Fixed-Guideway** – The TECO Line Streetcar System is a streetcar line run by the Hillsborough Area Regional Transportation Authority and managed by Tampa Historic Streetcar, Inc. It connects Downtown and Channelside to the historic Ybor City district. The line opened on October 19, 2002. The line is 2.7 mi (4.35 km) long with 11 stations. The track is single with several passing sidings. The track mostly follows a reserved right-of-way. The hours of operation are limited due to available funding and the system does not provide service for morning commuters at this time.
- **Downtown Circulator** - An "In-Town" trolley-replica bus system connects Downtown, Channelside and Harbour Island.
- **Water/Cruise Operations** - The port of Tampa's cruise terminals are located downtown in the Channel District, and serve several large ships each week. The Hillsborough River also flows through the study area, and a handful of marinas provide access for small vessels that can navigate the sometimes shallow waters of the river. There is also an on-demand water shuttle that serves those land uses around the river.

The City and Hillsborough County MPO are currently in Phase II planning for a water ferry that may eventually operate around the Tampa Bay area. The study is looking at a pilot route to operate from Gibsonton to MacDill AFB to demonstrate project viability. If successful, more legs will be implemented.

- **Bicycle and Pedestrian Facilities** – The study area is served by sidewalks and bicycle facilities. The small blocks and grid system are conducive to walking. However, the quality, amenities and the safety of the pedestrian and bicycle facilities have been called into question in recent years. Between 2005 and 2009, there was an average of 122 bicycle fatalities per year on Florida roadways. The Tampa Bay area ranks 2nd worst nationally for both pedestrian and bicyclist safety. The year 2010 saw an influx of bicyclist deaths on Hillsborough County roadways with a total of 12 fatalities. Hillsborough County's 2010 fatality rate is over twice the national average. In light of these facts, a Hillsborough Countywide Bicycle Safety Action Plan was developed to address the high number of bicycle crashes and bicyclist fatalities. A partnership has been formed between Hillsborough County, the Hillsborough County MPO, Florida Department of Transportation (FDOT), and other local government and non-governmental stakeholders to develop and implement the plan.

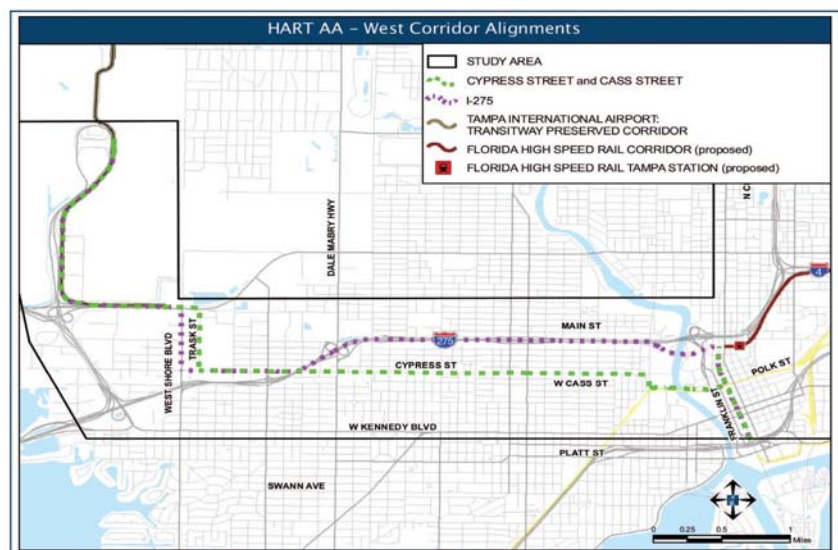
Generally, in the central city, right-of-ways are narrow and contain many above and below ground utility. Encroachments into those right-of-ways are often problematic. There is the conflict with the operational use and need by the utilities/roads/sidewalks with the desired enhanced improvement for the public realm for more urban amenities, such as sidewalk cafes, canopies and public art displays. An increasing need/desire for bike lanes and larger areas for pedestrians poses challenges. Florida Avenue will be one of the narrowest major corridors in the study area with 50' +/- in width in some segments.

- **Parking** – The City owns and operates 8 parking garages in downtown Tampa (6,920 spaces) and two garages in Ybor City (2,436) for a total of 9,368 parking spaces. There are also 1,451 parking spaces in downtown city parking lots and 224 spaces in Ybor City. Additionally, there are 1,425 metered parking spaces in downtown. In downtown, monthly parking rates range from \$37-\$86. In Ybor City, it's \$27-\$43 per month.

In recent years, a question has emerged as to what is the best pricing strategy in downtown to support redevelopment, promote transit and foster more pedestrian and alternative modes of travel.

In 2009, HART initiated an Alternatives Analysis to study increased and improved transportation options in an area that extends from New Tampa to downtown Tampa (Northeast Corridor), and continues to the Westshore area and through Tampa International Airport to Hillsborough Avenue (West Corridor). These routes are shown below. The plan called for the transit routes to converge at site of the downtown intermodal center.

The Hillsborough County MPO is currently studying options for funding transportation and transit. The first phase consisting of market research with focus groups was finished earlier this year. The second phase will begin in November and will include an evaluation of hypothetical scenarios that match funding sources with specific improvements.



InVision Tampa
City of Tampa Transportation System Summary

a) Current assets and capacity – See attached Table.

b) Summary of deficiencies or current needed infrastructure improvements within the study area

- The City of Tampa has a \$3,590,076.00 extra-jurisdiction payment for Downtown DRI. (See attachment)
- Columbus Drive from North Boulevard to Tampa - three lanes improvement with bike lanes.
- Columbus Drive from Tampa Street to ARDC - three lane improvement with bike lane or major intersection improvement with turn lanes.
- Bike Lanes or Bike emphasis improvement in the area.
- Connection of Cumberland Drive from Meridian Drive to Nebraska Avenue.
- Connection of Whiting Street from Meridian Drive to Nebraska Avenue.
- Bridge refurbish and inspection
 - o Laurel Street
 - o Cass Street
 - o North Boulevard
 - o Brorein Street
 - o Franklin Street.
- Street Lighting fill-in and replacement.
- Traffic signal at all intersections in the Central Business District with box mask arm.
- Additional Traffic signals in Channel District.
- Sidewalks that meet ADA guidelines and downtown overlay district.

c) Assessment of current infrastructure to support redevelopment

- Total LOS D capacity of all roads is approximately is 6,741,328 vpd and total AADT is 4,616,680 vpd.
- Approximately 2,000,000 trip ends are available over the study area.
- There are critical links and critical roads in the area.

d) Summary of Federal, State or Local regulations affecting development -

- Federal - Not aware of any Federal transportation regulation
- State of Florida - Transportation Law for the area includes protection for the SIS roads and SIS Connector:
 - o Interstates – 75
 - o Interstates – 275
 - o South Crosstown (Lee Roy Selmon) Expressway
 - o I-4/SR 618 Connector with truck lanes directly to 20th Street and port entrance
 - o Means the Department must be consulted as provided by Section 163.180(5), (7), or (15) Florida Statutes, regarding level of service standards set on SIS or TRIP facilities impacted by TCMAs, MMTDs, or TCEAs respectively.
- City of Tampa - Local the area is in the Transportation concurrency Exception Area (TCEA).
- Downtown Central Business District and Nebraska Avenue Transit Corridor is exempted from a traffic analysis according to TCEA procedure manual.
- Development of the Heights requires mitigation improvements of Columbus Drive to three lanes from North Boulevard to Tampa Street.

e) Planned capital improvements - description of projects

CITY OF TAMPA TRANSPORTATION DIVISION ACTIVE PROJECTS

- Brorein Bridge Repair / Rehab
- Laurel Bridge Repair / Rehab
- Bermuda Seawall
- 17th Street – Dr. Martin Luther King, Jr. Blvd. to 31st Avenue
- Fremont Linear Park

Other Miscellaneous Active Projects (BY OTHERS):

- 22nd Street (FDOT PROJECT) – SR 60 to Hillsborough Avenue
- 7th Avenue (CRA Project) – 23rd St. to 24th St.

Other Funding Source Projects:

- Zack Street Promenade of the Arts

- 17th Street – Dr. Martin Luther King, Jr. Blvd. to 31st Ave.

Complete Street Projects:

- Swann Avenue (Crosstown to Bayshore Blvd.)
- Palm Avenue (15TH STREET TO 22ND STREET)

FY2012 Planned Sidewalk New Construction Projects:

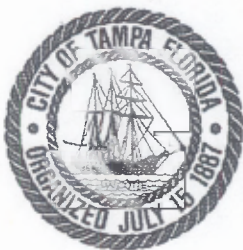
- E. Robles Street (N. Jefferson Street to N. Central Avenue)
 - NOTIFICATION LETTERS SENT: March 13, 2012
 - SCHEDULED CONST. START: Between 4/13/12 to 5/13/12
 - ACTUAL CONST. START:
- N. Oregon Avenue (N. Rome Avenue to W. Spruce Street)
 - NOTIFICATION LETTERS SENT: March 13, 2012
 - SCHEDULED CONST. START: Between 4/13/12 to 5/13/12
 - ACTUAL CONST. START:
- W. Arch Street (N. Rome Avenue to N. Willow Avenue)

Traffic Signal Projects:

- Cass at North Blvd.
- North Blvd. at Ross
- Nebraska Avenue at Cass Street
- Armenia Avenue at Main Street

Other Traffic Project:

- CCTV Cameras for RNC



CITY OF TAMPA

Pam Iorio, Mayor

Office of the City Clerk

Shirley Foxx-Knowles
City Clerk

December 22, 2004

Tampa Bay Regional Planning Council
Attention: John Meyer
4000 Gateway Centre, Suite 100
Pinellas Park, FL 33782

File No. DZ82-30

Downtown Tampa Central Business District DRI

Dear Sir:

The City Council of the City of Tampa met in regular session on December 16, 2004 at 9:00 a.m. During that session, the enclosed ordinance was adopted regarding the above listed petition. This ordinance is being transmitted for your information and record keeping process.

If you have any questions, please contact my office or the office of Land Development Coordination, at (813) 274-8405.

Sincerely,

Shirley Foxx-Knowles
sb

Shirley Foxx-Knowles
City Clerk

SFK/sb

Enclosure: Certified Copy of Ordinance 2004-296
CERTIFIED MAIL

315 E. Kennedy Blvd., Third Floor • Tampa, Florida 33602 • (813) 274-8397 • FAX: (813) 274-8306

TampaGov
www.tampagov.net

ORDINANCE NO. 2004-296

AN ORDINANCE OF THE CITY OF TAMPA, FLORIDA, APPROVING THE FIFTH AMENDMENT TO A DEVELOPMENT ORDER RENDERED PURSUANT TO CHAPTER 380.06, FLORIDA STATUTES, FOR THE DOWNTOWN TAMPA CENTRAL BUSINESS DISTRICT DEVELOPMENT OF REGIONAL IMPACT; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City Council, as the governing body of the local government having jurisdiction pursuant to Chapter 380, Florida Statutes, requires that a Development Order be amended to reflect the City Council's approval of changes to an adopted Development Order; and

WHEREAS, Ordinance No. 8249-A, passed and ordained by the City Council of the City of Tampa on June 2, 1983, approved a Development Order for the Downtown Tampa Central Business District Development of Regional Impact (hereinafter said Ordinance shall be referred to as the "Original Development Order"); and

WHEREAS, on April 2, 1987 pursuant to Section 4.D. of the Development Order, the City adopted Resolution No. 2148-I, which approved a methodology for making trade-off determinations from one land use category to another (hereinafter "trade-off mechanism"); and

WHEREAS, Ordinance No. 88-76, passed and ordained by the City Council of the City of Tampa on March 1, 1988, approved a First Amendment to the Development Order (hereinafter said Ordinance shall be referred to as the "First Amendment"); and

WHEREAS, Ordinance No. 93-145, passed and ordained by the City Council of the City of Tampa on September 23, 1993 approved a Second Amendment to the Development Order (hereinafter said Ordinance shall be referred to as the "Second Amendment")

WHEREAS, Ordinance No. 2000-04, passed and ordained by the City Council of the City of Tampa on January 11, 2000 approved a Third Amendment to the Development Order (hereinafter said Ordinance shall be referred to as the "Third Amendment"); and

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and correct copy.

WHEREAS, Ordinance No. 2000-328, passed and ordained by the City Council of the City of Tampa on December 5, 2000, approved a Fourth Amendment to the Development Order, which Ordinance was later amended to correct a "scrivener's error" pursuant to Ordinance No. 2001-24 (hereinafter said Ordinance No. 2000-328 as amended by Ordinance No. 2001-24 shall be referred to as the "Fourth Amendment," and the Original Development Order as supplemented by the trade-off mechanism and amended by the First Amendment, the Second Amendment, the Third Amendment and the Fourth Amendment is hereinafter referred to as the "Development Order"); and

WHEREAS, the City of Tampa filed an application to amend the Development Order dated August 10, 2004 entitled a "Notification of Proposed Change to a Previously Approved Development of Regional Impact" (hereinafter referred to as the "NOPC") with all applicable reviewing agencies, pursuant to Subsection 380.06(19), Florida Statutes, a copy of which is on file with the City; and

WHEREAS, the City of Tampa thereafter filed a number of sufficiency responses to issues raised by the applicable state and regional reviewing agencies as provided to the City by and through the Tampa Bay Regional Planning Council (herein "Sufficiency Responses"), which are also on file with the City; and

WHEREAS, the aforementioned NOPC and the Sufficiency Responses are attached hereto as **Composite Exhibit "A"** and are incorporated herein by this reference; and

WHEREAS, pursuant to the NOPC and the Sufficiency Responses, the City of Tampa proposes to amend the Development Order to make the following changes (the "Proposed Changes"):

- a. Allow development of the unbuilt Phase III land uses and the originally proposed Phase IV land uses in the same quantities as allowed in the existing Development Order;
- b. Amend the time period during which this development can occur to extend through December 15, 2015, and extend the expiration date of the Development Order to December 15, 2017;
- c. Amend the Development Order to make the traffic study provisions for development within the Downtown Tampa Central Business District Development of Regional Impact consistent with provisions of the City's transportation concurrency exception area (TCEA);
- d. Create additional ease of application and latitude by amending the land use trade-off mechanism;
- e. Amend the Development Order to address extra-jurisdictional transportation impacts that will be caused by future development allowed under Phase IV as described herein; and
- f. Establish outside caps or limitations on certain types of development.

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WHEREAS, the Proposed Changes to the Development Order will constitute the Fifth Amendment to the Development Order (herein the "Fifth Amendment"); and

WHEREAS, the City Council has reviewed and considered the NOPC, the Sufficiency Responses as well as all related testimony and submitted evidence concerning the Proposed Changes contained in this Fifth Amendment; and

WHEREAS, the City Council, as the governing body of the local government having jurisdiction pursuant to Chapter 380, Florida Statutes, requires that a Developer Order be amended to reflect the City Council's approval of changes to an adopted Development Order.

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY COUNCIL
OF THE CITY OF TAMPA, FLORIDA:

Section 1. Findings of Fact. That the City Council, having received the above referenced documents, and having received all related comments, testimony and evidence submitted by all persons and members of the general public, and having considered the provisions of Chapter 380, Florida Statutes, concerning substantial deviations, finds that there is substantial, competent, clear and convincing evidence to support the following findings of fact:

- A. That the City submitted an NOPC and Sufficiency Responses which are attached hereto and incorporated herein by reference as Exhibit "A";
- B. That a comprehensive review of the impacts generated by the Proposed Changes has been conducted by the City's Departments, and coordinated with other DRI reviewing agencies, including but not limited to the Tampa Bay Regional Planning Council ("TBRPC"), and the Department of Community Affairs ("DCA");
- C. That the Proposed Changes are consistent with all local land development regulations and the local comprehensive plan;
- D. That the Proposed Changes do not unreasonable interfere with achievement of the objectives of the adopted State Land Development Plan applicable to the area and are consistent with the State Comprehensive Plan;
- E. That the Proposed Changes are consistent with the recommendations of the Tampa Bay Regional Planning Council;
- F. That the Proposed Changes do not individually or cumulatively create additional regional impacts on transportation or other public facilities,

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including water, wastewater, drainage, solid waste, recreation and mass transit, nor do they create impacts that were not previously reviewed, nor meet or exceed any of the criteria set forth in Subsection 380.06(19)(b), Florida Statutes, and as such, no further development of regional impact review is necessary.

Section 2. Conclusions of Law. That the City Council having made the above findings of fact, renders the following conclusions of law:

- A. That these proceeding have been duly conducted pursuant to applicable law and regulations and based upon the record of these proceedings, the City is authorized to conduct development as described in the Development Order, subject only to the amendments, conditions, restrictions and limitations set forth herein;
- B. That the review by the City, TBRPC, DCA and other participating agencies and interested citizens concludes that the impacts of the Proposed Changes are adequately addressed pursuant to the requirements of Chapter 380, Florida Statutes;
- C. That the City has, at its proceedings, considered all previous changes and the Proposed Changes and determined that such changes do not individually or cumulatively constitute a substantial deviation requiring further DRI review pursuant to Section 380.06, Florida Statutes;
- D. That this Ordinance does not constitute a substantial deviation from the Development Order, as defined in Chapter 380, Florida Statutes, and nothing herein shall limit or modify the protection afforded under Section 163.3167(8), Florida Statutes.
- E. That the Proposed Changes authorized by this Ordinance do not individually or cumulatively create additional impacts or any type of impact not previously reviewed.

Section 3. Order. That having made the above findings of fact and conclusions of law, it is ordered that the Development Order be amended as set forth below:

- A. The Development Order is hereby amended to incorporate the Proposed Changes, as follows:
 - 1. That the unbuilt quantities of Phase III development and the Phase IV development, which are described in Section 2.G of the Original Development Order as amended by the First Amendment and the Second

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Amendment, are hereby approved subject to the terms and conditions contained in the Development Order as amended by this Ordinance.

2. That the unbuilt Phase III development and the Phase IV development existing as of the date hereof shall have an amended and extended build out date of December 15, 2015.
3. That the expiration date of the Development Order is hereby extended to December 15, 2017.
4. That Section 4.E of the Original Development Order, establishing the annual reporting requirements, is hereby amended to add the following as subsection (6):

“6. Summary of p.m. peak hour trips generated by new development within the Tampa Downtown Central Business District based on Table 4.Z-1 set forth in Section 4.Z herein showing the trip generation calculations for different land uses.”

5. That Section 4.X of the Original Development Order is hereby deleted in its entirety.
6. That Section 4.Y of the Original Development Order is hereby deleted in its entirety and is hereby replaced with the following:

“Y. The Downtown Tampa Central Business District Development of Regional Impact (the “CBD DRI”) is located within a “Transportation Concurrency Exception Area.” Nevertheless, the City has required, and shall hereafter continue to require, that all persons seeking a building permit for the development of real property located in the CBD DRI must pay to the City of Tampa the amount of transportation impact fees in effect at the time of permitting the new development. The amount of transportation impact fees due shall be calculated and paid in accordance with the City of Tampa’s Transportation Impact Fee Ordinance as the same may be amended from time to time. Transportation impact fee credits shall also be available for the dedication of land for right of way if eligible for credits and for the construction of approved right of way improvements in accordance with the City of Tampa’s Transportation Impact Fee Ordinance as the same may be amended from time to time. Transportation impact fees collected from new development in the CBD DRI shall be used either in accordance with the City of Tampa’s Transportation Impact Fee Ordinance or pursuant to the terms hereof.

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In addition, prior to permitting any new development in the CBD DRI that is in excess of 150,000 square feet of office uses (or any other proposed land use generating an equivalent number of p.m. peak hour trips based on the table showing trip generation calculations for different land uses as set forth in Table 4.Z-1 below), the City shall also require that the developer perform a study and agree to the implementation of certain site specific transportation improvements. For purposes hereof, "site specific transportation improvements" shall include capital improvements necessary for ingress/egress to, and for the improvement of vehicular circulation between, the proposed new development and the "gateways" into the CBD DRI area (IE. interstate ramps and major road intersections at the perimeter of the CBD DRI). Such "site specific transportation improvements" may also include improvements to the actual "gateways" if required by the study.

These "site specific transportation improvements" may include, but are not limited to, the following: (1) site driveways and roads; (2) right and left turn lanes leading to deceleration or acceleration lanes leading to the proposed new development; (3) traffic control measures or devices at driveways leading into proposed new development; (4) curb cuts and driveway closings related to new development; (5) median cuts and closings for driveways into a site; (6) improvements to public roads immediately adjacent to or near the site of proposed new development if required to improve access to that site; and (7) improvements to the "gateways" into the CBD DRI, if the study indicates such improvements are necessary as a result of the new development.

If applicable, the study of "site specific transportation improvements" shall be: (a) performed by the developer based upon a methodology approved by the City's Transportation Division; and (b) submitted to the City as part of the developer's application for commercial site plan approval for the proposed new development. The "site specific transportation improvements" identified in the study shall be required by the City's Transportation Division as a condition for approval of the commercial site plan application submitted by the developer for the proposed new development. The developer may appeal the imposition of such conditions to City Council by filing a written request for an appeal with the City Clerk and the City's DRI Coordinator. A public hearing on any appeal filed pursuant to the terms hereof shall be scheduled by City Council within thirty (30) days within the date of filing unless the time frame is extended with the approval of the developer."

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7. That Section 4.Z of the Original Development Order is hereby deleted in its entirety and is replaced with the following:

"Z. A detailed traffic and proportionate share analysis has been prepared and submitted as part of the NOPC filed in connection herewith studying: (1) the current p.m. peak hour vehicular trip ends produced by the various existing land uses in the CBD DRI; (2) the estimated additional p.m. peak hour vehicular trip ends that will be produced by future Phase III and Phase IV development in the CBD DRI; and (3) the extra-jurisdictional impact that potential future development in the CBD DRI may have on certain State highways and road facilities.

The formula for estimating the gross number of p.m. peak hour vehicular trip ends for each approved land use in the CBD DRI is as follows:

Table 4.Z-1

<u>Land Use</u>	<u>Trip-End Rate</u>
Retail (Shopping Center)	0.813/1000 s.f.
Warehouse & Miscellaneous	0.470/1000 s.f.
General Office	1.515/1000 s.f.
Government Office	1.210/1000 s.f.
Residential Condos/Townhouses	0.511/d.u.
Hotel	0.590/d.u.
Public Assembly	0.070/seat
Public Non-Assembly	0.400/1000 s.f.
Marina (permanent slips)	0.194/slip
Marina (temporary slips)	0.194/slip

Based on this formula, the gross p.m. peak hour vehicular trips ends produced by existing development in the CBD DRI as of December 15, 2004 are 6,751 as shown in the following table:

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Table 4.Z-2

Peak Hour Traffic Generation Estimate
All CBD DRI Trips Through 12-15-04

Land Use	ITE Land Use Code	CBD DRI Development	P.M. Peak Hour	
			Trip-End Rate	Trips
Retail (Shopping Center)	814 (Empiric Estimate)(1)	70,228 sf	0.813 /1,000 s.f.	57
Warehouse and Miscellaneous	150 (Average Rate)	(516,516)sf	0.470 /1,000 s.f.	-243
General Office	710 (Average Rate)(2)	2,560,215 sf	1.515 /1,000 s.f.	3,879
Government Office	730, 733 (Average Rate)(3)	724,901 sf	1.210 /1,000 s.f.	877
Residential Condominium/Townhouse	230 (Average Rate)	45 du	0.511 /d.u.	23
Hotel	310 (Average Rate)	1,728 rooms	0.590 /d.u.	1,020
Public Assembly	443 (Average Rate)	16,150 seats	0.070 /seat	1,131
Public Non-Assembly	412 (Average Rate)	(26,632)sf	1.38E-03/1,000 s.f.	0
Marina (permanent slips)	420 (Average Rate)	0 slips	0.194 /slip	0
Marina (temporary slips)	230 (Fitted Curve)	36 slips	0.194 /slip	7
Totals:				6,751

Notes:

- 1 Estimate based on ITE LUC 814, assuming 500 s.f. per employee, 10% alternate mode split, 30% arrivals during peak
- 2 Average rate based on a 200,000 s.f. office
- 3 PM Peak hour rate from 730 used. For a.m. peak hour rate, relation between a.m. and p.m. rates and directional LUC 733 were assumed
- 4 Negative land use quantities indicate that some demolition of land uses existing prior to 1982 has occurred

Sources: ITE Trip Generation (7th Edition)
Tindale-Oliver and Associates, Inc.

DRI 78 SNID Update 9-29-04.xls

If all of the unbuilt Phase III and Phase IV development is constructed, it is estimated that the 6,751 gross p.m. peak hour trips currently generated by the existing development in the CBD DRI shall increase to 21,903 gross p.m. peak hour trip ends (accumulated from Phase II through Phase IV) at total Phase IV build-out. Based on the studies and analysis provided in connection with the NOPC and the Sufficiency Responses to agency comments, it has also been determined that future development in the CBD DRI will have extra-jurisdictional transportation impacts requiring certain designated transportation improvements. It has also been determined that the City's proportionate share of these improvements for total build-out of all unbuilt Phase III and Phase IV development is \$11,594,076.00 (hereinafter, the "City's proportionate share contribution").

However, based on the traffic analysis and study conducted as part of the NOPC, and additional evidence presented by the City of

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Tampa in its Sufficiency Responses, it has been determined that: (a) a portion of the unbuilt Phase III development can occur, as hereinafter described, without creating any extra-jurisdictional impacts; and (b) the City of Tampa has already provided land and other transportation improvements worth \$8,004,000.00, which should be credited towards the City's proportionate share contribution, and which will allow the construction of the balance of the unbuilt Phase III development and an additional increment of the Phase IV development without requiring further mitigation of the extra-jurisdictional transportation impacts.

Based on the foregoing, it is agreed as follows:

- *The First Increment of New Development (6,751 – 10,540 gross p.m. peak hour trip ends):* In connection with the first increment of new development in the CBD DRI creating, together with existing development, between the current estimated existing 6,751 gross p.m. peak hour trip ends and an estimated 10,540 gross p.m. peak hour trip ends, no extra-jurisdictional transportation impacts are identified. Therefore, no extra-jurisdictional mitigation shall be required for this increment of additional Phase III development. An example of the land development quantities within the CBD DRI that would generate the 10,540 gross p.m. peak hour trip-ends is provided in the table below. The land use quantities indicated therein are an example, and could be modified subject to the land use trade-off mechanism as hereinafter provided.

Table 4.Z-3

Peak Hour Traffic Generation Estimate
Example Scenario 1: 10,540 Gross Trips

Land Use	ITE Land Use Code	CBD DRI Development	P.M. Peak Hour	
			Trip-End Rate	Trips
Retail (Shopping Center)	814 (Empiric Estimate)(1)	200,000 sf	0.813 /1,000 s.f.	163
Warehouse and Miscellaneous	150 (Average Rate)	(516,516) sf	0.470 /1,000 s.f.	-243
General Office	710 (Average Rate)(2)	4,500,000 sf	1.515 /1,000 s.f.	6,818
Government Office	730, 733 (Average Rate)(3)	754,144 sf	1.210 /1,000 s.f.	913
Residential Condominium/Townhouse	230 (Average Rate)	1,000 du	0.511 /d.u.	511
	310 (Average Rate)	2,000 rooms	0.590 /d.u.	1,181
Public Assembly	443 (Average Rate)	16,150 seats	0.070 /seat	1,131
Public Non-Assembly	412 (Average Rate)	150,000 sf	0.40 /1,000 s.f.	60
Marina (permanent slips)	420 (Average Rate)	0 slips	0.194 /slip	0
Marina (temporary slips)	230 (Fitted Curve)	36 slips	0.194 /slip	7

Totals: 10,540

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- *The Second Increment of New Development (10,541 - 17,210 gross p.m. peak hour trip ends):* In connection with a second increment of new development in the CBD DRI that generates, together with existing development, between an estimated 10,541 p.m. peak hour trip-ends and an estimated 17,210 p.m. gross peak hour trip-ends, it is agreed that extra-jurisdictional transportation impacts exist. However, it is also agreed that the extra-jurisdictional transportation impacts arising from this second increment of development in the CBD DRI have been mitigated through the City of Tampa's contributions to improved regional roads (I-4, I-275, and the Lee Roy Selmon Reversible Lanes projects), continuing support to regional public transportation (financial support of HART, and commuter rail project in progress), and improved access to the CBD DRI District (North Franklin Street access improvements, Ybor Trolley). These mitigation measures have been valued at \$8,004,000.00, and are accepted as: (i) mitigation for an additional 6,670 gross p.m. peak hour trip-ends; and (ii) payment of \$8,004,000.00 of the City's proportionate share contribution for extra-jurisdictional transportation impacts. Therefore, no additional extra-jurisdictional transportation mitigation shall be required in connection with this second increment of new development. An example of the land development quantities within the CBD DRI that would generate 17,210 gross p.m. peak hour trip-ends is provided in the table below. The land use quantities indicated therein are an example, and could be modified subject to the land use trade-off mechanism as hereinafter provided.

Table 4.Z-4

Peak Hour Traffic Generation Estimate
Example Scenario 2: 17,210 Gross Trips

Land Use	ITE Land Use Code	CBD DRI Development	P.M. Peak Hour	
			Trip-End Rate	Trips
Retail (Shopping Center)	814 (Empiric Estimate)(1)	900,000 sf	0.813 /1,000 s.f.	732
Warehouse and Miscellaneous	150 (Average Rate)	250,000 sf	0.470 /1,000 s.f.	118
General Office	710 (Average Rate)(2)	7,053,536 sf	1.515 /1,000 s.f.	10,687
Government Office	730, 733 (Average Rate)(3)	1,000,000 sf	1.210 /1,000 s.f.	1,210
Residential Condominium/Townhouse	230 (Average Rate)	2,200 du	0.511 /d.u.	1,124
	310 (Average Rate)	3,500 rooms	0.590 /d.u.	2,066
Hotel				
Public Assembly	443 (Average Rate)	16,150 seats	0.070 /seat	1,131
Public Non-Assembly	412 (Average Rate)	300,000 sf	0.400 /1,000 s.f.	120
Marina (permanent slips)	420 (Average Rate)	80 slips	0.194 /slip	16
Marina (temporary slips)	230 (Fitted Curve)	36 slips	0.194 /slip	7
Totals: 17,210				

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- *The Third Increment of New Development (17,211 – 21,903 gross p.m. peak hour trip ends):* In connection with the third increment of additional development in the CBD DRI generating (together with existing development) between an estimated 17,211 gross p.m. peak hour trip ends and an estimated 21,903 gross p.m. peak hour trip ends, it is agreed that extra-jurisdictional transportation impacts will be created, which have not been mitigated. Therefore, the City of Tampa shall be required to mitigate the extra-jurisdictional transportation impacts of this final increment of development in the CBD DRI prior to approving and/or issuing permits for any new development, which together with existing development, will generate more than 17,210 gross p.m. peak hour trip-ends. The dollar amount of mitigation required from the City of Tampa prior to permitting this final increment of development (or any portion thereof) is \$3,590,076.00, which is the remaining portion of the City's proportionate share (hereinafter the "City's Third Increment Mitigation Contribution")
- *Methods of Mitigation for Extra-Jurisdictional Impacts Arising from the Third Increment of New Development:* The mitigation of extra-jurisdictional transportation impacts arising from the third increment of approved development in the CBD DRI may be satisfied by the City of Tampa through one or combination of the following methods:
 - (i) Direct payment of the City's Third Increment Mitigation Contribution (or a portion thereof) to the responsible extra-jurisdictional transportation agency (e.g., the State of Florida Department of Transportation) for the expansion of any one (or a combination of more than one) of the following approved extra-jurisdictional transportation improvements, which have been shown to be impacted by the future development approved hereby in the CBD DRI (the "Designated Extra-Jurisdictional Transportation Improvements"):
 - Interstate 4: City Limit to S.R. 574 (Martin Luther King, Jr. Blvd.)
 - SR 45 (Business US 41/Causeway Boulevard): City Limit (45th Street) to US 41 (50th Street)
 - SR 60 (Adamo Drive): City Limit (By-Pass Canal) to US 301

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- Intersection of SR 45 (Business US 41/Causeway Boulevard) at US 41 (50th Street)

It is agreed that the funds required for the City's Third Increment Mitigation Contribution in connection with any one or a combination of these Designated Extra-Jurisdictional Transportation Improvements may be generated from a portion of the transportation impact fees paid to the City of Tampa in connection with unbuilt Phase III and Phase IV development approved hereby, or other funding mechanism approved by the City of Tampa, including, without limitation, a special assessment on development in the CBD DRI.

- (ii) In lieu of paying all or a portion of the City's Third Increment Mitigation Contribution directly for one or more of the above-described Designated Extra-Jurisdictional Transportation Improvements, the City may elect to use all or a portion of the City's Third Increment Mitigation Contribution to make improvements to other transportation facilities owned and maintained by an extra-jurisdictional transportation agency within the City limits (e.g. State or County roads located in the City), if that extra-jurisdictional transportation agency agrees to make equivalent improvements to any one or a combination of the aforementioned Designated Extra-Jurisdictional Transportation Facilities.
- (iii) The continued financial support of the Hillsborough Transit Authority ("HART") to the extent of ten per cent (10%) of the transportation impact fees collected by the City of Tampa within the CBD DRI through complete build-out of all Phase IV development.
- (iv) The continued support by the City of Tampa of a local/regional commuter rail initiative.
- (v) Such other methods as may be proposed by the City of Tampa and found acceptable by the State of Florida Department of Transportation ("FDOT"), the State of Florida Department of Community Affairs ("DCA"), and the Tampa Bay Regional Planning Council ("TBRPC").

The election of one or more of the following methods for satisfying the City's mitigation requirements for the extra-

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jurisdictional transportation impacts arising from this final increment of development shall be formalized by filing a Notice of Proposed Change with the DCA, FDOT, and TBRPC and formally amending the Development Order to address the method or methods selected.

It is also agreed that the City of Tampa shall continuously monitor the increase in the p.m. peak hour trip ends generated by new development in the CBD DRI. The City shall calculate the increases in and cumulative total of estimated gross p.m. peak hour trips by using the trip generation rates for the approved land uses in the CBD DRI contained in Table 4.Z-1 above. These computations shall also reflect both increases for any new land use(s) and decreases in any pre-existing land use(s) for a particular site and development (thereby recognizing the existing vested development on any given site in the computation). This information shall be provided as part of the annual monitoring report submitted by the City of Tampa pursuant to Section 4.E of the Development Order as amended by this Ordinance; and it shall be submitted in table format similar to Tables 4.Z-2, 4.Z-3 and 4.Z-4, above."

8. That Section 4.AA in the Original Development Order is hereby deleted in its entirety since the CBD DRI is located entirely within a "Transportation Concurrency Exception Area."
9. That Section 4.D in the Original Development Order, which set forth the procedure for establishing a methodology and approving "trade-off" determinations, and the existing trade off mechanism instituted by City of Tampa Resolution No. 2148-I, as amended by the Second Amendment, are hereby deleted in their entirety. In its place, the City of Tampa shall allow the trade off of the levels of approved land uses that have not been built in Phase III and in Phase IV by utilizing the p.m. peak hour trip generation rates for the approved land uses in the Downtown Tampa Central Business District set forth in Table 4.Z-1 above as the basis for calculating the trade off. The use of Table 4.Z-1, however, as the basis for any trade off of approved land uses shall be subject to the following conditions and limitations:
 - (a) The trade off of approved land uses shall be approved administratively by the Director of the City of Tampa's Department of Business & Housing Development (or his designee), but only after the City has provided a minimum of fourteen (14) days prior written notice of the proposed trade-off to both the DCA and TBRPC.

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- (b) The following limits or caps are placed on the use of the trade off mechanism for the following land uses, and no trade-off of land uses shall be permitted in excess of the limits or caps set forth below:

<u>Land Use</u>	<u>Limit/Cap</u>
Residential	6,000 d.u.
Private Office	500,000 s.f.
Government Office	500,000 s.f.
Retail	500,000 s.f.
Public Assembly	60,000 seats
Public Non-Assembly	1,000,000 s.f.

- (c) The Annual Monitoring Report filed by the City of Tampa pursuant to Section 4.E of the Original Development Order as amended hereby shall include a report of all approved trade offs in the CBD DRI for both that reporting year and cumulatively.

Section 4. Development Order, as Amended. That this Ordinance shall constitute the Fifth Amendment to the Original Development Order approved by Ordinance No. 8249-A, as previously amended by Ordinance No. 88-76, Ordinance 93-145, Ordinance No. 2000-04, and Ordinance No. 2000-328 (which was corrected by Ordinance No. 2001-24). Collectively, the Original Development Order as amended by the aforementioned ordinances and this Ordinance shall constitute the Development Order for the Development as passed and ordained by City Council. All provisions of the Original Development Order as previously amended, except those provisions specifically modified herein, shall remain in full force and effect and shall be considered conditions of the Development unless inconsistent with the terms and conditions of this Ordinance, in which case the terms and conditions of this Ordinance shall govern.

Section 5. Definitions. That the definitions contained in Chapter 380.06, Florida Statutes, shall control the interpretation and construction of any terms of this Ordinance.

Section 6. Binding Effect. That this Ordinance shall be binding upon all land located within the boundaries of the CBD DRI..

Section 7. Governmental Agencies. That it is understood that any reference herein to any governmental agency shall be construed to mean any future instrumentality which may be created or designated as successor in interest to, or which otherwise possesses any of, the powers and duties of any referenced governmental agency in existence on the effective date of this Ordinance.

Section 8. Severance. That in the event that any portion or section of this Ordinance is determined to be invalid, illegal, or unconstitutional by a court or agency of

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competent jurisdiction, such decision shall in no manner affect the remaining portions or sections of this Ordinance which shall remain in full force and effect.

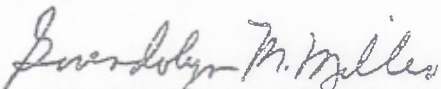
Section 9. Transmittals. That the City Clerk is directed to send copies of this Ordinance, within five (5) days of its becoming law to the City of Tampa, Attn: Mayor Pam Iorio, 306 E. Jackson St. Tampa, Florida 33602; the Florida Department of Community Affairs (Bureau of Resource Management); and the Tampa Bay Regional Planning Council.

Section 10. Rendition. That this Ordinance shall be deemed rendered upon transmittal of copies of this Ordinance to the recipients specified in Chapter 380.06, Florida Statutes.

Section 11. Recording. That the City of Tampa shall record a notice of adoption of this Ordinance pursuant to Chapter 380.06, Florida Statutes.

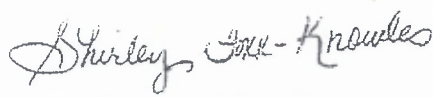
Section 12. Effective Date. That this Ordinance shall become a law as provided in the City of Tampa Home Rule Charter and shall take effect upon transmittal to the parties specified in Section 9 hereof.

PASSED AND ORDAINED BY THE CITY COUNCIL OF THE CITY OF
TAMPA, FLORIDA, ON DEC 16 2004.



CHAIRMAN\CHAIRMAN PRO-TEM
CITY COUNCIL

ATTEST:




CITY CLERK/DEPUTY CITY CLERK

APPROVED by me on DEC 17 2004



MAYOR

APPROVED AS TO
LEGAL SUFFICIENCY:

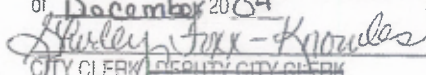


MORRIS C. MASSEY
CHIEF ASSISTANT CITY ATTORNEY

State of Florida
County of Hillsborough

This is to certify that the foregoing is a
true and correct copy of Ordinance 2004-296
on file on my office

Witness my hand and official seal this 22nd day
of December 2004



CITY CLERK/DEPUTY CITY CLERK

ON	From - To (S to N or W to E)	Impact		Exist Road Type	Date of Count (mm/dd/yr)	Existing Daily Volume	Average		Existing LOS D Capacity	Existing v/c (vol/ los D cap)	Existing LOS	Link Status
		Fee	Maint.				Annual Daily Traffic					
		District	Respons.									
4th Ave	Channelside Dr (North)(13th St) to 21st St	CET	CITY	2LU	04/02/08	2753	2868	10725	0.27	A	NON-CRITICAL	
4th Ave	21st St to 22nd St	CET	CITY	2LU	04/02/08	2122	2210	10725	0.21	A	NON-CRITICAL	
4th Ave	22nd St to 34th St	CET	CITY	2LU	04/09/08	1094	1140	10725	0.11	A	NON-CRITICAL	
7th Ave	Nebraska Ave to Nuccio Parkway	CET	CITY	3LU	11/09/10	7243	7243	11261	0.64	C	NON-CRITICAL	
7th Ave	Nuccio Parkway to 21st St	CET	CITY	3LU	07/15/08	6289	5933	11261	0.53	B	NON-CRITICAL	
7th Ave	21st St to 22nd St	CET	CITY	2LU	11/16/10	7482	7408	10725	0.69	C	NON-CRITICAL	
7th Ave	22 nd St to 34th St	CET	CITY	2LU	07/15/08	6857	6469	15200	0.43	B	NON-CRITICAL	
13th St Ext (Channelside Dr)	Adamo Dr to 4th Ave	CET	CITY	2LU	09/07/08	4049	3931	10725	0.37	A	NON-CRITICAL	
13th St (Channelside Dr)	5th(4th)? Ave to Nuccio Pkwy	CET	CITY	2LU	05/30/95	3394	3428	10725	0.32	A	NON-CRITICAL	
14th St (A.R.D.C.)	Nuccio Parkway to Columbus Dr	CET	COUNTY	2LO	05/14/08	4518	4564	9120	0.50	B	NON-CRITICAL	
14th St (A.R.D.C.)	Columbus Dr to 21st Ave	CET	COUNTY	2LO	05/14/08	3321	3355	9120	0.37	A	NON-CRITICAL	
14th St (A.R.D.C.)	21st Ave to Lake Ave	CET	COUNTY	2LO	08/16/96	3474	3340	9120	0.37	A	NON-CRITICAL	
15th St	Nuccio Parkway to Columbus Dr	CET	CITY	2LO	02/03/08	4542	4635	8910	0.52	B	NON-CRITICAL	
15th St	Columbus Dr to 21st Ave	CET	CITY	2LO	02/03/08	4913	5013	8910	0.56	B	NON-CRITICAL	
15th St	21st Ave to Lake Ave	CET	CITY	2LO	02/03/08	7650	7806	8910	0.88	D	NON-CRITICAL	
15th St	Lake Ave to M.L.K. Jr Blvd	CET	CITY	5LU	02/03/08	8686	8863	23855	0.37	A	NON-CRITICAL	
17th Ave	A.R.D.C.(14th St) to 15th St	CET	COUNTY	2LO	07/08/08	5330	5125	8910	0.58	B	NON-CRITICAL	
17th Ave	15th St to 22nd St	CET	COUNTY	2LO	07/08/08	1211	1164	8910	0.13	A	NON-CRITICAL	
17th Ave	22nd St to 29th St	CET	COUNTY	2LO	07/08/08	3588	3450	8910	0.39	A	NON-CRITICAL	
21st Ave	Nebraska Ave to 15th St	CET	CITY	2LU	02/05/08	6014	6200	10725	0.58	B	NON-CRITICAL	
21st Ave	15th St to 22nd St	CET	CITY	2LU	02/05/08	4916	5068	10725	0.47	B	NON-CRITICAL	
21st St	22nd St to Adamo Dr	CET	STATE	3LO	10/25/10	18884	19075	17032	1.12	E	CRITICAL	
21st St	Adamo Dr(4th Ave) to 7th Ave	CET	STATE	3LO	10/25/10	15282	15436	17032	0.91	D	NON-CRITICAL	
21st St	7th Ave to Palm Ave	CET	STATE	3LO	10/27/09	15253	15407	17032	0.90	D	NON-CRITICAL	
21st St	Palm Ave(14th Ave) to Columbus Dr	CET	STATE	3LO	10/27/09	15253	15407	17032	0.90	D	NON-CRITICAL	
21st St	Columbus Dr to 23rd Ave	CET	STATE	3LO	11/10/09	4688	4688	17032	0.28	A	NON-CRITICAL	
22nd St	Adamo(4th) Dr to 7th Ave	CET	STATE	3LO	10/27/09	13840	13980	17032	0.82	D	NON-CRITICAL	
22nd St	7th Ave to 14th Ave	CET	STATE	3LO	10/12/10	17063	17063	17032	1.00	E	CRITICAL	
22nd St	14th Ave to Columbus Dr	CET	STATE	3LO	10/13/09	16533	16533	17032	0.97	D	CRITICAL	
22nd St	Columbus Dr to 23rd Ave	CET	STATE	2LO	10/29/09	4140	4140	8208	0.50	B	NON-CRITICAL	
22nd St	23rd Ave to 26th Ave	CET	STATE	2LU	10/29/09	4140	4140	14850	0.28	A	NON-CRITICAL	
22nd St	26th Ave to Lake Ave	CET	STATE	2LU	10/29/09	9782	9782	14850	0.66	C	NON-CRITICAL	
22nd St	Lake Ave to M.L.K.Jr Blvd	CET	STATE	2LU	10/27/09	10041	10142	10725	0.95	D	NON-CRITICAL	
Adamo Dr	Channelside Dr to 19th St	CET	STATE	4LU	10/26/10	28426	28713	24773	1.16	E	CRITICAL	
Adamo Dr	19th St to 22nd St	CET	STATE	4LU	10/26/10	28426	28713	24773	1.16	E	CRITICAL	
Adamo Dr	22nd St to 34th St	CET	STATE	4LU	11/04/09	26691	26691	24773	1.08	E	CRITICAL	
Armenia Ave	Platt St(Cleveland St) to Kennedy Blvd	INB	COUNTY	3LO	11/02/10	14154	14154	17032	0.83	D	NON-CRITICAL	
Armenia Ave	Kennedy Blvd(Main St) to Columbus Dr	CET	COUNTY	2LO	06/08/08	11299	11413	8910	1.28	F	CRITICAL	

Ashley Dr	Channelside Dr (East) to Brorein St	CBD	CITY	3LU	08/17/08	2221	2136	11261	0.19	A	NON-CRITICAL
Ashley Dr	Brorein St to Jackson St	CBD	CITY	4LU	08/17/08	7478	7190	17891	0.40	B	NON-CRITICAL
Ashley Dr	Jackson St to Kennedy Blvd	CBD	CITY	4LU	08/24/08	20592	19992	24111	0.83	D	NON-CRITICAL
Ashley Dr	Kennedy Blvd to Madison St	CBD	CITY	5LU	08/24/08	28994	28150	25380	1.11	E	CRITICAL
Ashley Dr	Madison St to Twiggs St	CBD	CITY	6LD	08/24/08	34383	33382	39330	0.85	D	NON-CRITICAL
Ashley Dr	Twiggs St to Zack St	CBD	CITY	6LD	08/17/08	26907	25872	39330	0.66	C	NON-CRITICAL
Ashley Dr	Zack St to Polk St	CBD	CITY	6LD	08/24/08	35311	34283	39330	0.87	D	NON-CRITICAL
Ashley Dr	Polk St to Cass St	CBD	CITY	6LD	08/17/08	28383	27291	39330	0.69	C	NON-CRITICAL
Ashley Dr	Cass St to Tyler St	CBD	CITY	6LD	08/17/08	29010	27894	39330	0.71	C	NON-CRITICAL
Ashley Dr	Tyler St to I-275	CBD	CITY	5LU	08/17/08	14130	13587	25380	0.54	B	NON-CRITICAL
Bayshore Blvd	Verne St to Platt St	INB	COUNTY	5LU	12/09/07	33087	32123	36700	0.88	D	NON-CRITICAL
Bayshore Blvd	Platt St to Brorein	INB	COUNTY	2LO	12/09/07	16772	16283	8208	1.98	F	CRITICAL
Boulevard	Platt St to Kennedy Blvd	INB	CITY	4LU	11/09/10	9380	9380	17891	0.52	B	NON-CRITICAL
Boulevard	Kennedy Blvd to Cass St	CET	CITY	4LU	10/11/06	13249	13249	24773	0.53	B	NON-CRITICAL
Boulevard	Cass St to Cypress St	CET	CITY	4LU	10/11/06	11542	11542	24773	0.47	B	NON-CRITICAL
Boulevard	Cypress St to I-275	CET	CITY	4LU	10/11/06	11142	11142	24773	0.45	B	NON-CRITICAL
Boulevard	I-275 to Palm Ave	CET	CITY	4LU	10/23/06	13233	13367	24773	0.54	B	NON-CRITICAL
Boulevard	Palm Ave to Columbus Dr	CET	CITY	4LU	11/01/06	11679	11679	24773	0.47	B	NON-CRITICAL
Brorein St	Plant St to Bayshore Blvd	INB	COUNTY	3LO	03/02/08	10129	10776	14864	0.72	C	NON-CRITICAL
Brorein St	Hillsborough River to Tampa St	CBD	COUNTY	4LO	02/17/08	25261	26314	23598	1.12	E	CRITICAL
Brorein St	Tampa St to Franklin St	CBD	COUNTY	4LO	02/17/08	18213	18972	23598	0.80	D	NON-CRITICAL
Brorein St	Franklin St(Florida) to Morgan St	CBD	COUNTY	4LO	02/17/08	14466	15069	23598	0.64	C	NON-CRITICAL
Brorein St	Morgan St(crosstown) to Jefferson St	CBD	CITY	4LO	02/17/08	11543	12024	23598	0.51	B	NON-CRITICAL
Brorein St	Jefferson St to Channelside Dr (East)	CBD	CITY	2LO	02/17/08	1093	1139	6426	0.18	A	NON-CRITICAL
Cass St	Howard Ave to Willow Ave	CET	CITY	2LU	12/18/07	3478	3344	10725	0.31	A	NON-CRITICAL
Cass St	Willow Ave to Boulevard	CET	CITY	4LU	12/18/07	4813	4628	17891	0.26	A	NON-CRITICAL
Cass St	Boulevard to Hillsborough River	CET	COUNTY	4LU	12/18/07	8448	8123	17891	0.45	B	NON-CRITICAL
Cass St	Hillsborough River to Ashley Dr	CBD	COUNTY	3LO	12/18/07	5424	5215	14864	0.35	A	NON-CRITICAL
Cass St	Ashley Dr to Tampa St	CBD	CITY	3LO	12/18/07	4922	4733	14864	0.32	A	NON-CRITICAL
Cass St	Tampa St to Franklin St	CBD	CITY	3LO	12/18/07	5072	4877	14864	0.33	A	NON-CRITICAL
Cass St	Franklin St to Florida Ave	CBD	CITY	3LO	12/18/07	7102	6829	14864	0.46	B	NON-CRITICAL
Cass St	Florida Ave to Marion St	CBD	CITY	4LO	12/18/07	6117	5882	29862	0.20	A	NON-CRITICAL
Cass St	Marion St to Morgan St	CBD	CITY	4LO	12/18/07	6151	5914	29862	0.20	A	NON-CRITICAL
Cass St	Morgan St to Pierce St	CBD	CITY	4LO	12/18/07	5060	4865	29862	0.16	A	NON-CRITICAL
Cass St	Pierce St to Jefferson St	CBD	CITY	4LU	12/18/07	5208	5008	17891	0.28	A	NON-CRITICAL
Cass St	Jefferson St to Nebraska Ave	CBD	CITY	4LU	12/18/07	6184	5946	17891	0.33	A	NON-CRITICAL
Central Ave	Lake Ave to M.L.K.Jr Blvd	CET	CITY	2LU	10/24/06	3976	4016	10725	0.37	A	NON-CRITICAL
Channelside Dr (East)	Hillsborough River to Franklin St	CBD	COUNTY	4LO	09/07/08	24482	23769	23598	1.01	E	CRITICAL
Channelside Dr (East)	Franklin St to Florida Ave	CBD	COUNTY	4LO	09/07/08	22841	22176	23598	0.94	D	NON-CRITICAL
Channelside Dr (East)	Florida Ave to Morgan St	CBD	COUNTY	3LO	09/07/08	12172	11817	14467	0.82	D	NON-CRITICAL
Channelside Dr (East)	Morgan St to Jefferson St	CBD	COUNTY	3LO	09/07/08	12877	12502	14467	0.86	D	NON-CRITICAL
Channelside Dr (East)	Brorein St to Cumberland St	CBD	COUNTY	4LU	09/07/08	13652	13254	24111	0.55	B	NON-CRITICAL
Channelside Dr (North)	Channelside Dr (East) to Kennedy Blvd	CBD	STATE	5LU	09/14/08	12930	12553	33030	0.38	A	NON-CRITICAL

Channelside Dr (North)	Kennedy Blvd to Twiggs St	CBD	STATE	5LU	10/12/10	31402	31402	33030	0.95	D	CRITICAL
Channelside Dr (North)	Twiggs St to Adamo Dr	CBD	STATE	5LU	10/12/10	31402	31402	33030	0.95	D	CRITICAL
Cleveland St	Armenia Ave to Howard Ave	INB	COUNTY	3LO	12/09/07	6322	6138	14864	0.41	B	NON-CRITICAL
Cleveland St	Howard Ave(Willow) to Boulevard	INB	COUNTY	3LO	11/26/07	13090	12833	14864	0.86	D	NON-CRITICAL
Cleveland St	Boulevard(Hyde Park Ave) to Plant Ave	INB	COUNTY	3LO	11/27/07	19143	18768	14864	1.26	F	CRITICAL
Columbus Dr	Armenia to Howard	CET	COUNTY	4LU	03/30/08	22546	23485	24773	0.95	D	NON-CRITICAL
Columbus Dr	Howard to Rome Ave	CET	COUNTY	4LU	03/30/08	22029	22947	24773	0.93	D	NON-CRITICAL
Columbus Dr	Rome Ave to Boulevard	CET	COUNTY	4LU	03/30/08	18754	19535	24773	0.79	C	NON-CRITICAL
Columbus Dr	Boulevard to Tampa St	CET	COUNTY	2LU	06/30/99	14604	14459	14850	0.97	D	CRITICAL
Columbus Dr	Tampa St to Florida Ave	CET	COUNTY	2LU	11/02/10	13846	13846	14850	0.93	D	NON-CRITICAL
Columbus Dr	Florida Ave to Nebraska Ave	CET	COUNTY	2LU	11/16/10	12957	12829	14850	0.86	D	NON-CRITICAL
Columbus Dr	Nebraska Ave to ARDC(14th St)	CET	COUNTY	2LU	03/30/08	9802	10210	14850	0.69	C	NON-CRITICAL
Crosstown Expr	Willow Ave to Plant Ave	INB	STATE	4LF	10/13/09	31477	31477	73600	0.43	B	NON-CRITICAL
Crosstown Expr	Plant Ave to Florida Ave	CBD	STATE	4LF	10/13/09	35972	35972	73600	0.49	B	NON-CRITICAL
Crosstown Expr	Florida Ave to Kennedy Blvd	CBD	STATE	4LF	10/14/09	31566	31885	73600	0.43	B	NON-CRITICAL
Crosstown Expr	Kennedy Blvd to Channelside Dr (North)	CBD	STATE	4LF	10/14/09	38989	39383	73600	0.54	B	NON-CRITICAL
Crosstown Expr	Gandy Blvd to Euclid Ave	INB	STATE	4LF	10/13/09	20130	20130	73600	0.27	A	NON-CRITICAL
Crosstown Expr	Channelside Dr to 22nd St	CET	STATE	4LF	10/13/09	45143	45143	73600	0.61	C	NON-CRITICAL
Crosstown Expr	22nd St to I-4 Connector	CET	STATE	4LF	10/13/09	44861	44861	73600	0.61	C	NON-CRITICAL
Cypress St	Armenia Ave to Howard Ave	CET	CITY	2LU	03/04/08	10770	11337	10725	1.06	E	CRITICAL
Cypress St	Howard Ave to Willow Ave	CET	CITY	2LU	03/04/08	8161	8591	10725	0.80	D	NON-CRITICAL
Cypress St	Willow Ave to Boulevard	CET	CITY	2LU	03/04/08	3755	3953	10725	0.37	A	NON-CRITICAL
Floribraska Ave	Tampa St to Florida Ave	CET	COUNTY	4LU	07/08/08	3189	3066	24773	0.12	A	NON-CRITICAL
Floribraska Ave	Florida Ave to Nebraska Ave	CET	COUNTY	4LU	07/08/08	9681	9309	24773	0.38	A	NON-CRITICAL
Florida Ave	St. Pete Times Forum Dr to Channelside Dr (East)	CBD	CITY	2LU	06/22/08	2809	2809	10710	0.26	A	NON-CRITICAL
Florida Ave	Channelside Dr (East) to Brorein St	CBD	CITY	3LO	06/22/08	13645	13645	14864	0.92	D	NON-CRITICAL
Florida Ave	Brorein St to Whiting st	CBD	CITY	3LO	06/22/08	13683	13683	14864	0.92	D	NON-CRITICAL
Florida Ave	Whiting St to Jackson St	CBD	CITY	4LO	06/22/08	25429	25429	29862	0.85	D	NON-CRITICAL
Florida Ave	Jackson St to Kennedy Blvd	CBD	STATE	4LO	06/22/08	16543	16543	29862	0.55	B	NON-CRITICAL
Florida Ave	Kennedy Blvd to Madison St	CBD	STATE	4LO	10/12/10	17207	17207	29862	0.58	B	NON-CRITICAL
Florida Ave	Madison St to Twiggs St	CBD	STATE	4LO	10/06/09	21099	20890	29862	0.70	C	NON-CRITICAL
Florida Ave	Twiggs St to Zack St	CBD	STATE	4LO	10/06/09	21099	20890	29862	0.70	C	NON-CRITICAL
Florida Ave	Zack St to Polk St	CBD	STATE	4LO	10/06/09	21099	20890	29862	0.70	C	NON-CRITICAL
Florida Ave	Polk St to Cass St	CBD	STATE	4LO	10/06/09	21099	20890	29862	0.70	C	NON-CRITICAL
Florida Ave	Cass St to Tyler St	CBD	STATE	4LO	10/06/09	21099	20890	29862	0.70	C	NON-CRITICAL
Florida Ave	Tyler St to Scott St	CBD	STATE	3LO	10/06/09	21099	20890	14864	1.41	F	CRITICAL
Florida Ave	Scott St to Palm Ave	CET	STATE	3LO	09/28/10	9632	9443	14864	0.64	C	NON-CRITICAL
Florida Ave	Palm Ave to Columbus Ave	CET	STATE	3LO	09/28/10	9022	8845	14864	0.60	C	NON-CRITICAL
Florida Ave	Columbus Ave(Floribraska Ave) to Lake Ave	CET	STATE	3LO	09/28/10	10960	10745	14864	0.72	C	NON-CRITICAL
Florida Ave	Lake Ave to M.L.K.Jr Blvd	CET	STATE	3LO	09/28/10	11249	11028	14864	0.74	C	NON-CRITICAL
Florida Ave	M.L.K.Jr Blvd to Osborne Ave	CET	STATE	3LO	09/28/10	10216	10016	14864	0.67	C	NON-CRITICAL
Florida Ave	Osborne Ave to Hillsborough Ave	CET	STATE	4LU	11/02/10	15901	15901	31540	0.50	B	NON-CRITICAL
Franklin St	Garrison Channel to Ice Palace Dr(East)	CBD	CITY	2LU	01/07/08	14610	14184	10725	1.32	F	CRITICAL

Franklin St	Ice Palace Dr (East)(Ashley Dr) to Channelside Dr(East)	CBD	CITY	3LU	11/19/06	13309	13177	11261	1.17	E	CRITICAL
Franklin St	Channelside Dr (East) to Brorein St	CBD	CITY	3LU	08/24/08	11033	10712	11261	0.95	D	CRITICAL
Franklin St	Brorein St to Whiting St	CBD	CITY	3LU	11/26/07	2339	2293	11261	0.20	A	NON-CRITICAL
Harrison St	Franklin St to Jefferson/Orange	CBD	CITY	2LU	04/20/08	1381	1424	10725	0.13	A	NON-CRITICAL
Highland Ave	M.L.K.Jr Blvd to Osborne Ave	CET	STATE	3LO	10/12/10	7419	7419	18924	0.39	B	NON-CRITICAL
Highland Ave	Osborne Ave to Violet St	CET	STATE	3LO	10/12/10	7419	7419	18924	0.39	B	NON-CRITICAL
Highland Ave	Violet St to Hillsborough Ave	CET	CITY	2LU	12/10/07	6533	6343	14850	0.43	B	NON-CRITICAL
Hillsborough Ave	Hillsborough River to Florida Ave	CET	STATE	6LD	09/14/10	51050	49563	50300	0.99	D	CRITICAL
Hillsborough Ave	Florida Ave to I-275	CET	STATE	6LD	09/15/10	56454	54810	50300	1.09	E	CRITICAL
Hillsborough Ave	I-275 to Nebraska Ave	CET	STATE	6LD	09/21/10	45789	44455	50300	0.88	D	NON-CRITICAL
Hillsborough Ave	Nebraska Ave to 15th St	CET	STATE	6LD	09/21/10	48270	46864	50300	0.93	D	NON-CRITICAL
Hillsborough Ave	15th St to 22nd St	CET	STATE	6LD	09/21/10	48270	46864	50300	0.93	D	NON-CRITICAL
Howard Ave	Platt St(Cleveland St) to Kennedy Blvd	INB	CITY	3LO	06/10/08	17845	17845	17032	1.05	E	CRITICAL
Howard Ave	Kennedy Blvd to Cass St	CET	COUNTY	2LO	06/10/08	17785	17785	9120	1.95	F	CRITICAL
Howard Ave	Cass St to Cypress St	CET	COUNTY	2LO	06/28/07	20893	20686	9120	2.27	F	CRITICAL
Howard Ave	Cypress St(Main St) to Columbus Dr	CET	COUNTY	2LO	06/18/08	12427	12427	9120	1.36	F	CRITICAL
Howard Ave	Columbus Dr to Armenia Ave	CET	COUNTY	2LO	06/18/08	12073	12073	9120	1.32	F	CRITICAL
I-275	Armenia/Howard to Ashley Dr	CET	STATE	6LF	06/01/07	204000	206061	110300	1.87	F	CRITICAL
I-275	Ashley/Scott Ex to Ash. NBOnRamp	CBD	STATE	6LF	06/01/07	201000	203030	110300	1.84	F	CRITICAL
I-275	Ash. NBOnRamp to Oran./Jeff.OnRamp	CBD	STATE	6LF	04/08/02	105000	109375	110300	0.99	D	CRITICAL
I-275	Orange/Jefferson Ramp to I-4	CET	STATE	6LF	04/08/02	134500	140104	110300	1.27	F	CRITICAL
I-275	I-4 to M.L.K.Jr Blvd	CET	STATE	6LF	10/21/09	147696	149188	110300	1.35	F	CRITICAL
I-275	M.L.K.Jr Blvd to Hillsborough Ave	CET	STATE	6LF	09/28/09	148781	145864	110300	1.32	F	CRITICAL
I-4	I-275 to 22nd St	CET	STATE	6LF	06/01/07	134500	135859	110300	1.23	F	CRITICAL
St. Pete Times Forum Dr	Franklin St to Channelside Dr	CBD	CITY	3LU	11/02/10	1348	1348	11261	0.12	A	NON-CRITICAL
Jackson St	Ashley Dr to Tampa St	CBD	STATE	3LO	10/12/10	9093	9093	14467	0.63	C	NON-CRITICAL
Jackson St	Tampa St to Franklin St	CBD	STATE	3LO	10/12/10	9093	9093	14467	0.63	C	NON-CRITICAL
Jackson St	Franklin St to Florida Ave	CBD	STATE	3LO	05/04/08	11029	11254	14467	0.78	C	NON-CRITICAL
Jackson St	Florida Ave to Marion St	CBD	STATE	3LO	05/04/08	10674	10892	14467	0.75	C	NON-CRITICAL
Jackson St	Marion St to Morgan St	CBD	STATE	3LO	04/20/08	10152	10466	14467	0.72	C	NON-CRITICAL
Jackson St	Morgan St to Pierce St	CBD	STATE	3LO	10/12/10	9650	9650	14467	0.67	C	NON-CRITICAL
Jackson St	Pierce St to Meridian St	CBD	STATE	3LO	10/12/10	11190	11190	14467	0.77	C	NON-CRITICAL
Jefferson St/Orange St	Scott St to Cass St	CBD	CITY	6LD	04/13/08	10011	10428	39330	0.27	A	NON-CRITICAL
Jefferson St	Channelside Dr (East) to Brorein St	CBD	CITY	2LO	04/13/08	3714	3869	6426	0.60	C	NON-CRITICAL
Jefferson St	Brorein St to Jackson St	CBD	CITY	2LU	04/13/08	6339	6603	10710	0.62	C	NON-CRITICAL
Jefferson St	Jackson St to Kennedy St	CBD	CITY	4LU	04/13/08	6544	6817	24111	0.28	A	NON-CRITICAL
Jefferson St	Kennedy Blvd to Twiggs	CBD	CITY	4LU	04/13/08	5805	6047	24111	0.25	A	NON-CRITICAL
Jefferson St	Twiggs St to Zack St	CBD	CITY	4LU	04/20/08	7082	7301	24111	0.30	A	NON-CRITICAL
Jefferson St	Zack St to Cass St	CBD	CITY	4LU	04/13/08	7547	7861	24111	0.33	A	NON-CRITICAL
Kay St	Tampa St to Franklin St	CBD	CITY	2LO	01/09/08	7010	6806	6426	1.06	E	CRITICAL
Kay St	Franklin St. to Morgan	CBD	CITY	2LO	11/29/07	12448	12204	6426	1.90	F	CRITICAL
Kennedy Blvd	Armenia Ave to Howard Ave	CET	STATE	5LU	09/20/10	45000	43689	33030	1.32	F	CRITICAL
Kennedy Blvd	Howard Ave(Oregan) to Willow Ave	CET	STATE	5LU	09/20/10	34676	33666	33030	1.02	E	CRITICAL

Kennedy Blvd	Willow Ave(Hyde Park) to Plant Ave	CET	STATE	5LU	09/20/10	33502	32526	33030	0.98	D	CRITICAL
Kennedy Blvd	Plant Ave to Hillsborough River	CET	STATE	5LU	09/20/10	33502	32526	33030	0.98	D	CRITICAL
Kennedy Blvd	Ashley Dr to Tampa St	CBD	STATE	4LO	10/12/10	17189	17189	23598	0.73	C	NON-CRITICAL
Kennedy Blvd	Tampa St to Franklin St	CBD	STATE	4LO	10/12/10	17189	17189	23598	0.73	C	NON-CRITICAL
Kennedy Blvd	Franklin St to Florida Ave	CBD	STATE	4LO	08/03/08	14617	13921	23598	0.59	B	NON-CRITICAL
Kennedy Blvd	Florida Ave to Marion St	CBD	STATE	4LO	08/03/08	24509	23342	23598	0.99	D	CRITICAL
Kennedy Blvd	Marion St to Morgan St	CBD	STATE	4LO	08/03/08	14584	13890	23598	0.59	B	NON-CRITICAL
Kennedy Blvd	Morgan St to Pierce St	CBD	STATE	4LO	10/12/10	17899	17899	23598	0.76	C	NON-CRITICAL
Kennedy Blvd	Pierce St to Jefferson St	CBD	STATE	4LO	10/12/10	17899	17899	23598	0.76	C	NON-CRITICAL
Kennedy Blvd	Jefferson St to Nebraska Ave	CBD	STATE	4LO	10/27/09	20284	20489	23598	0.87	D	NON-CRITICAL
Kennedy Blvd	Nebraska Ave to Channelside Dr (North)	CBD	STATE	4LU	10/12/10	13093	13093	24773	0.53	B	NON-CRITICAL
Lake Ave	Florida Ave to Central Ave	CET	CITY	2LU	05/29/08	3373	3407	10725	0.32	A	NON-CRITICAL
Lake Ave	Central Ave to Nebraska Ave	CET	CITY	2LU	05/29/08	5189	5241	10725	0.49	B	NON-CRITICAL
Lake Ave	Nebraska Ave to 15th St	CET	CITY	2LU	05/14/08	5265	5318	10725	0.50	B	NON-CRITICAL
Laurel St	Hillsborough River to Tampa St	CBD	CITY	4LU	05/04/08	2584	2637	17891	0.15	A	NON-CRITICAL
M.L.K.Jr Blvd	Armenia Ave to N Boulevard	CET	STATE	4LU	10/05/10	32200	31881	31540	1.01	E	CRITICAL
M.L.K.Jr Blvd	Boulevard to Highland Ave	CET	STATE	4LU	10/05/10	32200	31881	31540	1.01	E	CRITICAL
M.L.K.Jr Blvd	Highland Ave to Tampa St	CET	STATE	4LU	10/05/10	32200	31881	28386	1.12	E	CRITICAL
M.L.K.Jr Blvd	Tampa St to Florida Ave	CET	STATE	4LU	10/05/10	32200	31881	28386	1.12	E	CRITICAL
M.L.K.Jr Blvd	Central Ave to Marguerite St	CET	STATE	4LU	10/05/10	32000	31683	28386	1.12	E	CRITICAL
M.L.K.Jr Blvd	Marguerite St to Taliaferro Ave	CET	STATE	5LU	09/07/10	31228	30318	29880	1.01	E	CRITICAL
M.L.K.Jr Blvd	Taliaferro Ave to Nebraska Ave	CET	STATE	4LU	09/07/10	31228	30318	28386	1.07	E	CRITICAL
M.L.K.Jr Blvd	Nebraska Ave to 15th St	CET	STATE	4LU	09/07/10	25297	24560	31540	0.78	C	NON-CRITICAL
Madison St	Ashley Dr to Tampa St	CBD	CITY	3LU	08/17/08	2372	2281	15592	0.15	A	NON-CRITICAL
Madison St	Tampa St to Franklin St	CBD	CITY	3LU	08/17/08	2312	2223	15592	0.14	A	NON-CRITICAL
Madison St	Franklin St(Florida Ave) to Marion St	CBD	CITY	3LU	08/24/08	2573	2498	15592	0.16	A	NON-CRITICAL
Madison St	Marion St to Morgan St	CBD	CITY	3LU	08/24/08	2272	2206	15592	0.14	A	NON-CRITICAL
Madison St	Morgan St to Pierce St	CBD	CITY	3LU	08/24/08	1379	1339	15592	0.09	A	NON-CRITICAL
Main St	MacDill Ave to Armenia Ave	CET	CITY	2LU	01/30/08	3715	3791	10725	0.35	A	NON-CRITICAL
Main St	Armenia Ave to Howard Ave	CET	CITY	2LU	01/30/08	3976	4057	10725	0.38	A	NON-CRITICAL
Main St	Howard Ave to Rome Ave	CET	CITY	2LU	01/30/08	7282	7431	10725	0.69	C	NON-CRITICAL
Main St	Rome Ave to Boulevard	CET	CITY	2LU	01/30/08	8127	8293	10725	0.77	C	NON-CRITICAL
Meridian St	Twiggs St to Jackson Street	CBD	CITY	6LU	11/26/07	10681	10472	35945	0.29	A	NON-CRITICAL
Meridian St	Jackson St to Cumberland Ave	CBD	CITY	6LU	11/26/07	5231	5128	35945	0.14	A	NON-CRITICAL
Morgan St	Channelside Dr (East) to Brorein St	CBD	CITY	2LU	08/17/08	2048	1969	10725	0.18	A	NON-CRITICAL
Morgan St	Brorein St to Whiting St	CBD	CITY	2LU	08/17/08	3830	3683	10725	0.34	A	NON-CRITICAL
Morgan St	Whiting St to Jackson St	CBD	CITY	4LU	08/24/08	3881	3768	17891	0.21	A	NON-CRITICAL
Morgan St	Jackson St to Kennedy Blvd	CBD	CITY	4LU	08/10/08	3856	3708	17891	0.21	A	NON-CRITICAL
Morgan St	Kennedy Blvd to Madison St	CBD	CITY	4LO	08/24/08	3918	3804	23598	0.16	A	NON-CRITICAL
Morgan St	Madison St to Twiggs St	CBD	CITY	4LO	08/10/08	3470	3337	23598	0.14	A	NON-CRITICAL
Morgan St	Twiggs St to Zack St	CBD	CITY	4LO	08/10/08	4053	3897	23598	0.17	A	NON-CRITICAL
Morgan St	Zack St to Polk St	CBD	CITY	4LO	08/24/08	2906	2821	23598	0.12	A	NON-CRITICAL
Morgan St	Polk St to Cass St	CBD	CITY	4LO	08/10/08	4282	4117	23598	0.17	A	NON-CRITICAL

Morgan St	Cass St to Tyler St	CBD	CITY	3LO	08/24/08	4332	4206	14467	0.29	A	NON-CRITICAL
Morgan St	Tyler St to Scott St	CBD	CITY	3LO	08/10/08	1372	1319	14467	0.09	A	NON-CRITICAL
Nebraska Ave	Jackson St to Kennedy Blvd	CBD	STATE	3LO	10/04/10	2890	2861	14467	0.20	A	NON-CRITICAL
Nebraska Ave	Kennedy Blvd to Twiggs St	CBD	STATE	4LU	10/26/10	5277	5330	31540	0.17	A	NON-CRITICAL
Nebraska Ave	Twiggs St to Cass St	CBD	STATE	4LU	10/26/10	5277	5330	31540	0.17	A	NON-CRITICAL
Nebraska Ave	Cass St to Scott St	CBD	STATE	4LU	10/26/10	6878	6947	31540	0.22	A	NON-CRITICAL
Nebraska Ave	Scott to Henderson Ave	CET	STATE	4LU	10/26/10	6878	6947	31540	0.22	A	NON-CRITICAL
Nebraska Ave	Henderson Ave to 7th Ave	CET	STATE	4LU	10/26/10	6878	6947	31540	0.22	A	NON-CRITICAL
Nebraska Ave	7th Ave to Palm Ave	CET	STATE	4LU	10/04/10	10316	10214	31540	0.32	A	NON-CRITICAL
Nebraska Ave	Palm Ave to Columbus Dr	CET	STATE	4LU	10/12/10	14304	14304	31540	0.45	B	NON-CRITICAL
Nebraska Ave	Columbus Dr(21st Ave) to Lake Ave	CET	STATE	4LU	11/03/10	14152	14152	31540	0.45	B	NON-CRITICAL
Nebraska Ave	Lake Ave to M.L.K.Jr Blvd	CET	STATE	4LU	08/13/08	14742	14175	31540	0.45	B	NON-CRITICAL
Nebraska Ave	M.L.K.Jr Blvd to Osborne Ave	CET	STATE	4LU	10/12/10	15243	15243	31540	0.48	B	NON-CRITICAL
Nebraska Ave	Osborne Ave to Hillsborough Ave	CET	STATE	4LU	10/12/10	15243	15243	31540	0.48	B	NON-CRITICAL
Nebraska Ave	Hillsborough Ave to Hanna Ave	CET	STATE	4LU	10/13/10	19931	19931	31540	0.63	C	NON-CRITICAL
Nuccio Pkwy	15th St to Palm Ave	CET	CITY	5LU	07/21/08	5341	5087	23855	0.21	A	NON-CRITICAL
Nuccio Pkwy	Palm Ave to 7 th Ave	CET	CITY	5LU	01/16/08	7932	7853	23855	0.33	A	NON-CRITICAL
Nuccio Pkwy	7th Ave to Nebraska Ave	CET	CITY	5LU	01/09/08	6609	6417	23855	0.27	A	NON-CRITICAL
Palm Ave	Boulevard to Tampa St	CET	CITY	4LU	04/01/08	12893	13430	17891	0.75	C	NON-CRITICAL
Palm Ave	Tampa St to Florida Ave	CET	CITY	4LU	04/01/08	9621	10022	17891	0.56	B	NON-CRITICAL
Palm Ave	Florida Ave to Nebraska Ave	CET	CITY	4LU	04/01/08	14772	15388	17891	0.86	D	NON-CRITICAL
Palm Ave	Nebraska Ave(Nuccio Pkwy) to 15th St	CET	CITY	5LU	04/01/08	9175	9557	23855	0.40	B	NON-CRITICAL
Palm Ave	15th St to 22nd St	CET	CITY	5LU	04/09/08	7540	7854	23855	0.33	A	NON-CRITICAL
Pierce St	Whiting to Jackson St	CBD	CITY	2LO	08/24/08	3546	3443	6426	0.54	B	NON-CRITICAL
Pierce St	Jackson St to Kennedy Blvd	CBD	CITY	4LO	08/24/08	5406	5249	23598	0.22	A	NON-CRITICAL
Pierce St	Kennedy Blvd to Madison St	CBD	CITY	4LO	08/24/08	7115	6908	23598	0.29	A	NON-CRITICAL
Pierce St	Madison St to Twiggs St	CBD	CITY	4LO	08/24/08	6105	5927	23598	0.25	A	NON-CRITICAL
Pierce St	Twiggs St to Zack St	CBD	CITY	4LO	08/24/08	7763	7537	23598	0.32	A	NON-CRITICAL
Pierce St	Zack St to Polk St	CBD	CITY	4LO	08/24/08	9031	8768	23598	0.37	A	NON-CRITICAL
Pierce St	Polk St to Cass St	CBD	CITY	4LO	08/24/08	9099	8834	23598	0.37	A	NON-CRITICAL
Pierce St	Cass St to Tyler St	CBD	CITY	4LO	08/24/08	440	427	23598	0.02	A	NON-CRITICAL
Polk St	Ashley Dr to Tampa St	CBD	CITY	2LO	12/12/07	2391	2321	6426	0.36	A	NON-CRITICAL
Polk St	Tampa St to Franklin St	CBD	CITY	2LO	12/12/07	2225	2160	6426	0.34	A	NON-CRITICAL
Polk St	Franklin St to Florida Ave	CBD	CITY	2LO	12/12/07	1704	1654	6426	0.26	A	NON-CRITICAL
Polk St	Florida Ave to Marion St	CBD	CITY	2LO	12/12/07	1945	1888	6426	0.29	A	NON-CRITICAL
Polk St	Marion St to Morgan St	CBD	CITY	2LO	12/12/07	1977	1919	6426	0.30	A	NON-CRITICAL
Polk St	Morgan St to Pierce St	CBD	CITY	2LO	01/08/08	2913	2828	6426	0.44	B	NON-CRITICAL
Polk St	Pierce St to Jefferson St	CBD	CITY	2LO	12/11/07	1191	1156	6426	0.18	A	NON-CRITICAL
Scott St	Tampa St to Florida Ave	CBD	CITY	3LO	04/20/08	6128	6318	14467	0.44	B	NON-CRITICAL
Scott St	Florida Ave to Jefferson/Orange	CBD	CITY	3LO	04/20/08	11292	11641	14467	0.80	D	NON-CRITICAL
Tampa St	Brorein St to Franklin to B	CBD	CITY	2LO	03/02/08	6489	6903	6426	1.07	E	CRITICAL
Tampa St	Brorein St(Whiting St) to Jackson St	CBD	CITY	3LO	03/02/08	10891	11586	14467	0.80	D	NON-CRITICAL
Tampa St	Jackson St to Kennedy Blvd	CBD	STATE	3LO	03/02/08	13326	14177	14467	0.98	D	CRITICAL

Tampa St	Kennedy Blvd to Madison St	CBD	STATE	3LO	10/19/10	13719	13858	14467	0.96	D	CRITICAL
Tampa St	Madison St to Twiggs St	CBD	STATE	3LO	10/19/10	13719	13858	14467	0.96	D	CRITICAL
Tampa St	Twiggs St to Zack St	CBD	STATE	3LO	10/19/10	13719	13858	14467	0.96	D	CRITICAL
Tampa St	Zack St to Polk St	CBD	STATE	3LO	10/19/10	13719	13858	14467	0.96	D	CRITICAL
Tampa St	Polk St to Cass St	CBD	STATE	3LO	10/19/10	13719	13858	14467	0.96	D	CRITICAL
Tampa St	Cass St to Tyler St	CBD	STATE	3LO	10/19/10	13719	13858	14467	0.96	D	CRITICAL
Tampa St	Tyler St to Scott St	CBD	STATE	3LO	10/19/10	5748	5806	14467	0.40	B	NON-CRITICAL
Tampa St	Scott St to Palm Ave	CET	STATE	3LO	10/19/10	5748	5806	18924	0.31	A	NON-CRITICAL
Tampa St	Palm Ave to Columbus Dr	CET	STATE	3LO	10/19/10	10043	10144	18924	0.54	B	NON-CRITICAL
Tampa St	Columbus Dr to Floribrasca Ave	CET	STATE	3LO	10/19/10	8558	8644	18924	0.46	B	NON-CRITICAL
Tampa St	Floribrasca Ave to M.L.K. Jr. Blvd	CET	STATE	3LO	10/19/10	6778	6846	18924	0.36	A	NON-CRITICAL
Twiggs St	Ashley Dr to Tampa St	CBD	CITY	3LO	04/06/08	4289	4468	14467	0.31	A	NON-CRITICAL
Twiggs St	Tampa St to Franklin St	CBD	CITY	3LO	04/06/08	6319	6582	14467	0.45	B	NON-CRITICAL
Twiggs St	Franklin St to Florida Ave	CBD	CITY	3LO	04/06/08	6637	6914	14467	0.48	B	NON-CRITICAL
Twiggs St	Florida Ave to Marion St	CBD	CITY	3LO	04/13/08	7231	7532	14467	0.52	B	NON-CRITICAL
Twiggs St	Marion St to Morgan St	CBD	CITY	3LO	05/04/08	7231	7379	14467	0.51	B	NON-CRITICAL
Twiggs St	Morgan St to Pierce St	CBD	CITY	4LO	04/13/08	8076	8413	23598	0.36	A	NON-CRITICAL
Twiggs St	Pierce St to Jefferson St	CBD	CITY	4LU	04/13/08	9766	10173	17891	0.57	B	NON-CRITICAL
Twiggs St	Jefferson St to Nebraska Ave	CBD	CITY	4LU	04/20/08	11330	11680	17891	0.65	C	NON-CRITICAL
Twiggs St	Nebraska Ave to Channelside Dr (North)	CBD	CITY	4LU	04/13/08	7725	8047	17891	0.45	B	NON-CRITICAL
Tyler St	Cass St to Ashley Dr	CBD	CITY	3LO	04/06/08	6072	6325	14467	0.44	B	NON-CRITICAL
Tyler St	Ashley Dr to Tampa St	CBD	CITY	3LO	04/06/08	4496	4683	14467	0.32	A	NON-CRITICAL
Tyler St	Tampa St to Franklin St	CBD	CITY	3LO	04/06/08	3707	3861	14467	0.27	A	NON-CRITICAL
Tyler St	Franklin St to Florida Ave	CBD	CITY	3LO	04/06/08	3681	3834	14467	0.27	A	NON-CRITICAL
Tyler St	Florida Ave to Marion St	CBD	CITY	3LO	04/06/08	2675	2786	14467	0.19	A	NON-CRITICAL
Tyler St	Marion St to Morgan St	CBD	CITY	3LO	04/06/08	5377	5601	14467	0.39	A	NON-CRITICAL
Tyler St	Morgan St to Jefferson St	CBD	CITY	3LO	04/06/08	2702	2815	14467	0.19	A	NON-CRITICAL
Washington St	Florida Ave to Jefferson St	CBD	CITY	2LU	05/04/08	1883	1921	10725	0.18	A	NON-CRITICAL
Whiting St	Ashley Dr to Tampa St	CBD	CITY	2LU	04/20/08	4667	4811	10725	0.45	B	NON-CRITICAL
Whiting St	Tampa St to Florida Ave	CBD	CITY	2LU	04/20/08	5614	5788	10725	0.54	B	NON-CRITICAL
Whiting St	Florida Ave to Morgan St	CBD	CITY	2LU	04/20/08	2588	2668	10725	0.25	A	NON-CRITICAL
Whiting St	Morgan St to Jefferson St	CBD	CITY	2LU	04/20/08	3789	3906	10725	0.36	A	NON-CRITICAL
Whiting St	Jefferson St to Nebraska Ave	CBD	CITY	2LU	04/20/08	2051	2114	10725	0.20	A	NON-CRITICAL
Willow Ave	Platt St(Cleveland St) to Kennedy Blvd	INB	CITY	2LU	06/18/08	9864	9864	10725	0.92	D	NON-CRITICAL
Willow Ave	Kennedy Blvd to Cass St	CET	CITY	2LU	06/18/08	3576	3576	10725	0.33	A	NON-CRITICAL
Willow Ave	Cypress St to Cass St to Cypress St	CET	CITY	2LU	06/18/08	3116	3116	10725	0.29	A	NON-CRITICAL
Willow Ave	Cypress St to I-275(Green St)	CET	CITY	2LU	06/18/08	4301	4301	10725	0.40	B	NON-CRITICAL
Willow Ave	I-275(Green St) to Main St	CET	CITY	2LU	06/18/08	6778	6778	10725	0.63	C	NON-CRITICAL
Zack St	Ashley Dr to Tampa St	CBD	CITY	3LU	05/04/08	4610	4704	15200	0.31	A	NON-CRITICAL
Zack St	Tampa St to Franklin St	CBD	CITY	3LU	05/04/08	7668	7824	15960	0.49	B	NON-CRITICAL
Zack St	Franklin St to Florida Ave	CBD	CITY	3LU	05/04/08	6035	6158	15960	0.39	A	NON-CRITICAL
Zack St	Florida Ave to Marion St	CBD	CITY	3LU	05/04/08	3777	3854	15960	0.24	A	NON-CRITICAL
Zack St	Marion St to Morgan St	CBD	CITY	3LU	05/04/08	3288	3355	15960	0.21	A	NON-CRITICAL

Zack St	Morgan St to Pierce St	CBD	CITY	3LU	05/04/08	2865	2923	15960	0.18	A	NON-CRITICAL
Zack St	Pierce St to Jefferson St	CBD	CITY	3LU	05/04/08	2530	2582	15960	0.16	A	NON-CRITICAL
Zack St	Jefferson St to Nebraska	CBD	CITY	2LU	05/04/08	2036	2078	10725	0.19	A	NON-CRITICAL

Wastewater System Analysis

Current Infrastructure

Wastewater facilities are currently in place to provide wastewater service to all properties within the study area. These facilities consist of gravity sewers, pumping stations, and force mains that collect and transmit wastewater to the Howard F. Curren Advanced Wastewater Treatment Plant. Listed below is an inventory of the wastewater facilities within the study area.

Inventory of Wastewater Gravity System Pipelines		
Size (in)	Length (ft)	Length (miles)
8" - 12"	757070	143.38
14"-30"	74250	14.06
>30"	25650	4.86
Total	856970	162.30

Inventory of Wastewater Force Main Pipelines		
Size (in)	Length (ft)	Length (miles)
8" - 12"	11800	2.23
14" - 20"	7800	1.48
>20"	29800	5.64
Total	49400	9.36

Inventory of Wastewater Pumping Stations	
ADALEE ST	
25TH ST	
CUBA	
KRAUSE ST	
OAK AVE	
12TH ST	
RIDGEWOOD	

The attached map shows the wastewater facilities within the study area.

Condition of Existing Facilities

The Wastewater Department continually inspects, monitors, and evaluates the wastewater collection system. The majority of the gravity sewers and manholes within the study area have been inspected within the last seven years, and the force mains 8-inch and larger that are constructed of ductile iron have been recently tested to determine the condition of the pipeline. Pump station performance has also been evaluated.

The results of the inspections of the gravity sewers and manholes have shown several minor deficiencies that require rehabilitation. However, none these deficiencies are sufficient enough to inhibit additional growth and development of the area. These deficiencies are prioritized and will be repaired through the Department's annual pipe lining and manhole rehabilitation contracts. The completion of the rehabilitations are based on the priority of the repairs and available funding. The results of the force main testing show that the estimated remaining life of the force mains that were tested is greater than 20-years. Performance evaluation of the pumping stations within study areas, except for Krause PS, show that the stations are operating as designed and no major improvements are required. The pumps and equipment at the Krause Street pumping station have reached the end of their useful life and the station requires rehabilitation. The rehabilitation is scheduled for 2013.

Current and Future Demand on Existing Facilities

Existing Demand Analysis

All of the wastewater facilities within the study area have adequate capacity for the current demands. As established in the City Comprehensive Plan, the level of service for the wastewater system is based on the available capacity in major components of the collection system and the permitted discharge limits of the Howard F. Curren Treatment Plant. For the purposes of establishing the level of service for the collection system, the service area is divided into 7 districts. Portions of three of the districts are included in the study area. Listed below is the current level of service for the three districts and current level of service for the treatment plant based on the most recent annual capacity statement (August 2011).

Existing Collection System Demand by Service District*			
Service District	Design Capacity (MGD)	Average Daily Flow Rates (MGD)	Percent of Capacity Used
West River/Downtown	57.0	8.42	14.8
Main Outlet	32.5	3.11	9.6
Central	50.0	13.11	26.2

*The study area includes portions of each of these districts

Existing Treatment Plant Demand by Service District			
Pollutant	Design Capacity (lbs/day)	Current Discharge Rate (lbs/day)	Percentage of Total Capacity
BOD	4003.2	656.15	16.4
Suspended Solids	4003.2	234.52	5.9
Total Nitrogen	2401.9	1079.11	44.9

Future Demand Analysis

The major components of the collections system within the study area and treatment plant have adequate capacity based on population projections through 2025*. An evaluation of the wastewater collection system within the Channelside District was included in the master plan for this area completed by Wilson Miller in 2008. This evaluation indicated that the capacity of the 12th Street pumping station will need to be upgraded to accommodate the projected development. The Wastewater Department has not identified the need for any

additional upgrades within the study area. However, if large high density developments are planned, additional analysis will be required to determine if system upgrades are required.

Planned Capital Improvements

Krause Pumping Station Rehabilitation

This project provides for the replacement of the existing pumping equipment, piping, and related electrical controls at the Krause St pumping station. The existing equipment within the station has reached the end of its useful life and must be replaced in order to restore system reliability. This project is scheduled for 2013.

Annual Cured in Place Pipe Rehabilitation Project

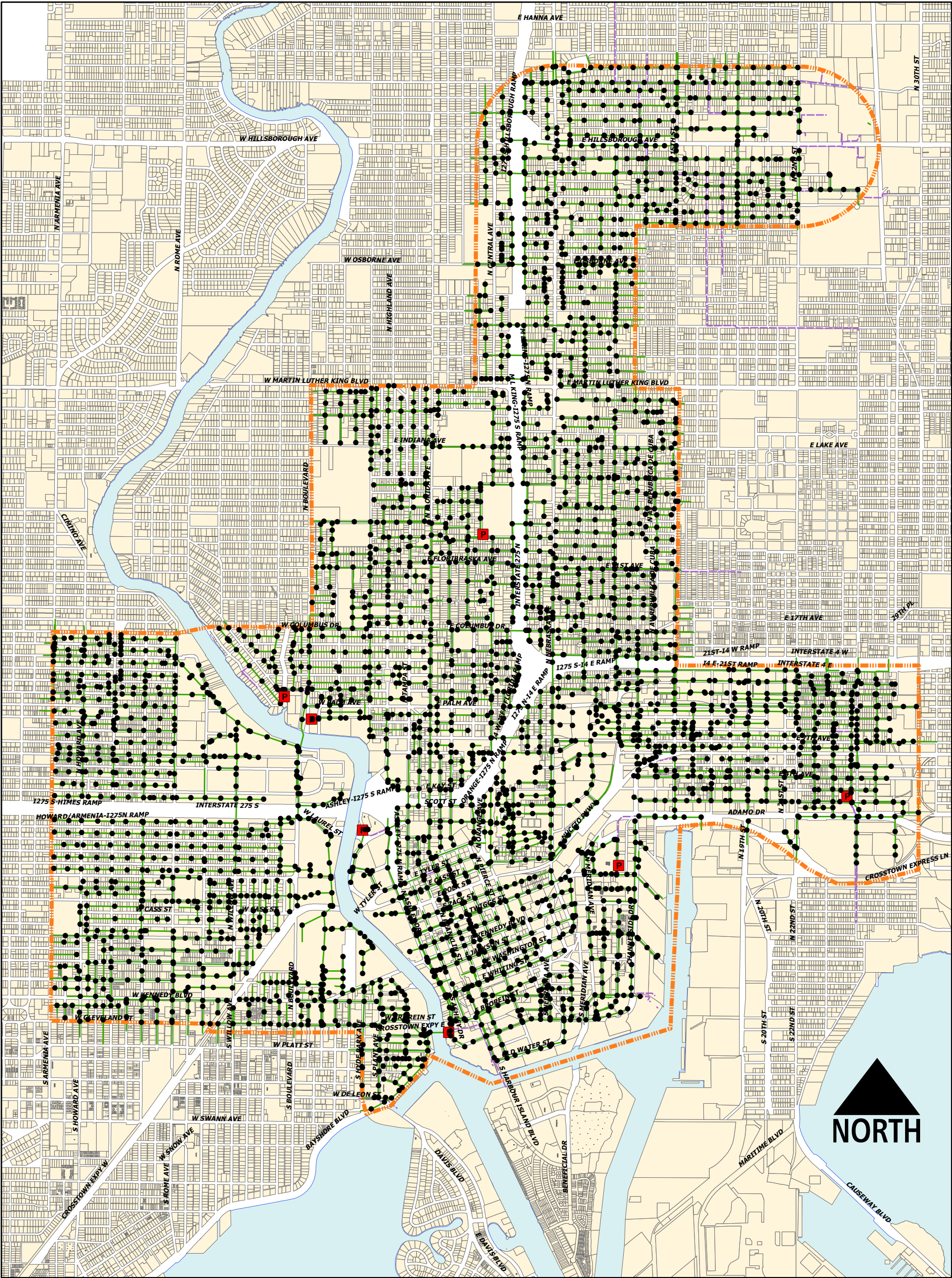
This project provides for the rehabilitation of gravity sewers throughout the City's collection system that are identified through the Department's pipeline inspection program. The Department has identified several gravity sewers within the study area that have minor deficiencies and require rehabilitation. These rehabilitations are prioritized and are completed based on available funding. The Department completes the rehabilitation of over 15,000 linear feet of gravity sewers annually through this project.

Annual Manhole Rehabilitation Project

This project provides for the rehabilitation of manholes throughout the City's collection system that are identified through the Department's manhole inspection program. The Department has identified several manholes within the study area that require rehabilitation. These rehabilitations are prioritized and are completed based on available funding. The Department completes over 250 manhole rehabilitations annually through this project.

12th Street Pumping Station Replacement

Under the terms of the development agreement for the property located at 12th Street and Twiggs Street, the 12th Street pumping station must be relocated to allow the development of the property. In addition, the master plan developed for the Channelside District indicates that the capacity of the station must also be upgraded to accommodate the estimated wastewater flows from the projected development within the area. This project is scheduled for 2014-2015.



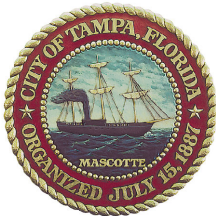
Legend

- Development Boundary
- Manholes
- Pumping Stations
- Gravity Mains
- Force Mains

City of Tampa

Wastewater Facilities

0 875 1,750 3,500 5,250 7,000 Feet



City of Tampa Water Department Infrastructure Report



April 2012



INVISION TAMPA
People. Place. Progress.

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Section 1 – Introduction and Background

In preparation for the master plan to be developed by InVision Tampa, the City of Tampa Water Department was asked to provide this infrastructure report. This report is assembled to provide background information on the Water Department and evaluate the existing potable and reclaimed water infrastructure within the master plan project area as well as highlight our future improvement needs within the project area.

Tampa Water Department is responsible for delivering high quality water service to more than 127,000 locations. Raw water is obtained from the Hillsborough River Reservoir. During periods when Hillsborough River flows are relatively low, the reservoir may be augmented with water pumped from the Tampa Bypass Canal or Sulphur Springs. All surface water is treated at the David L. Tippin Water Treatment Facility. Its maximum treatment capacity is 120 million gallons per day. The Morris Bridge Water Treatment Plant was completed in 1979 to provide additional pumping capacity during the seasonal dry periods and is now used as a re-pump station to meet daily peak demands when needed.

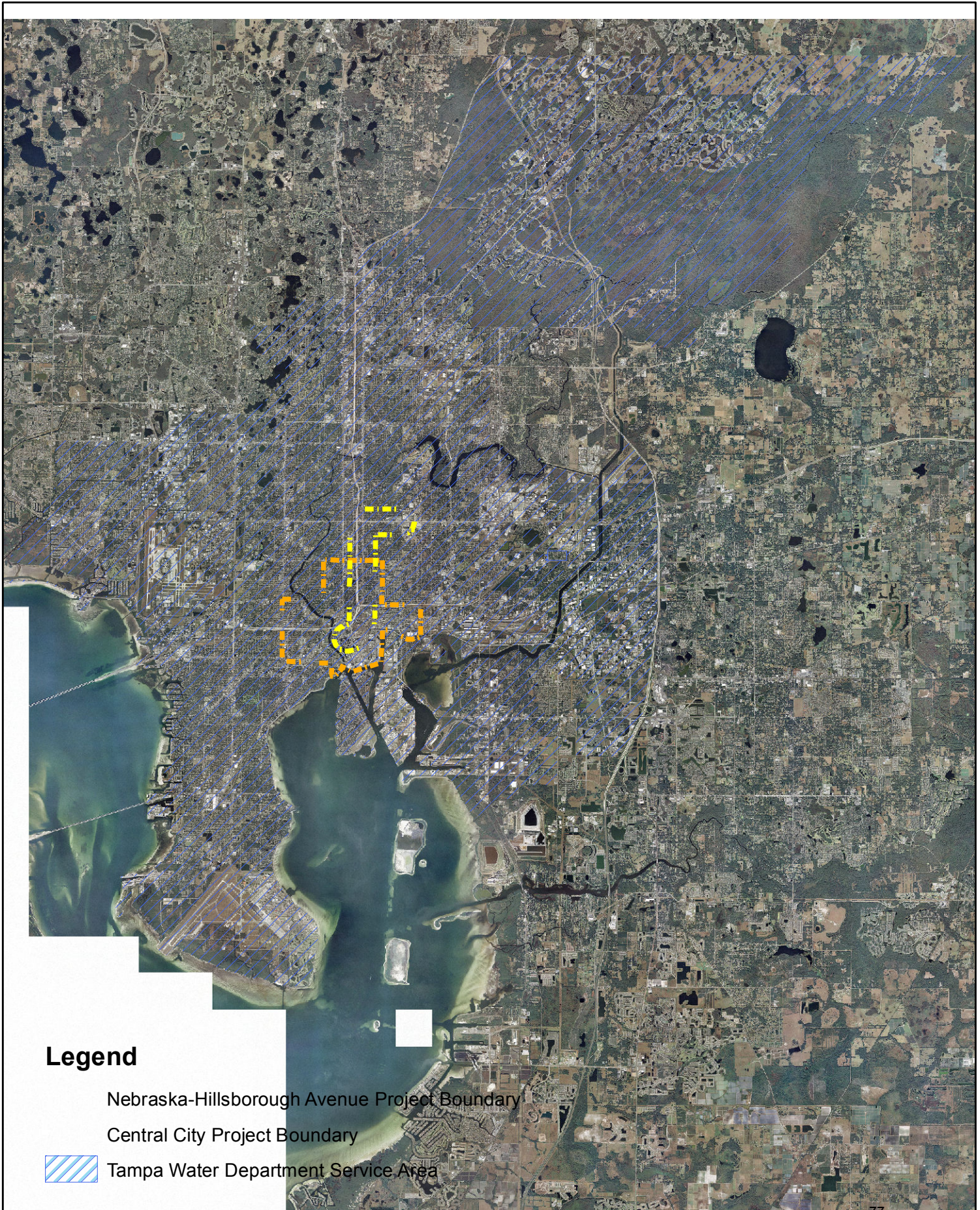
The City of Tampa purchases treated water from Tampa Bay Water, a regional water utility that sells water to local water providers, during times when demand is high and our own resources can no longer meet this demand. Water purchased from Tampa Bay Water is pumped from the Morris Bridge pumping station, which serves the northern section of the Tampa Water Department's distribution area. Treated water is pumped through a transmission and distribution system consisting of over 2,230 miles of pipe ranging in size from 2-inch to 54-inch diameter. Two re-pump stations, ground storage tanks and two elevated storage tanks are located in the distribution system. The Water Department currently serves a population of approximately 588,000.

Tampa Water Department also provides reclaimed water service for non potable water needs. Highly treated wastewater from Howard F. Curren Advanced Wastewater Treatment Plant on Hooker's Point is provided to residents and businesses in parts of Tampa where it is mostly used to irrigate lawns and landscaping.

Figure 1 presents the overall Tampa Water Department service area and project area of the InVision Tampa Master Plan.

Section 2 of this report will discuss the existing system condition within the project area. Section 3 will present system improvement needs within the project area. Section 4 will provide information related to Tampa Water Department policy, and other requirements that may affect the developments within the project area related to water service.

Figure 1. Tampa Water Department Water Service Area



Section 2 – Existing System Condition within Project Area

The transmission and distribution network of potable water system within the overall Tampa Water Department service area consists of water mains from 2-inch to 54-inch in diameter. The reclaimed water system consists mains that range in size from 2-inch to 36-inch in diameter. This section will evaluate the current infrastructure and system capacity within the project area.

2.1 Current Infrastructure

The existing water infrastructure located within the Central City and Nebraska-Hillsborough Avenue project area range from 2-inch distribution water main to 42-inch transmission water main. Figure 2 presents the existing water network within the project area. The majority of the water mains consist of 2-, 6-, and 8-inch distribution network. In Downtown Tampa, 12-inch grids are provided for high density developments.

Limited Reclaimed Water Service is currently provided to Hyde Park and Curtis Hixon Downtown Waterfront Park within the project area.

Available records indicate that some of the existing water mains were installed in early 1920s. Considering a typical service life of a water main of 80 years, these mains need to be replaced in the near future.

2.2 Existing Capacity

As discussed earlier, Water Department treats surface water from Hillsborough River Reservoir as its main water supply. When our own resources cannot meet the demands of our customers, treated water supply is available from Tampa Bay Water. Like many other water providers in the region, Water Department has an active water conservation and efficiency program designed to reduce demands on Tampa's water supply by increasing the efficiency of water use within our service area.

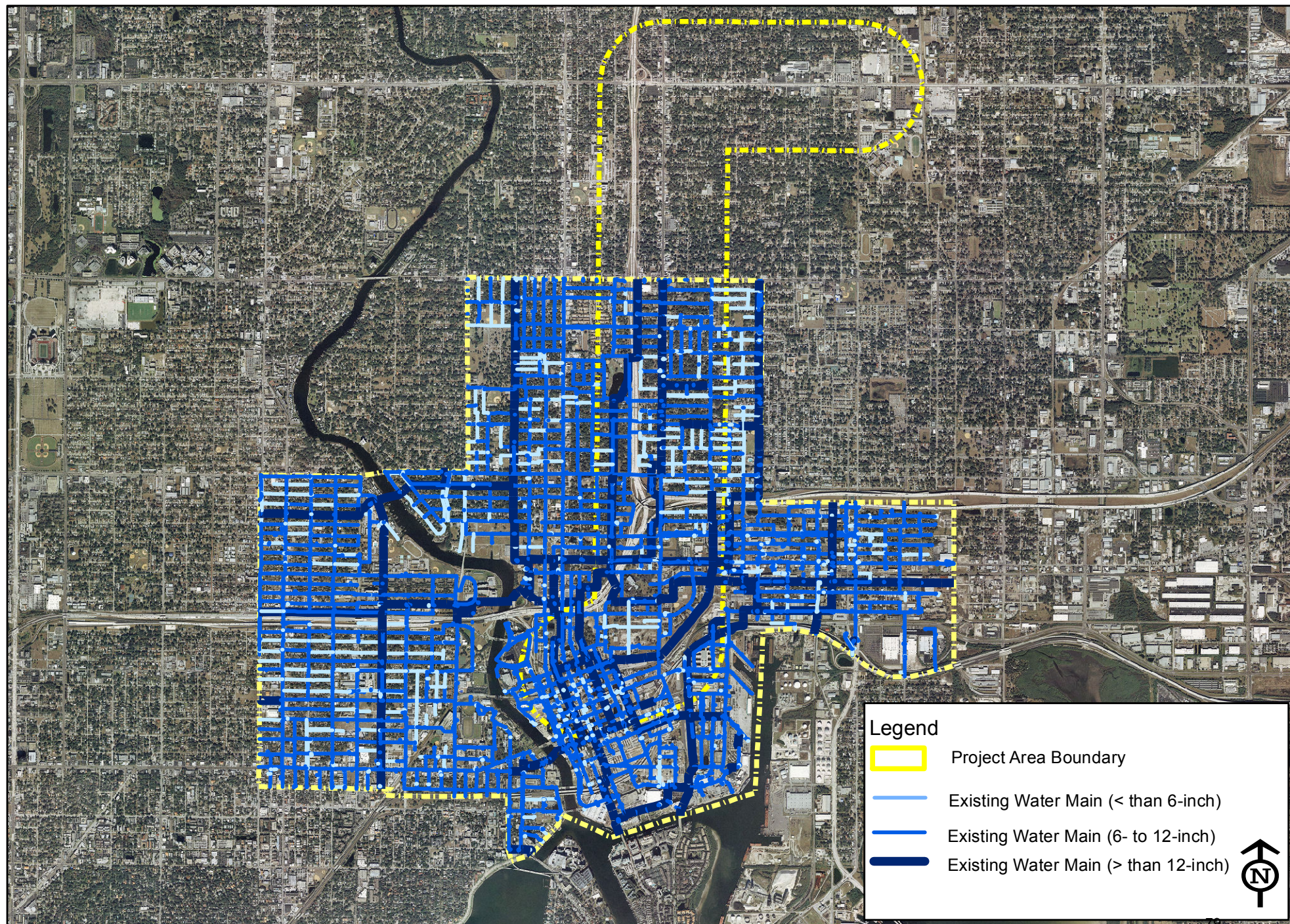
Table 1 below highlights FY2011 potable water and reclaimed water demand information for the overall Water Department service area, Central City project area, and Nebraska-Hillsborough Avenue project area.

Table 1. FY2011 Potable and Reclaimed Water Demands

	Overall Service Area	Central City	Nebraska-Hillsborough
Potable Water Demand (ccf)	30,139,908	2,087,868	791,415
Average Demand (ccf)	236.95	308.35	207.55
Number of Accounts	127,198	6,771	3,813
Reclaimed Water Demand (ccf)	1,106,270	10,688	6,307
Number of Accounts	3,425	11	1

The Central City project area accounts for approximately 5% of the overall number of potable water accounts with 7% of the overall potable water demands. Higher average demand in this project area is expected due to higher density developments within the Downtown and Channelside districts. When assessed separately, Nebraska-Hillsborough Avenue project area accounts for approximately 3% of the overall water accounts with 2.6% of the overall potable water demands.

Figure 2. Existing Potable Water System within Project Area



As previously presented, limited reclaimed water service is currently provided to Hyde Park and Curtis Hixon Downtown Waterfront Park within the project area.

The existing transmission and distribution system capacity is adequate in major parts of the project area for the existing residential and commercial properties. Within Downtown Tampa and Channelside Community Redevelopment Area, recent water main replacement projects have replaced old cast iron mains with 12-inch ductile iron water mains. In anticipation for higher density developments within these areas, the 12-inch water main grids are provided for adequate water supply for domestic and fire protection.

Existing system pressure in the project area is within the Water Department's operation standards. The project area does not experience low system pressure.

Section 3 – Infrastructure Improvement Needs

An existing water main needs to be replaced as it reaches its useful life. As previously stated, there are water mains within the project area that were installed in the early 1920s. 2- and 4-inch distribution water mains are not adequate to provide water supply for a fire hydrant. These mains need to be replaced with 6- and 8-inch water mains. As such future water infrastructure needs within the project area will concentrate on replacing the old water mains and improving the distribution network for fire protection.

3.1 Infrastructure Needs

Figure 3 presents the water main segments that have been identified as infrastructure needs. These are typically old unlined cast iron mains that have been in service or undersized water mains not able to provide fire protection. Currently, not all of these segments have been identified as Capital Improvement Projects and not all of these mains may be addressed. Water Department's project prioritization methodology is dynamic. As water mains experience breaks due to deterioration or cause water quality concerns due to the age of the water mains, water mains will be re-ranked appropriately in the priority list to be replaced in accordance with the methodology developed for the Water Department master plan.

3.2 Planned Projects

Figure 4 showcases planned Capital Improvement Projects within the project area. A new 36-inch water main from Jefferson Street on Cass Street to South Tampa is proposed to be installed as part of the Contribution in Aid of Construction transmission main project. This segment has been delayed due to economic downturn recently experienced. It is expected that this segment will be installed within next 10 years. The distribution system water main replacement projects identified are to be installed within next 5 years to replace water mains with frequent breaks and inadequate size for fire protection.

Figure 3. Water Infrastructure Needs

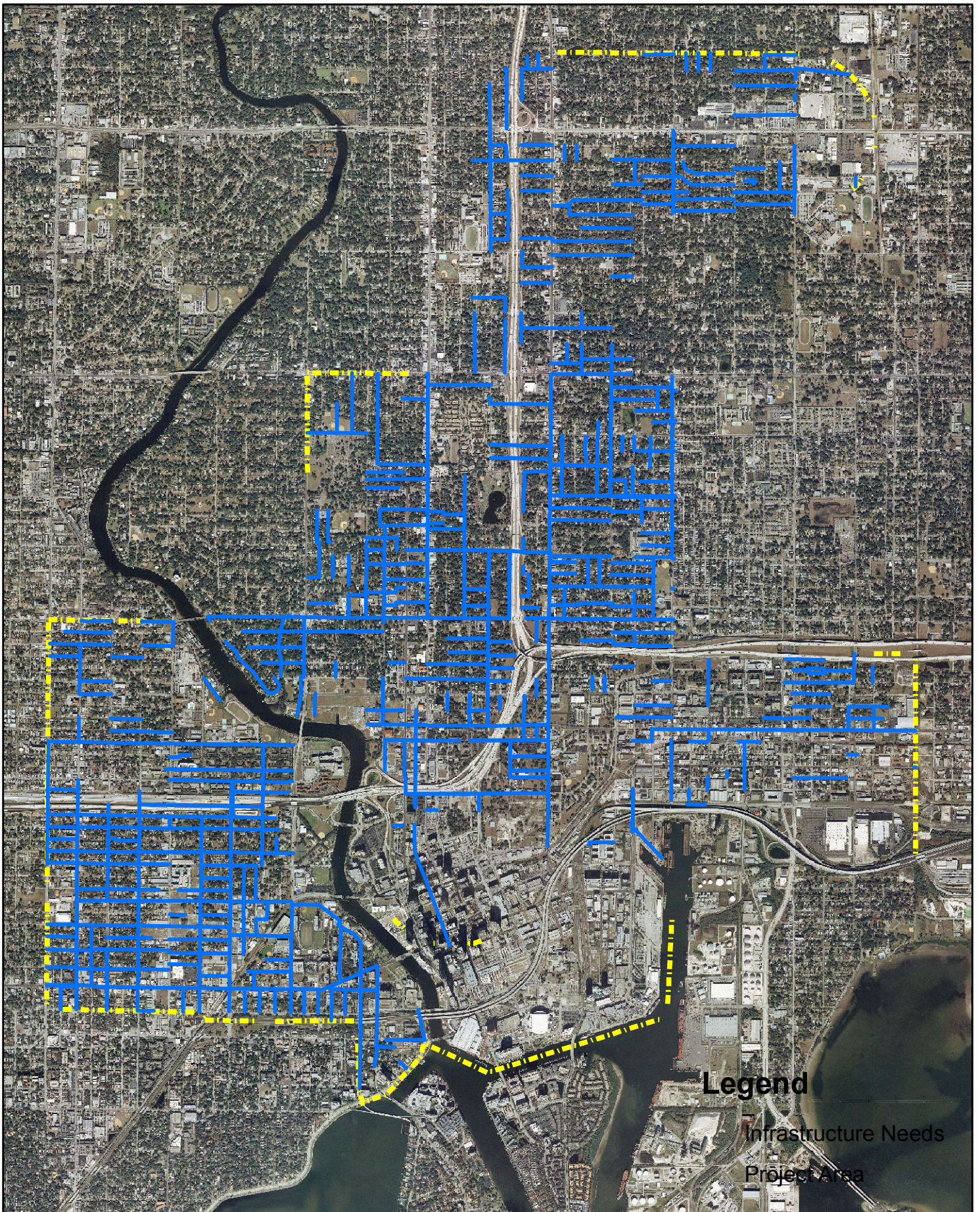
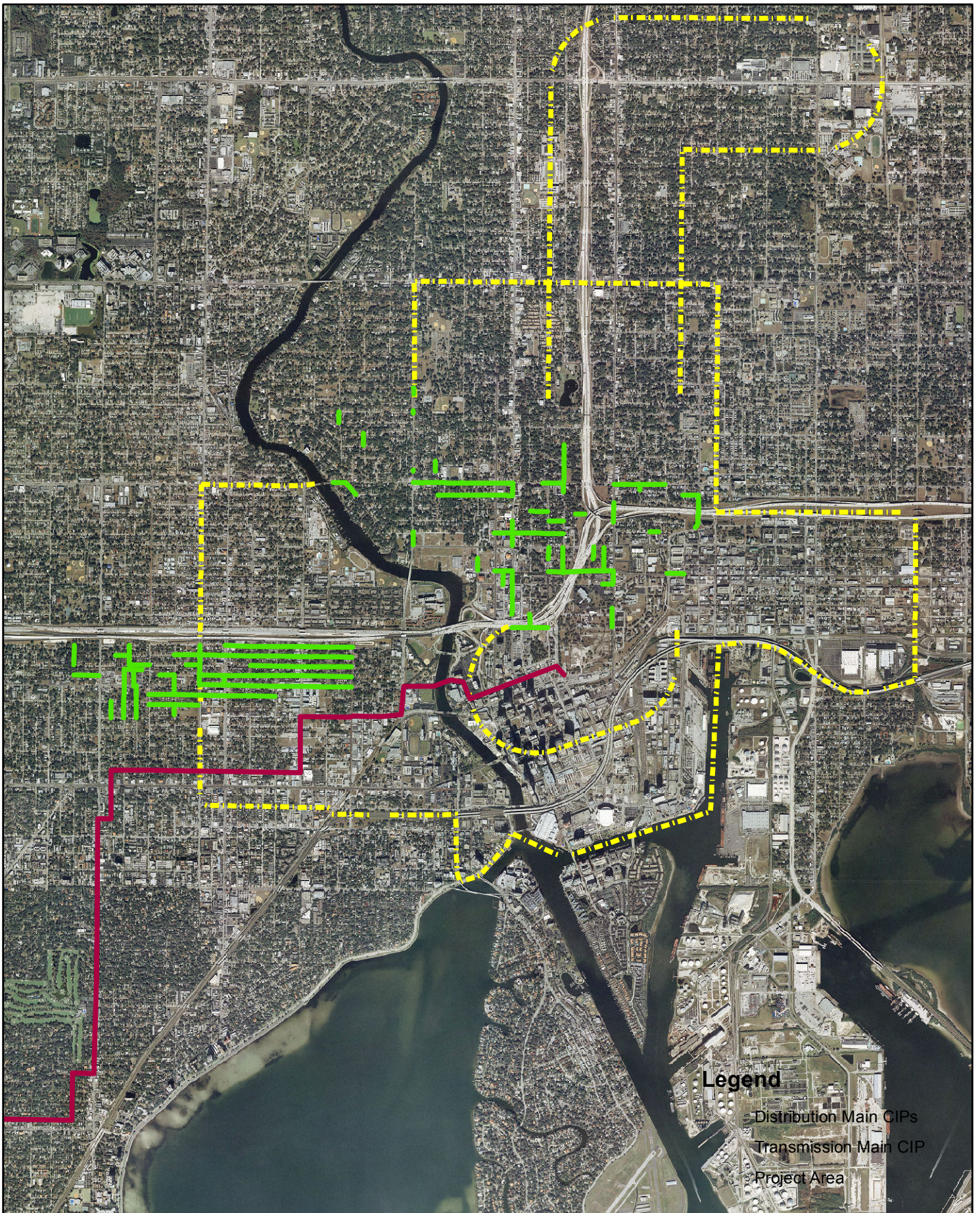


Figure 4. Planned Water Main Projects



Section 4 – Special Conditions and Requirements

A development project needs to obtain water service commitment from the Water Department. Due to the location of the project area, there is a certain requirement set forth by the Water Department as discussed below. Other regulatory and permitting requirements related to water service construction apply as well.

4.1 Contribution in Aid of Construction Policy

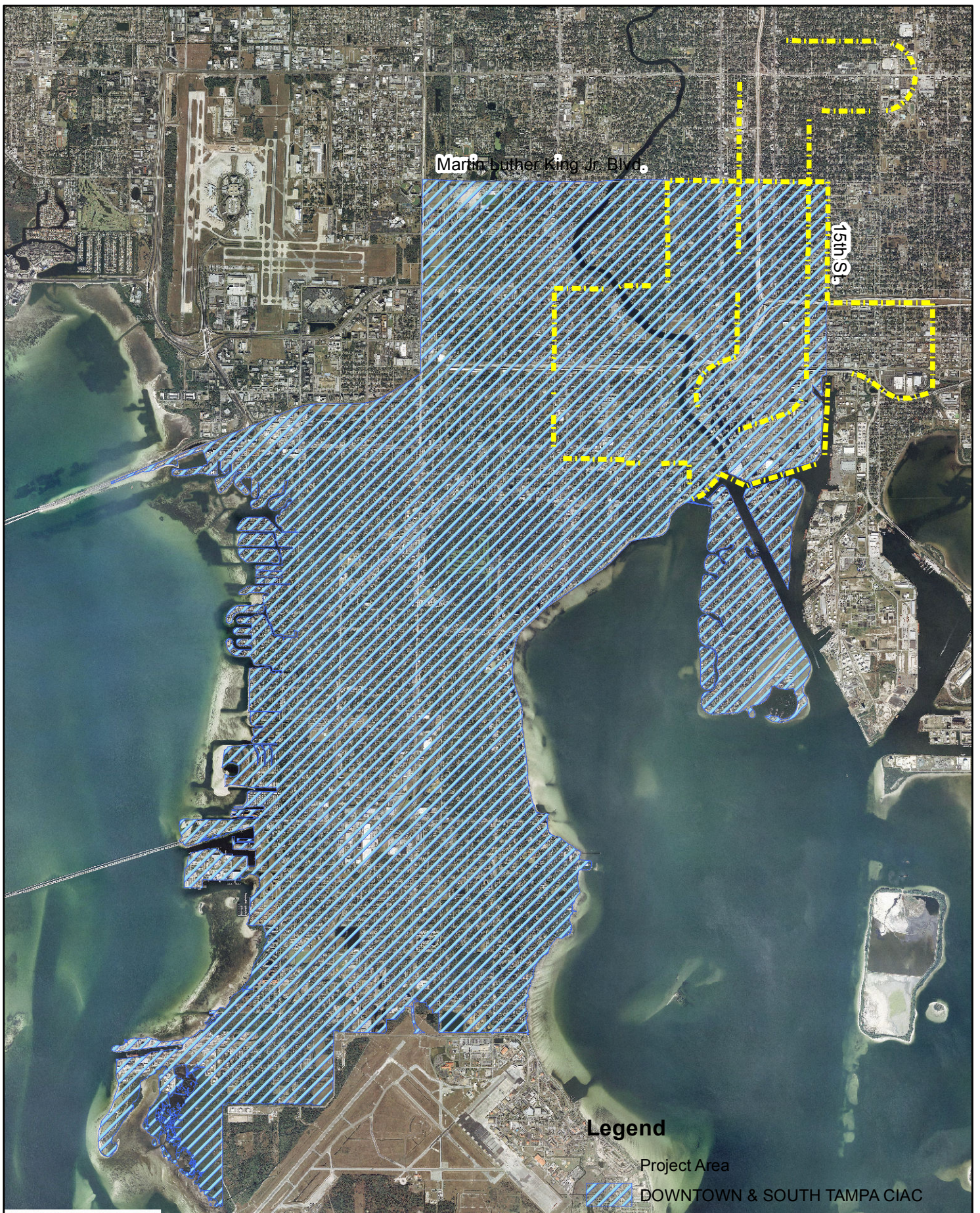
City of Tampa has two designated Contribution in Aid of Construction (CIAC) areas. Large part of the Study Area is located within the Downtown and South Tampa Contribution in Aid of Construction area. The Downtown and South Tampa Area is bounded on the north by Dr. Martin Luther King Jr. Blvd. (street centerline) and 1-275 (street centerline); on the east by 15th St. (street centerline), the west Ybor Channel shoreline, and the west Sparkman Channel shoreline; on the south by MacDill Air Force Base and the northern Hillsborough Bay shoreline; and on the west by Dale Mabry Highway (street centerline), and the eastern Old Tampa Bay shoreline. Attached Figure 5 presents the boundary of the Downtown and South Tampa Contribution in Aid of Construction area. Proposed new development and redevelopment activity in the Downtown and South Tampa Area will create additional water demands that necessitate improvements to water transmission and repump facilities to provide adequate pressure to the Downtown and South Tampa Area.

Each new and existing customer requiring new water service or additional water demands need to pay a contribution in order to support the cost of infrastructure improvements. This charge is in addition to Tampa Water Department's standard connection fees.

4.2 Requirements

For a development to successfully obtain water service, a request for water service must be applied to the Water Department. Once the commitment for water service is issued, the developer must prepare design documents for applicable water service connections and obtain necessary approvals and construct the water service connection in accordance with the Water Department standards. It is the developer's responsibility to provide any offsite improvements necessary for water service connection required for the project. All necessary permits must also be obtained by the developer to construct any offsite improvement or needed water service connections. Typically, Florida Department of Environmental Protection and Hillsborough County Health Department permits are required for water service connections. Right of Way permits from appropriate jurisdiction are also necessary as majority of the existing water infrastructure resides within the public Right of Way.

Figure 5. Downtown and South Tampa CIAC Boundary



Section 5 – Summary

There is a good network of existing water mains within the project area. With recent Capital Improvement Program projects targeted for the Downtown area, the Water Department has replaced old cast iron mains and provided a 12-inch grid system for the downtown area and further improving the overall hydraulic capacity of the water distribution network. There still are old water mains still in service within the study area and undersized mains that are not adequate for fire protection. These mains need to be replaced and upsized. Capital Improvement Projects have been planned for transmission and distribution water main installations within the project area. Limited reclaimed water service is available in Hyde Park and Curtis Hixon Downtown Waterfront Park. Water Department will rely on Tampa Bay Water for additional water supply in the event of self supply shortfall.

A development within the project area will need to obtain the water service commitment from the Water Department and meet all necessary requirements including various permits for the water service connections needed for the development. Developments within the Downtown and South Tampa CIAC boundary will be subject to CIAC fees.



Economic Overview



DRAFT Project Report
**Master Conceptual Development Plan for
the Central City Area**

Economic Overview Report

Prepared for
City of Tampa
Tampa, FL

Submitted by
AECOM
June 2012
Project No. 60250712

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I. Executive Summary

AECOM was contracted by the City of Tampa to conduct an economic overview of the center city as part of the Nebraska-Hillsborough Avenue Primary Corridor Master Plan study. For the economic overview task, AECOM developed an inventory of demographic and economic trends, existing plans, and real estate market metrics for the Tampa region and the Downtown Study Area. Interviews of industry and business stakeholders were also completed with summary text to be included in a forthcoming deliverable. A summary of key findings from the economic overview follows:

Demographic Overview

- The City of Tampa accounts for 29 percent of households in Hillsborough County while the Downtown Study Area, in turn, accounts for nine percent of Tampa households. The Downtown Study Area grew more rapidly than the city as a whole from 2000 to 2011 at 1.6 percent per year, equating to 1,968 households.
- Residents between 15 and 24 years old comprise 24 percent of the Downtown Study Area population; this figure is higher than the City of Tampa (16 percent) and the MSA (12 percent). In contrast, persons over 55 years old account for 19 percent of the Downtown Study Area population in comparison with 22 percent in the city and 30 percent in the MSA.
- The Downtown Study Area has a particularly low median household income at \$25,555; however, this represents a notable gain since 2000 when the median income was just \$17,855. Over 34 percent of households in the Downtown Study Area earn less than \$15,000 per year and nearly half earn less than \$25,000.

Employment Overview

- The economic swings of the last decade have been more pronounced in Florida and the Tampa area than the United States as a whole, leading to periods of both particularly high and particularly low unemployment. Unemployment in Hillsborough County reached a peak of 11.8 percent in 2010 and currently sits at 9.5 percent, in comparison with 8.8 percent for the United States.
- The onset of the recession in 2007 led to major losses in private sector employment in Hillsborough County, particularly in the Administrative and Support Services and Construction sectors. Forecasts suggest a portion of these losses will be regained with Hillsborough County accounting for the majority of employment growth in the MSA through 2019 with an increase of 93,436 jobs.

- Hillsborough County features strong concentrations of employment in Finance and Insurance, Information, and Professional, Scientific, and Technical Services sectors. Accommodation and Food Service employment is highly concentrated relative to the nation but lower than the Florida average for this sector.

Tourism and Hospitality Overview

- In 2011, 35 percent of visitors (5.1 million) to Hillsborough County stayed overnight, representing an increase since 2004. The largest increase was seen between 2010 and 2011, with a 13.3 percent increase in overnight visitation.

Real Estate Market Conditions

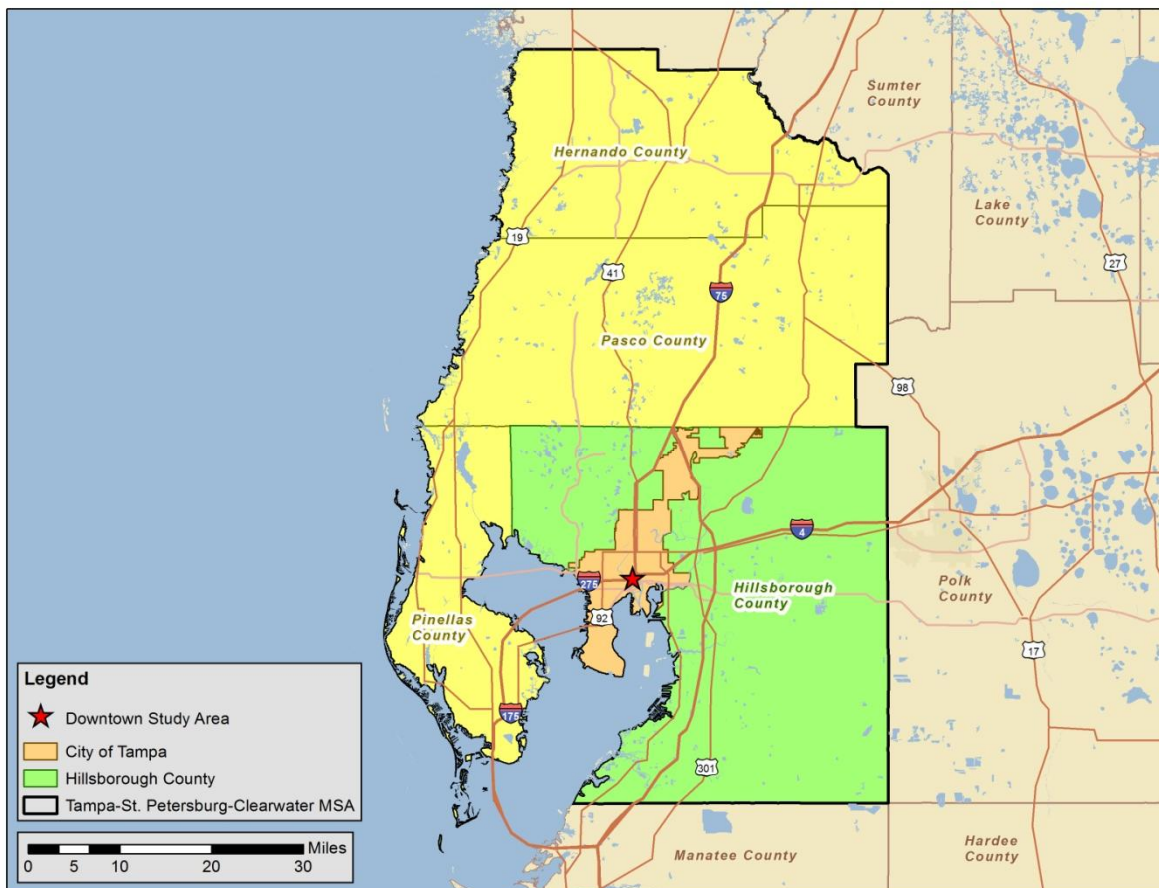
- During 2010, a total of 2,960 new home sales occurred in Hillsborough County including 892 attached units and 1,874 single family units. Units priced between \$100,000 and \$200,000 accounted for 49 percent of total sales. New home sales declined by seven percent to 2,751 units in 2011.
- Since 2000, deliveries of Class A apartments to the Central Tampa submarket have averaged 371 units per year with a peak in 2009 at 1,345 completions. Deliveries have generally outpaced absorption since 2000 with average annual net absorption of 221 units per year.
- Driven by the strength of the for-sale market in the early- to mid-2000s, many Class A apartments converted to condominiums, resulting in declines in Class A stock. The economic downturn forced a reversal of this trend with the numerous unsold condo properties converting to rentals.
- Hillsborough County contains the largest concentration of office space in the MSA with 62.4 million square feet of rentable building area. The Downtown Tampa Study Area and the Westshore submarket are the primary locations for high-density office space, accounting for a combined 40 percent of county RBA with 11.8 million square feet and 13.3 million square feet, respectively.
- From 2000 to 2011, the Downtown Study Area saw development of 1.0 million square feet of space, consisting mostly of smaller-scale Class B office buildings. Vacancy rates are currently 12 percent in the Downtown Study area. Class A space in downtown has fared poorly averaging negative absorption from 2000 to 2011; Class A vacancy rates are 15 percent.

- Major retail concentrations in Hillsborough County include the Downtown Tampa Study Area, Westshore, and Brandon. The Downtown Study Area contains 3.5 million square feet of retail GLA, comprising over five percent of the total supply in Hillsborough County.
- Retail configurations in the Downtown Study Area vary by neighborhood and are influenced by surrounding land uses. Small-scale, neighborhood-serving retail can be found along primary transportation corridors in Tampa Heights, Ybor Heights, V.M. Ybor, and North Hyde Park neighborhoods. Tampa's central business district includes a nominal amount of ground floor retail primarily oriented towards office employees. The Channel District neighborhood contains Channelside Bay Plaza as well as other entertainment and ground-floor spaces; much of the retail development is oriented towards tourists due to its proximity to the cruise terminal. Retail in Ybor City includes restaurants, bars, and entertainment venues located in small, well-kept historical buildings.
- County-wide retail vacancy rates reached a peak of 7.1 percent in 2010 and fell to 6.7 percent because of strong leasing activity in 2011. Shopping centers currently have higher than average vacancy rates at eight percent compared to five percent in retail space outside of shopping centers.
- Of the 683,000 hotel rooms in Hillsborough County, approximately 14 percent of these rooms are located Downtown; 24 percent in East Tampa; 21 percent in North Tampa - Busch Gardens; and 40 percent in Westshore. The Downtown market had the highest occupancy rate in 2011 at 68.5 percent. Though there are almost three times as many hotel rooms, the average occupancy rate in Westshore is only slightly lower, averaging 67.5 percent in 2011.
- The Average Daily Rate is the highest in the Downtown market, averaging close to \$129 per night. The ADR in Westshore is almost 42 percent lower, averaging \$90.79 per night in 2011.
- Major development projects proposed for downtown Tampa include SouthGate, Encore, Del Villar, and The Heights of Tampa. Projects proposed in Westshore include Tampa Bay One and West View Corporate Center.

II. Geographic Context

The City of Tampa is largest municipality in the Tampa-St. Petersburg-Clearwater metropolitan statistical area (MSA), located in west central Florida. The MSA is bordered by the North Port-Bradenton-Sarasota MSA to the south. The Tampa-St. Petersburg-Clearwater MSA is comprised of four counties: Hillsborough County, home to Tampa; Pinellas County; Pasco County; and Hernando County. The City of Tampa is one of three incorporated municipalities in Hillsborough County along with Temple Terrace and Plant City. Significant unincorporated places in Hillsborough County include Brandon, Town 'N' Country, Citrus Park, and Riverview.

Figure 1: Regional Geographic Context

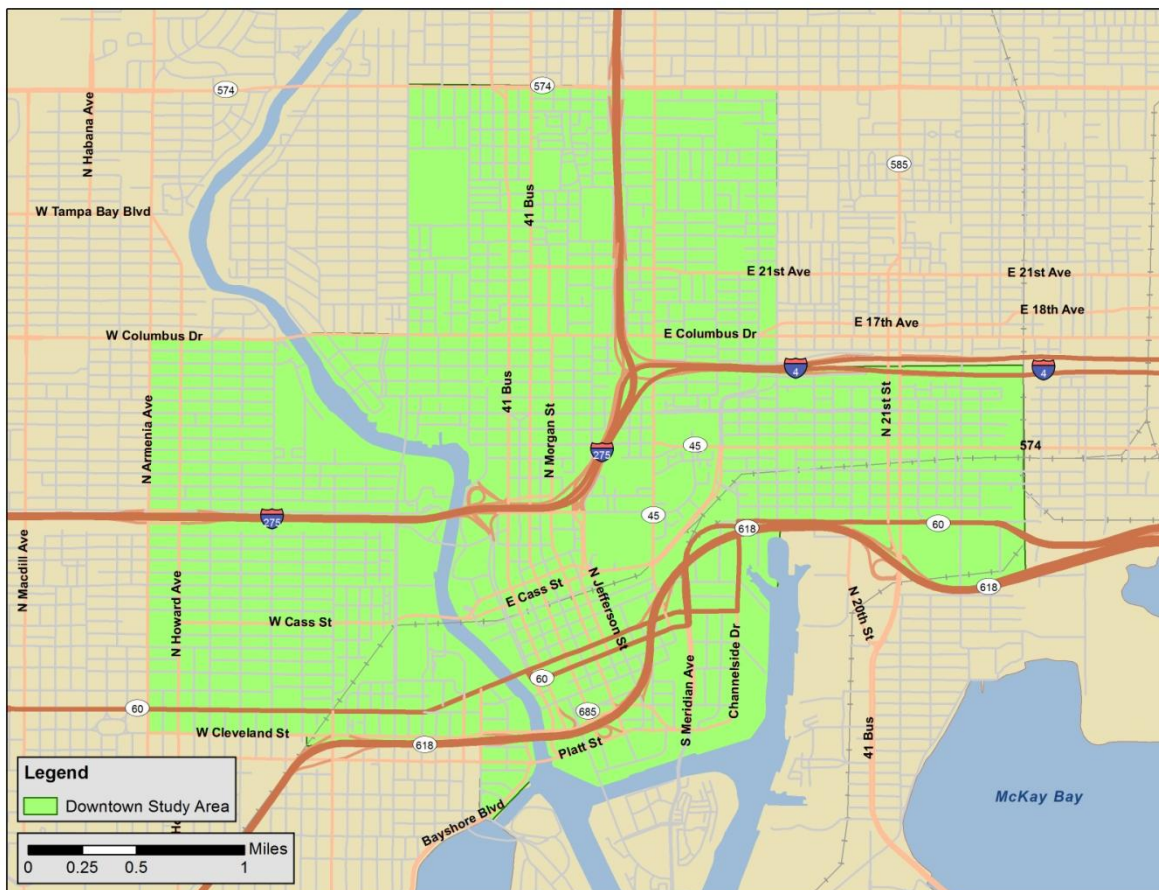


The Downtown Study Area is a major activity center in the City of Tampa, encompassing portions of the following neighborhoods:

- | | | |
|----------------------|-------------------|-------------------|
| - Channel District | - North Hyde Park | - Uptown |
| - Downtown | - Old West Tampa | - V.M. Ybor |
| - East Ybor Historic | - Ridgewood Park | - West Riverfront |
| - Historic Ybor | - Tampa Heights | - Ybor Heights |

The Downtown Study Area is accessible from major highways, including Interstate 275, Interstate 4, and the Crosstown Expressway, as well as ancillary routes, such as Nebraska Avenue and Kennedy Boulevard. Transit includes Hillsborough Area Regional Transit Authority (HART) bus and trolley service and Amtrak.

Figure 2: Downtown Study Area Boundaries



III. Existing Plans

AECOM reviewed the following existing plans:

- Tampa Comprehensive Plan
- Channel District Community Redevelopment Plan
- Central Park Community Redevelopment Plan
- Tampa Heights Riverfront Community Redevelopment Plan
- Tampa Downtown Vision and Action Program
- East Tampa Community Redevelopment Plan
- Ybor City Vision Plan
- Ybor CRA 2: Amendment to the Ybor City Vision Plan

Tampa Comprehensive Plan (2008)

The Tampa Comprehensive Plan provides a framework for growth in the City of Tampa over the next 20 years. The plan outlines a vision of a mix of office, residential, and retail uses; pedestrian-scaled streets and blocks; and recovery of older urban forms.

The Tampa Comprehensive Plan organizes the city into five planning districts, including one centered downtown. The future plan for downtown Tampa calls for the creation of a highly active and integrated urban core, with the waterfront providing a natural resource that will have a variety of pedestrian activities. The plan indicates that a residential presence is necessary in the continuing evolution of the downtown core. The plan envisions a thriving downtown that is compact and dense, blending an efficient use of land and buildings in a pedestrian-oriented setting.

Redeveloping and enhancing Franklin Street as an urban retail/entertainment center is a key goal of the plan. Development of code standards is encouraged to support the city's desired focus for additional future retail, office, mixed use and residential activity along Franklin Street. The plan promotes mixed-use buildings in the downtown core, as the market allows.

Channel District Community Redevelopment Plan (2004)

The community redevelopment plan for the Channel District Community Redevelopment Area (CRA) encompasses a 221-acre urban neighborhood adjacent to the Central Business District occupying the eastern side of the downtown peninsula. The purpose of the plan is to eliminate the conditions of blight found in the area and to provide for affordable housing to households of low and moderate income. While the plan is represented by a generalized land use plan, it is designed to facilitate the

elimination of blighted neighborhood conditions, remove unsafe or obsolete infrastructure, encourage extensive redevelopment in the Channel District, and provide for affordable housing to households of low and moderate income.

Central Park Community Redevelopment Plan (2006)

The Central Park Community Redevelopment Plan encompasses the Central Park Community Redevelopment Area, a district located between the Downtown CRA to the south and the Ybor City CRA to the east. The Central Park CRA includes approximately 114-acres of developable land. The purpose of the redevelopment plan is to provide a strategy to eliminate conditions of blight.

The plan is intended to facilitate redevelopment and give the CRA flexibility in responding to changing market conditions and priorities. Key elements include:

- Leveraging the positive impact of key public sector initiatives by the Tampa Housing Authority
- Improving the transportation system
- Replacing infrastructure
- Improving the quality of life for current Area residents, property owners, businesses, and visitors to the Central Park CRA.

A key concept in the plan is to protect and improve the community assets in the area, while encouraging new higher-density mixed-use residential, office, and commercial development. Central Park is adjacent to several neighborhoods currently undergoing successful redevelopment, including Tampa Heights, East Tampa, Ybor City, and the Central Business District; this proximity is a key ingredient for the potential redevelopment success of the Central Park Area.

Tampa Heights Riverfront Community Redevelopment Plan (2007)

The Tampa Heights Riverfront Community Redevelopment Plan is designed to eliminate unsafe conditions and obsolete land uses and provide a framework to attract investment from developers and businesses to the Tampa Heights area. The plan indicates that the need for redevelopment is driven by the opportunity to replace deteriorated and obsolete structures, vacant land, and ineffective street patterns (internal to the redevelopment site) with uses that will create a positive economic benefit for the community.

The land use program is designed to supplement the jobs and economic opportunities available in the community, to preserve historic and cultural features, and to provide a variety of housing types for new and existing residents. There are also plans to maintain and improve the riverfront to a higher standard of safety and aesthetics.

Tampa Downtown Vision and Action Program (2005)

The study area for the Tampa Downtown Vision and Action Program includes the core business and governmental district, the Channel District, Ybor City, a small portion of Tampa Heights, a large area on the western shore of the Hillsborough River, and the northern ends of Davis and Harbour Islands.

A detailed market analysis was conducted to identify market support for downtown revitalization from 2005 to 2015. The analysis concluded that the strongest market for downtown revitalization was the residential market. The study found that the downtown office market had bottomed out and was beginning to rebound, while the hospitality market was relatively strong with new hotels completed and under construction. The report noted a serious need for the convention center to be expanded. Demand for cultural, sports, and entertainment events and establishments was found to be strong, but the retail market was relatively weak, comprised of specialty retailing, food/entertainment enterprises, and personal and professional support services rather than any type of destination retailing. The overall vision plan was supplemented by 55 policy statements and principles to guide future downtown Tampa development. Specific strategies for revitalizing downtown include:

- Channeling the strong demand for residential units into six different downtown residential neighborhoods, each having a distinct composition and character while also complementing the others;
- Taking better advantage of the waterfront;
- Encouraging and promoting three unique but complementary destination entertainment areas at Ybor City, Channelside, and in the North Franklin Street corridor, with the focus for the Downtown action program on the North Franklin Street corridor.

East Tampa Community Redevelopment Plan (2004)

The East Tampa Community Redevelopment Plan lays the groundwork for revitalization of East Tampa. The plan calls for the rehabilitation of existing housing, addresses the need for new affordable housing, identifies corridors where future private investment should be concentrated, and encourages future densification of residential and enhancement of industrial land uses.

Ybor City Vision Plan (2005)

Ybor City Vision Plan indicated that Ybor City is primarily a nighttime destination, with minimal daytime activity. The plan outlines several objectives to promote a mix of uses:

- Enforce existing regulations regarding noise, solid waste, and illegal parking lots
- Enforce existing building codes
- Keep 7th Avenue open to traffic at all times
- Consider additional height and density in certain areas

- Establish appearance standards for 7th avenue storefronts
- Relax height limits for new development
- Renovate the plaza/open space at Centro Ybor to form a stronger connection between 7th and 8th Avenues
- Relocate visitor's center and improve 16th Street between Centro Ybor and the garage
- Improve Centennial Park, to include a stronger link to 7th Avenue
- Construct a new public parking garage at the eastern end of the historic core

Ybor CRA 2: Amendment to the Ybor City Vision Plan (2010)

The amendment to the Ybor City Vision Plan for Ybor CRA 2 (Vision Plan Amendment) offers recommendations to protect the neighborhood's character, enhance livability, attract appropriate forms of investment, and improve connections to the city and region. Key objectives include:

- Focusing on preservation, stabilization, rehabilitation, and appropriate infill development
- Establishing targeted incentives for key properties (e.g. Ferlita Macaroni Factory)
- Exploring form-based zoning changes to ensure compatible infill development
- Attracting neighborhood-serving retail and service uses
- Ensuring effective transitions from potential mixed use projects along 7th Avenue, 21st/22nd Streets, Adamo Drive
- Monitoring and managing impacts of industrial uses on neighborhood livability
- Advocating for LRT serving Ybor City
- Exploring the potential to extend streetcar service to the 21st/22nd Streets corridors and East Ybor
- Exploring the potential for relocation of a planned BRT stop on Nebraska Avenue
- Continuing efforts to improve connectivity for pedestrians and cyclists, including the potential to improve sidewalks and trails along the Lee Roy Selmon Crosstown Expressway, Adamo Drive, and Channelside Drive
- Monitoring plans for High Speed Rail to ensure proposed impacts are minimized and mitigated
- Continuing coordination of plans and designs for city funded capital projects with YCDC and Barrio Latino Commission (sidewalk construction, street resurfacing, water and sewer upgrades, etc)

IV. Demographic Overview

AECOM analyzed demographic trends for the state of Florida, the Tampa-St. Petersburg-Clearwater MSA, the City of Tampa, and the Downtown Study Area. Population and household trends at these geographic levels influence demand for commercial and residential development throughout the overall market. ESRI Business Analyst was the primary source of demographic information; this dataset draws on U.S. Census Bureau figures from 2000 and 2010 as well as in-house demographic forecasts for 2011 and 2016.

Population and Households

In 2011, the state of Florida had a population of 18.9 million persons, representing an increase of 2.9 million persons since 2000. The MSA accounts for 15 percent of Florida residents with a population of 2.8 million persons. Since 2000, the population of the MSA has grown more slowly than Florida as a whole, though trends vary from county to county. Hillsborough County, the largest in the MSA with 1.2 million residents, experienced annual growth of more than two percent between 2000 and 2011. On the other hand, the population of Pinellas County, the second largest in the MSA, declined by 9,018 persons during this period due to out-migration and an aging population. Comprising 20 percent of MSA population in 2000, Pasco and Hernando counties accounted for 42 percent of total population growth in the MSA through 2011, adding 165,245 residents. Cities growing rapidly in these two counties include Spring Hill and Land O' Lakes. The City of Tampa accounts for 27 percent of Hillsborough County population, down from 30 percent in 2000. More rapid growth from 2000 and 2011 was seen in outlying areas of the Hillsborough County, including Brandon and Westchase. The Downtown Study Area added 2,545 residents since 2000 with population increasing at a rate of 0.8 percent per year. Please note that the term "CAGR" used in tables below represents compound annual growth rate.

Figure 3: Population, 2000 to 2016

Geography	Population			Change, 2000 to 2011			Change, 2011 to 2016		
	2000	2011	2016	Number	Percent	CAGR	Number	Percent	CAGR
Florida	15,982,378	18,895,306	19,596,923	2,912,928	18.2%	1.5%	701,617	3.7%	0.7%
Hillsborough County	998,948	1,240,476	1,312,153	241,528	24.2%	2.0%	71,677	5.8%	1.1%
Pinellas County	921,482	912,464	903,950	(9,018)	-1.0%	-0.1%	(8,514)	-0.9%	-0.2%
Pasco County	344,765	466,639	475,850	121,874	35.3%	2.8%	9,211	2.0%	0.4%
<u>Hernando County</u>	<u>130,802</u>	<u>174,173</u>	<u>177,852</u>	<u>43,371</u>	<u>33.2%</u>	<u>2.6%</u>	<u>3,679</u>	<u>2.1%</u>	<u>0.4%</u>
Tampa MSA	2,395,997	2,793,752	2,869,805	397,755	16.6%	1.4%	76,053	2.7%	0.5%
City of Tampa	303,837	338,451	357,184	34,614	11.4%	1.0%	18,733	5.5%	1.1%
Percent of County	30%	27%	27%						
Downtown Study Area	28,222	30,767	33,075	2,545	9.0%	0.8%	2,308	7.5%	1.5%
Percent of City	9%	9%	9%						

Source: ESRI; AECOM, 2012.

The state of Florida has 7.4 million households and has seen strong household growth since 2000 with a net increase of 1.1 million households. Like population, households grew at a rate of 1.5 percent per year in Florida during this period. The MSA grew by 145,861 households from 2000 to 2011, representing 13 percent of household growth in the state. The majority of this increase was seen in Hillsborough County which grew by 87,091 households; strong increases were also seen in Pasco and Hernando counties. The City of Tampa accounts for 29 percent of households in Hillsborough County while the Downtown Study Area, in turn, accounts for nine percent of Tampa households. The rate of household growth in the Downtown Study Area was greater than the city as a whole at 1.5 percent.

Hillsborough County has a relatively high average household size at 2.55 persons per household while the City of Tampa is comparable to the MSA at 2.37 persons per household. Driven by an influx of younger, smaller households, the Downtown Study Area saw average household size decline from 2.53 persons per household in 2000 to 2.20 persons per household in 2011. During the same time period, the average household size in the MSA increased from 2.33 to 2.38 persons per household. .

Figure 4: Households, 2000 to 2016

Geography	Households			Change, 2000 to 2011			Change, 2011 to 2016		
	2000	2011	2016	Number	Percent	CAGR	Number	Percent	CAGR
Florida	6,337,929	7,458,167	7,726,500	1,120,238	17.7%	1.5%	268,333	3.6%	0.7%
Hillsborough County	391,357	478,448	504,653	87,091	22.3%	1.8%	26,205	5.5%	1.1%
Pinellas County	414,968	413,985	410,456	(983)	-0.2%	0.0%	(3,529)	-0.9%	-0.2%
Pasco County	147,566	190,414	191,699	42,848	29.0%	2.3%	1,285	0.7%	0.1%
Hernando County	55,425	72,330	73,394	16,905	30.5%	2.4%	1,064	1.5%	0.3%
Tampa MSA	1,009,316	1,155,177	1,180,202	145,861	14.5%	1.2%	25,025	2.2%	0.4%
City of Tampa	124,853	137,336	144,947	12,483	10.0%	0.9%	7,611	5.5%	1.1%
Percent of County	32%	29%	29%						
Downtown Study Area	10,232	12,200	13,502	1,968	19.2%	1.6%	1,302	10.7%	2.0%
Percent of City	8%	9%	9%						

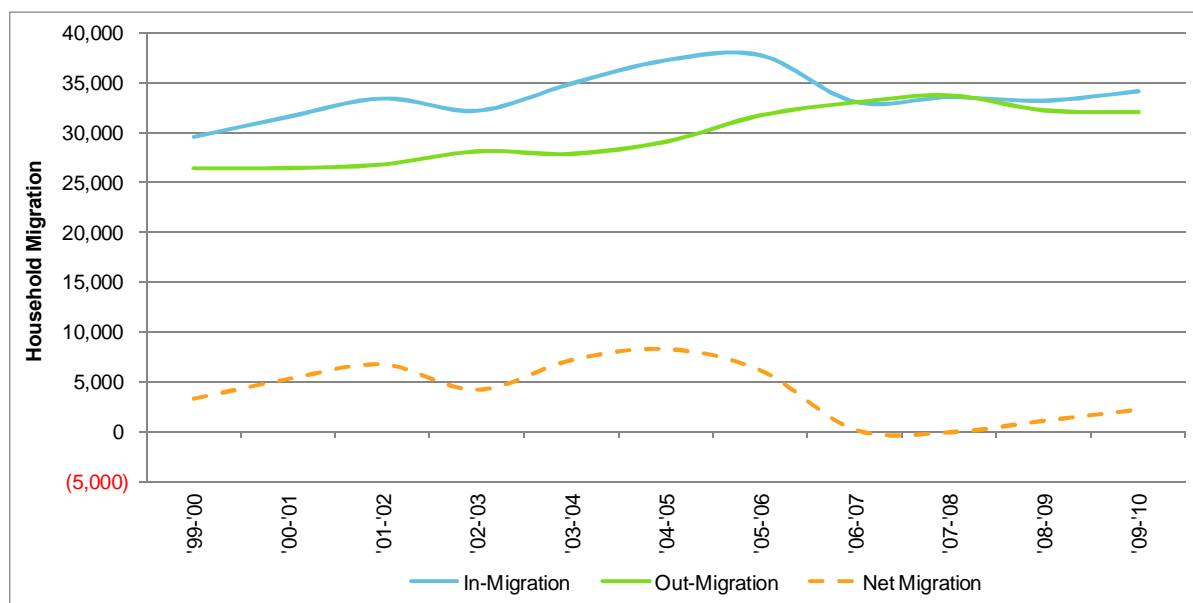
Source: ESRI; AECOM, 2012.

Household Migration

Based on IRS Tax Returns data from the Missouri Census Data Center for the period from 1999 and 2010, Hillsborough County experienced average net migration of 3,991 households per year with the number of in-migrating household significantly outweighing the number of out-migrating households for much of the decade. Considering only moves within Florida, more households moved out of Hillsborough County to elsewhere in Florida than moved to Hillsborough County, resulting in average net migration of negative -598 households per year within the state; this was outweighed by strong in-migration from outside the state, however. With the beginning of the economic downturn in 2007,

Hillsborough County saw several years with minimal net migration due to layoffs and generally poor economic conditions, though the last two years have seen a return to positive inflow of households.

Figure 5: Migration To and From Hillsborough County, 1999 to 2010



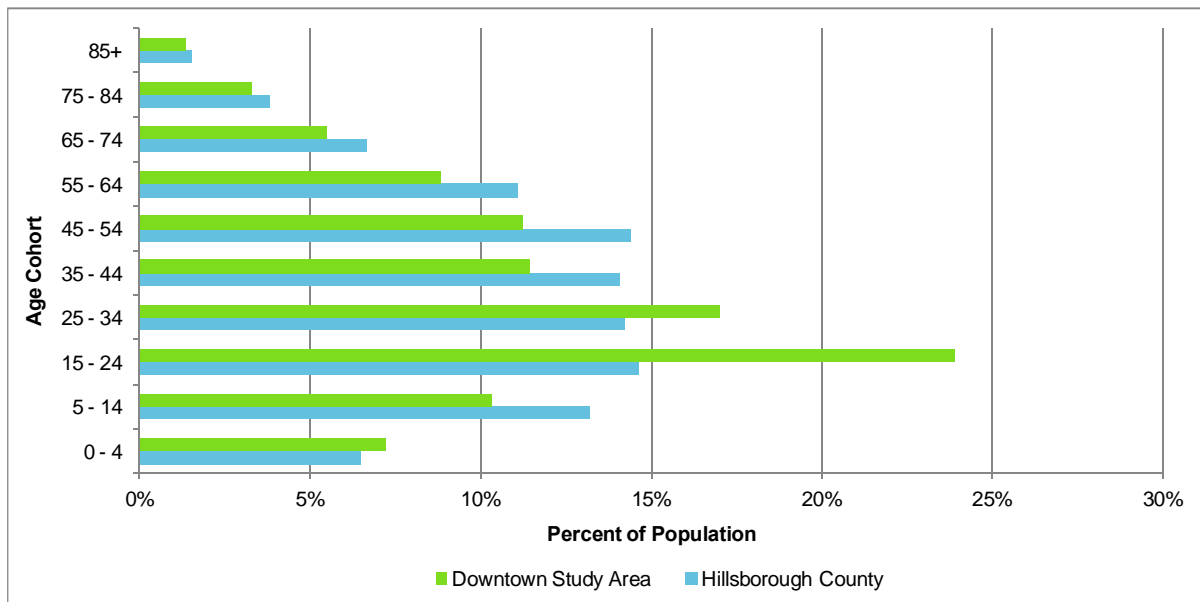
Source: Missouri Census Data Center; AECOM, 2012.

Age Distribution

Median age in the state of Florida increased from 38.7 years in 2000 to 40.9 years in 2011 driven by aging of existing populations and continued inflow of retirees. The population in the MSA is older than the state as a whole with a median age of 41.4 years in 2011. Pinellas, Pasco, and Hernando counties each have substantial populations of retirees, resulting in a median age of over 43 years for each county. Hillsborough County has a younger population with a median age of 36.1 years.

Median age in the Downtown Study Area is particularly low at 29.5 years. At 24 percent of total population, the Downtown Study Area shows a particularly high percentage of residents between 15 and 24 years old; this figure is substantially higher than the City of Tampa (16 percent) and the MSA (12 percent). In contrast, persons over 55 years old account for 19 percent of Downtown Study Area population in comparison with 22 percent in the city and 30 percent in the MSA.

Figure 6: Age Distribution, Hillsborough County and Downtown Study Area, 2011

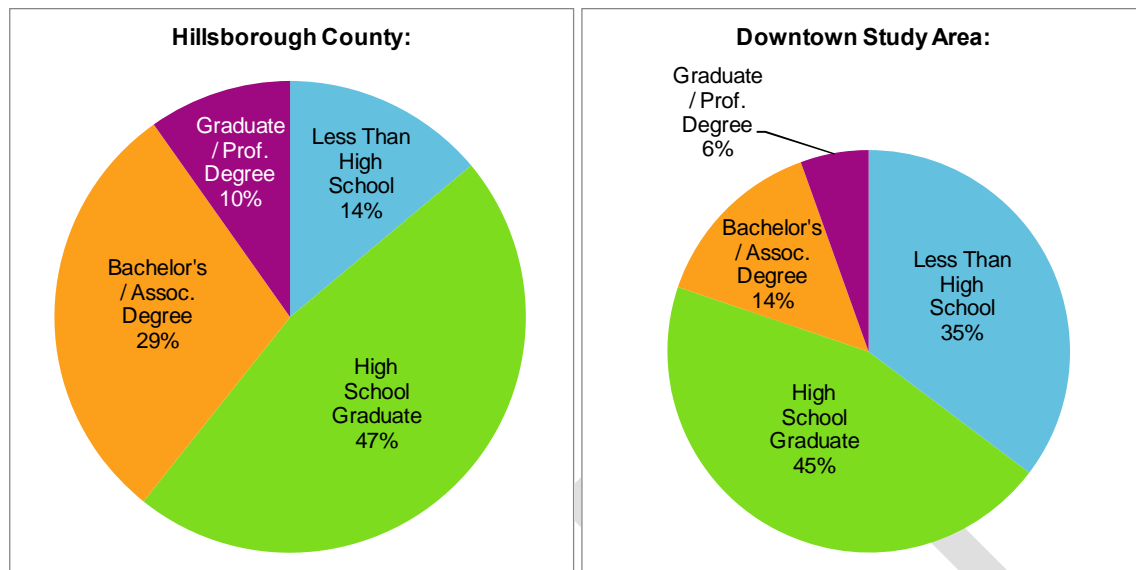


Source: ESRI; AECOM, 2012.

Educational Attainment

In 2010, 39 percent of Hillsborough County residents over 25 years old possessed a bachelor's, associate, or graduate degree compared to 35 percent in the MSA. While the City of Tampa has comparable levels of educational attainment to the county, the Downtown Study Area shows markedly fewer high school graduates as a percentage of population; just 65 percent of residents have graduated high school in comparison with 86 percent in Hillsborough County as a whole.

Figure 7: Educational Attainment, Hillsborough County and Downtown Study Area, 2010



Source: ESRI; AECOM, 2012.

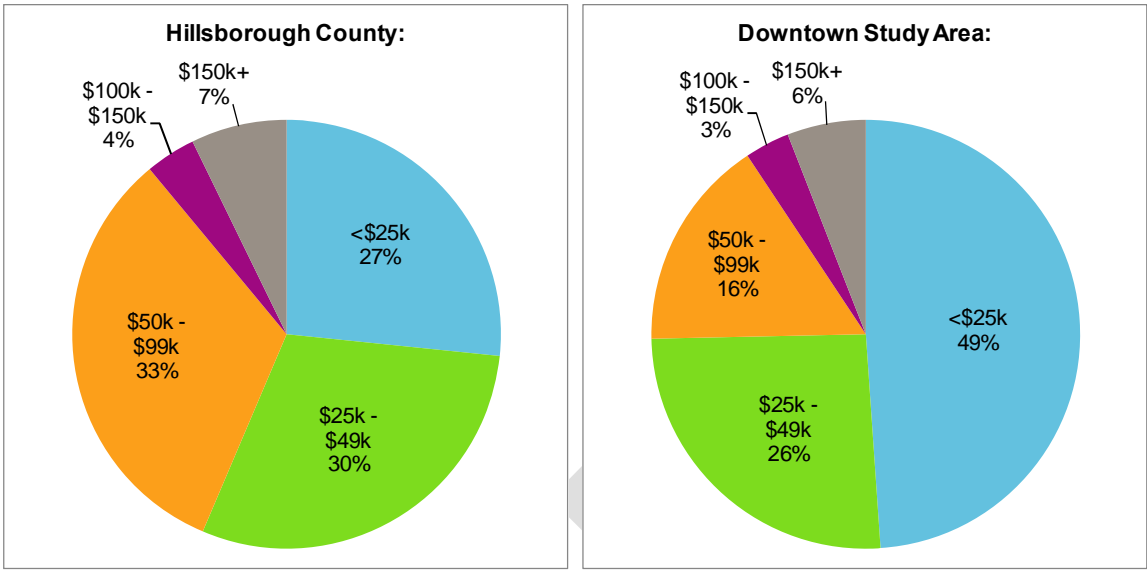
Income Distribution

Median household income in the MSA was \$42,583 in 2011, approximately three percent lower than the state figure of \$44,062. The annual rate of income growth was similar between the state and MSA at 1.2 percent per year. Among counties in the MSA, Hillsborough County has the highest median income at \$47,131 compared to values \$40,000 and lower for the other counties.

Hillsborough County accounts for more than 50 percent of households in the MSA earning more than \$150,000 per year while it contains 41 percent of total households.

Median household income in Tampa was \$39,979 in 2011, having increased at a rate of 1.3 percent per year since 2000. Relative to its share of county households, the City of Tampa has high proportions of households at each extreme of the income scale. While the city includes 29 percent of county households, it accounts for 40 percent of households earning less than \$15,000 per year and also accounts for 38 percent of households earning more than \$200,000 per year. The Downtown Study Area has a particularly low median household income at \$25,555; however, this represents a notable gain since 2000 when the median income was just \$17,855. Over 34 percent of households in the Downtown Study Area earn less than \$15,000 per year and nearly half earn less than \$25,000.

Figure 8: Income Distribution, Hillsborough County and Downtown Study Area, 2011



Source: ESRI; AECOM, 2012.

Population and Household Forecasts

AECOM reviewed short-term population and household growth forecasts from ESRI; forecasts are developed for block group geographies allowing for analysis of trends at the MSA, county, and Downtown Study Area levels.

ESRI forecasts a lower rate of population growth in the MSA between 2011 and 2016 than over the last decade with annual growth of 15,211 persons or 0.5 percent. Growth in Hillsborough County is projected to exceed state and MSA averages with population increasing at 1.1 percent per year. The rapid growth seen in Pasco and Hernando counties is forecast to stabilize at an annual rate of 0.4 percent while declines are expected to continue in Pinellas County. The population of the Downtown Study Area is projected to grow by 2,308 persons by 2016, due in large part to the planned residential development in the CBD. Forecasts indicate that MSA median age is expected to increase to 42.0 years between 2011 and 2016, while slight increases are also projected for the City of Tampa and the Downtown Study Area. ESRI forecasts a lower rate of household growth in the MSA between 2011 and 2016 than over the last decade with annual growth of 5,005 households or 0.4 percent. Hillsborough County and the City of Tampa are projected to grow more rapidly than neighboring areas during this period.

Figure 9: Population and Household Forecasts, 2011 to 2016

Geography	Population		Pop. Change, 2011 to 2016		Households		HH Change, 2011 to 2016	
	2011	2016	Number	CAGR	2011	2016	Number	CAGR
Florida	18,895,306	19,596,923	701,617	0.7%	7,458,167	7,726,500	268,333	0.7%
Hillsborough County	1,240,476	1,312,153	71,677	1.1%	478,448	504,653	26,205	1.1%
Pinellas County	912,464	903,950	(8,514)	-0.2%	413,985	410,456	(3,529)	-0.2%
Pasco County	466,639	475,850	9,211	0.4%	190,414	191,699	1,285	0.1%
Hernando County	174,173	177,852	3,679	0.4%	72,330	73,394	1,064	0.3%
Tampa MSA	2,793,752	2,869,805	76,053	0.5%	1,155,177	1,180,202	25,025	0.4%
City of Tampa	338,451	357,184	18,733	1.1%	137,336	144,947	7,611	1.1%
Percent of County	27%	27%			29%	29%		
Downtown Study Area	30,767	33,075	2,308	1.5%	12,200	13,502	1,302	2.0%
Percent of City	9%	9%			9%	9%		

Source: ESRI; AECOM, 2012.

V. Employment Overview

AECOM reviewed employment trends across the United States, Florida, the MSA, and Hillsborough County. Employment trends at these geographic levels directly influence household income and demand for office and industrial space. Additional impacts are seen on household migration patterns and residential and retail markets. The U.S. Bureau of Labor Statistics (BLS) was the primary source of labor force, unemployment, and employment and wage data by industry sector; annual employment data by sector is available through 2010 while other data sets cover through February 2012. Supplementary data sources included the Florida Department of Economic Opportunity (DEO) and the Hillsborough County Metropolitan Planning Organization (MPO).

Labor Force and Unemployment

The labor force in Hillsborough County, defined as persons 16 years old or greater who have a job or are seeking one, increased by an average of 1.2 percent annually from 2000 to 2011. Hillsborough County accounted for the majority of labor force growth in the MSA during this period, outpacing Pinellas, Pasco, and Hernando counties. The rate of labor force growth compares favorably with the national average but trails the state of Florida, which grew by 1.5 percent annually during this period. At the national level, labor force declined from 2010 to 2011 due in part to persistently unemployed persons quitting their job searches.

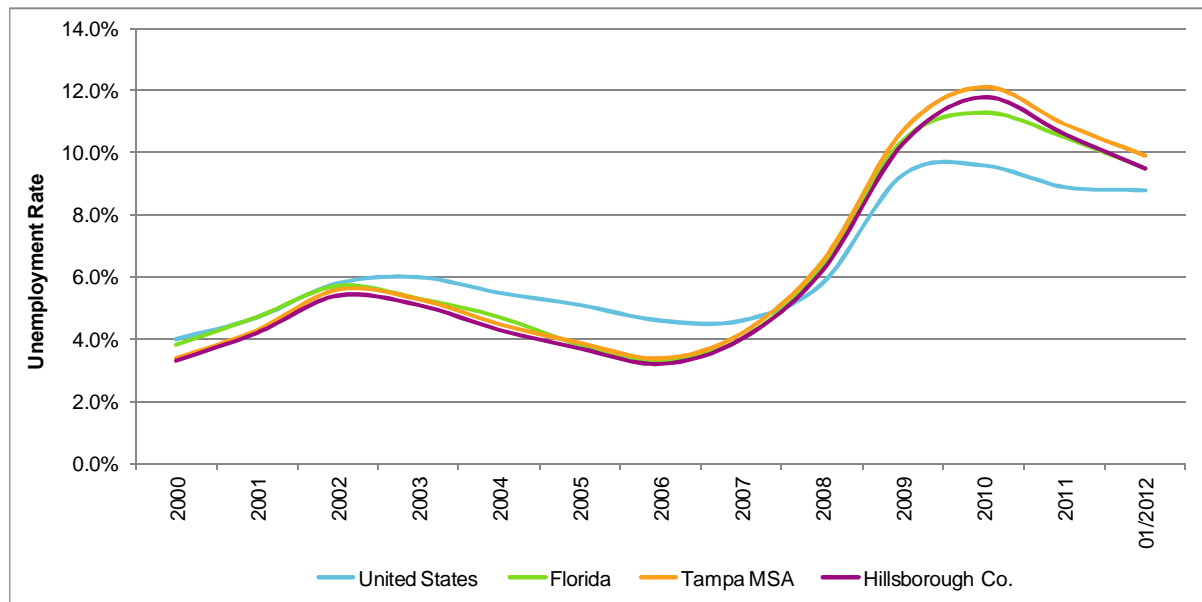
Figure 10: Labor Force, 2000 to 2011

Geography	Labor Force				Change, 2000 to 2011		
	2000	2005	2010	2011	Number	Percent	CAGR
United States	142,583,000	149,320,000	153,889,000	153,617,000	11,034,000	7.7%	0.7%
Florida	7,869,690	8,635,032	9,132,470	9,248,503	1,378,813	17.5%	1.5%
Tampa MSA	1,200,043	1,248,335	1,302,921	1,303,278	103,235	8.6%	0.8%
Hillsborough County	528,979	565,617	600,967	601,291	72,312	13.7%	1.2%

Source: BLS; AECOM, 2012.

The unemployment rate in the United States has ranged from a low of 4.0 percent in 2000 to a high of 9.6 percent in 2010; national unemployment has declined from this peak to 8.8 percent at present. The economic swings of the last decade have been more pronounced in Florida and the Tampa area than the United States as a whole, leading to periods of both particularly high and particularly low unemployment. From 2002 to 2007, the unemployment rate in Florida averaged 4.5 percent compared to the United States at 5.3 percent. However, a dramatic increase in Florida unemployment was seen with the recession beginning in 2007 as construction employment and the housing sector declined sharply. Between 2007 and 2010, the number of unemployed persons in Florida increased from 366,749 (4.0 percent unemployment) to 1.03 million (11.3 percent unemployment). Unemployment in Hillsborough County reached a peak of 11.8 percent in 2010 and currently sits at 9.5 percent.

Figure 11: Unemployment Rate, 2000 to January 2012



Source: BLS; AECOM, 2012.

Employment and Wages by Industry Sector

According to data from BLS, Hillsborough County accounted for 53 percent of private sector employment in the MSA in 2011 with 491,690 employees. Private sector employment in Hillsborough County has undergone periods of growth and decline since 2000, resulting in overall negative employment growth of -0.6 percent annually over the decade. Private employment increased from an estimated 519,369 employees in 2000 to 572,747 employees in 2007 at an annual average rate of 1.4 percent. The Construction sector saw notable gains, adding over 12,000 employees in Hillsborough County during the early part of the decade. Key service sectors, including Finance and Insurance, Professional, Scientific, and Technical Services, and Health Care and Social Assistance, also saw major gains in this period with a combined increase of 28,916 employees.

The onset of the recession in 2007 led to major losses in private sector employment in Hillsborough County. Immediate impacts were seen on the Administrative and Support Services sector which lost 34,975 employees between 2007 and 2008 in mass layoffs; the Professional Employer Organizations subsector was the primary target of losses. Outside of Administrative, Support, and Waste Management Services, the Construction sector experienced the most significant declines during the recession with employment falling from 41,021 in 2007 to 25,668 in 2010. Employment in Finance and Insurance, Retail Trade, and Manufacturing sectors also declined substantially in Hillsborough County.

A number of sectors weathered the recession well, experiencing minimal short-term losses followed by moderate growth. The Health Care and Social Assistance sector continued strong growth from the beginning of the decade adding 6,250 employees between 2007 and 2010. Growth subsectors include Hospitals, which gained 2,273 employees, and Ambulatory Health Care Services, which gained 2,487 employees. Sustained growth was also seen in the Professional, Scientific, and Technical Services sector where employment in Hillsborough County increased from 44,451 in 2007 to 46,901 in 2010. Legal Services and Accounting subsectors experienced notable growth while the Architectural, Engineering, and Related Services subsector declined in employment.

Figure 12: Private Sector Employment by Industry, Hillsborough County, 2000 to 2010

Sector	Description	Employment			Change, 2000 to 2010		
		2000	2005	2010	Number	Percent	CAGR
11	Agriculture/Forestry/Fishing/Hunting	9,152	12,697	11,109	1,957	21.4%	2.0%
21	Mining/Quarrying/Oil and Gas Extraction	35	95	282	247	705.7%	23.2%
22	Utilities	3,350	2,770	2,574	(776)	-23.2%	-2.6%
23	Construction	29,012	41,986	25,668	(3,344)	-11.5%	-1.2%
31-33	Manufacturing	32,385	31,739	22,830	(9,555)	-29.5%	-3.4%
42	Wholesale Trade	29,425	29,799	26,323	(3,102)	-10.5%	-1.1%
44-45	Retail Trade	62,809	68,201	63,778	969	1.5%	0.2%
48-49	Transportation/Warehousing	19,123	16,633	13,345	(5,778)	-30.2%	-3.5%
51	Information	22,448	21,909	17,114	(5,334)	-23.8%	-2.7%
52	Finance/Insurance	40,495	46,439	41,567	1,072	2.6%	0.3%
53	Real Estate/Rental and Leasing	9,756	11,945	10,242	486	5.0%	0.5%
54	Professional/Scientific/Technical Services	37,614	40,767	46,901	9,287	24.7%	2.2%
55	Management of Companies and Enterprises	3,268	4,155	8,047	4,779	146.2%	9.4%
56	Administrative/Support/Waste Management	104,163	85,727	46,645	(57,518)	-55.2%	-7.7%
61	Educational Services	5,670	7,015	9,859	4,189	73.9%	5.7%
62	Health Care/Social Assistance	47,100	57,065	67,813	20,713	44.0%	3.7%
71	Arts/Entertainment/Recreation	9,816	10,675	12,460	2,644	26.9%	2.4%
72	Accommodation/Food Services	38,505	45,675	45,273	6,768	17.6%	1.6%
81	Other Services (except Public Administration)	14,555	16,497	15,148	593	4.1%	0.4%
99	Unclassified	688	904	11	(677)	-98.4%	-33.9%
Private	Total	519,369	552,693	486,989	(32,380)	-6.2%	-0.6%

Source: BLS; AECOM, 2012.

Public sector jobs accounted for 14 percent of total Hillsborough County employment in 2010. Local governments accounted for the majority of public sector jobs with 49,181 employees; this group includes public school teachers, police, fire protection, and other public administration officials. The federal government employed 14,837 persons in the county, including airport operations officials, federal court employees, and workers at the James A. Haley Veterans' Hospital. State government employees numbered 12,285 in 2010 and primarily included human resources administrators and employees in the Justice, Public Order, and Safety Activities subsector.

Location quotients were calculated for Hillsborough County comparing the proportion of employment by sector to national and state averages. This analysis reveals concentrations of employment in Hillsborough County and highlights key industries. The Agriculture, Forestry, Fishing and Hunting sector has the highest location quotient relative to the United States at 2.11, indicating that the industry accounts for more than two times the proportion of employment in Hillsborough County as

the proportion nationwide. The Finance and Insurance sector has a strong location quotient at 1.65. Significant concentrations are also seen for the Information and Professional, Scientific, and Technical Services sectors. Hillsborough County shows a high concentration of Accommodation and Food Service employment relative to the nation but lower than the Florida average.

Figure 13: Location Quotients for Private Industry Employment, Hillsborough County, 2010

Sector	Description	Relative to United States	Relative to Florida
11	Agriculture/Forestry/Fishing/Hunting	2.11	1.68
21	Mining/Quarrying/Oil and Gas Extraction	0.09	0.96
22	Utilities	1.02	1.42
23	Construction	1.02	0.92
31-33	Manufacturing	0.43	0.92
42	Wholesale Trade	1.05	1.06
44-45	Retail Trade	0.96	0.85
48-49	Transportation/Warehousing	0.74	0.84
51	Information	1.38	1.57
52	Finance/Insurance	1.65	1.63
53	Real Estate/Rental and Leasing	1.17	0.84
54	Professional/Scientific/Technical Services	1.37	1.34
55	Management of Companies and Enterprises	0.95	1.28
56	Administrative/Support/Waste Management	1.37	1.09
61	Educational Services	0.87	0.99
62	Health Care/Social Assistance	0.91	0.91
71	Arts/Entertainment/Recreation	1.43	0.85
72	Accommodation/Food Services	0.89	0.76
81	Other Services (except Public Administration)	0.76	0.81
99	Unclassified	0.02	0.31

Source: BLS; AECOM, 2012.

Average annual wages for private sector employees in Hillsborough County generally grew at a rate faster than inflation from 2000 to 2010. Sectors experiencing the highest rates of nominal wage growth included Information (4.3 percent per year), Finance and Insurance (3.8 percent per year), and private Educational Services (4.6 percent per year). Average annual wages in the Administrative, Support, and Waste Management Services sector increased substantially; however, much of this increase is likely due to layoffs of lower wage workers during the recession. Among sectors with more than 500 private employees, annual wages were highest for Management of Companies and Enterprises (\$82,724), Utilities (\$78,449), and Information (\$73,599).

Figure 14: Private Sector Average Annual Wages by Industry, Hillsborough County, 2000 to 2010

Sector	Description	Annual Wage			Change, 2000 to 2010		
		2000	2005	2010	Number	Percent	CAGR
11	Agriculture/Forestry/Fishing/Hunting	\$14,598	\$15,451	\$14,302	(\$296)	-2.0%	-0.2%
21	Mining/Quarrying/Oil and Gas Extraction	\$38,098	\$53,247	\$78,072	\$39,974	104.9%	7.4%
22	Utilities	\$58,015	\$67,015	\$78,449	\$20,434	35.2%	3.1%
23	Construction	\$35,887	\$40,347	\$45,337	\$9,450	26.3%	2.4%
31-33	Manufacturing	\$34,624	\$41,607	\$49,794	\$15,170	43.8%	3.7%
42	Wholesale Trade	\$45,806	\$51,386	\$57,146	\$11,340	24.8%	2.2%
44-45	Retail Trade	\$23,771	\$28,190	\$29,263	\$5,492	23.1%	2.1%
48-49	Transportation/Warehousing	\$34,085	\$38,401	\$45,280	\$11,195	32.8%	2.9%
51	Information	\$48,295	\$60,436	\$73,599	\$25,304	52.4%	4.3%
52	Finance/Insurance	\$42,861	\$57,366	\$62,327	\$19,466	45.4%	3.8%
53	Real Estate/Rental and Leasing	\$32,568	\$45,827	\$44,005	\$11,437	35.1%	3.1%
54	Professional/Scientific/Technical Services	\$53,939	\$60,395	\$70,075	\$16,136	29.9%	2.7%
55	Management of Companies and Enterprises	\$68,029	\$76,782	\$82,724	\$14,695	21.6%	2.0%
56	Administrative/Support/Waste Management	\$20,015	\$24,575	\$32,434	\$12,419	62.0%	4.9%
61	Educational Services	\$23,363	\$29,626	\$36,605	\$13,242	56.7%	4.6%
62	Health Care/Social Assistance	\$33,805	\$40,988	\$47,238	\$13,433	39.7%	3.4%
71	Arts/Entertainment/Recreation	\$31,299	\$29,640	\$36,429	\$5,130	16.4%	1.5%
72	Accommodation/Food Services	\$13,565	\$15,891	\$17,700	\$4,135	30.5%	2.7%
81	Other Services (except Public Administration)	\$23,538	\$27,465	\$30,403	\$6,865	29.2%	2.6%
99	Unclassified	\$24,930	\$32,622	\$47,930	\$23,000	92.3%	6.8%

Source: BLS; AECOM, 2012.

Employment Forecasts

AECOM reviewed employment forecasts from the Florida Department of Economic Opportunity (DEO) for the three workforce regions comprising the MSA: Pinellas County (Region 14); Hillsborough County (Region 15); and Hernando and Pasco counties (Region 16). DEO long-term employment projections are updated on an annual basis with the current iteration extending from 2011 to 2019. Private and public sector employees are included in this analysis while self-employed and unpaid family workers are not. DEO projections assume that some portion of employment lost in the economic downturn that began in 2007 will be regained during the projection timeframe. Through 2019, DEO forecasts that employment in the MSA will increase by 167,120 jobs over 2011 levels, an annual growth rate of 1.7 percent. Hillsborough County is projected to account for the majority of growth in the MSA with an increase of 93,436 jobs; Pinellas County is forecast to gain 46,328 jobs during this period while Hernando and Pasco Counties are projected to gain a combined 27,356 jobs.

Future demand for office space is likely to be driven by recovery of the Administrative and Support and Waste Management sector as well as continued growth of Professional, Scientific, and Technical Services and Finance and Insurance sectors. The Administrative and Support and Waste Management sector suffered major job losses during the recent recession and is expected to see some recovery, regaining 43,356 jobs at the MSA-level through 2019. The Professional, Scientific, and Technical Services sector is forecast to gain 18,542 employees in the MSA while the Finance and Insurance sector is projected to gain 5,737 employees. The Health Care sector is projected to build on the strong growth of the past decade with an additional 29,283 jobs in the MSA in 2019.

Employment levels in a number of industry sectors are projected to remain stagnant with minimal growth forecast in Manufacturing, Information, and Natural Resources sectors.

In comparison to existing employment levels in the MSA, Hillsborough County is forecast to gain a greater share of employment in Retail Trade, Finance and Insurance, and Government sectors from 2011 to 2019. Pinellas County is projected to lose share of MSA employment, accounting for 36 percent of existing jobs but only 28 percent of forecast growth. Hernando and Pasco counties are expected to gain share, driven by strong growth in the Retail Trade and Accommodation and Food Services sectors.

Figure 15: Employment Projections by Industry, Hillsborough County, 2011 to 2019

Industry	Employment		Change, 2011 to 2019		
	2011	2019	Total	Average	CAGR
Agriculture, Forestry, Fishing and Hunting	10,599	11,389	790	99	0.9%
Mining	286	306	20	3	0.8%
Construction	25,619	32,520	6,901	863	3.0%
Durable Goods Manufacturing	11,752	12,247	495	62	0.5%
Non-Durable Goods Manufacturing	10,958	10,783	(175)	(22)	-0.2%
Utilities	0	0	0	0	0.0%
Wholesale Trade	28,800	32,586	3,786	473	1.6%
Retail Trade	64,986	70,079	5,093	637	0.9%
Transportation and Warehousing	14,315	15,462	1,147	143	1.0%
Information	17,095	16,870	(225)	(28)	-0.2%
Finance and Insurance	42,720	46,843	4,123	515	1.2%
Real Estate and Rental and Leasing	10,278	12,341	2,063	258	2.3%
Professional, Scientific, and Technical Services	50,901	62,450	11,549	1,444	2.6%
Management of Companies and Enterprises	8,252	9,090	838	105	1.2%
Administrative and Support and Waste Management	54,039	78,724	24,685	3,086	4.8%
Educational Services	10,778	12,696	1,918	240	2.1%
Health Care and Social Assistance	69,086	82,845	13,759	1,720	2.3%
Arts, Entertainment, and Recreation	12,864	13,768	904	113	0.9%
Accommodation and Food Services	46,730	50,267	3,537	442	0.9%
Other Services (Except Government)	20,095	22,383	2,288	286	1.4%
Federal Government	14,086	16,063	1,977	247	1.7%
State Government	18,696	20,900	2,204	276	1.4%
<u>Local Government</u>	<u>49,568</u>	<u>55,327</u>	<u>5,759</u>	<u>720</u>	<u>1.4%</u>
Total	592,503	685,939	93,436	11,680	1.8%

Source: Florida DEO; AECOM, 2012.

VI. Tourism and Hospitality Overview

AECOM reviewed tourism trends for Hillsborough County. Tourist visits impact a number of land uses, contributing to hotel stays, attraction attendance, and retail spending. The local tourism development organization, Tampa Bay & Company, was the primary source of data regarding visitor characteristics.

Visitor Profile

Hillsborough County welcomed an estimated 14.5 million visitors in 2011, which is a four percent increase from the previous year. Overall however, visitation is down from a peak of 17 million in 2004.

In 2011, 35 percent of visitors (5.1 million) stayed overnight. This is an increase since 2004, when 29 percent of visitors stayed overnight. So while total visitation has decreased since 2004, overnight visitation has increased from five million in 2004 to 5.1 million in 2011. Notably, the largest increase was seen between 2010 and 2011, with a 13.3 percent increase in overnight visitation.

Though there has been an increase in overnight visitation, there has been a decrease in the percent of overnight visitors staying in Tampa versus the remainder of Hillsborough County. In 2011, 47 percent of overnight visitors stayed in Tampa, down from a peak of 59 percent in 2005.

There was a large increase in average daily expenditures per party in 2011, increasing 11.5 percent from \$264.99 in 2010 to \$295.37 in 2011. In turn, total spending increased from \$3.2 billion in 2010 to \$3.4 billion in 2011.

There was an increase in both the average number of nights and the average party size between 2010 and 2011. However, since 2004, the average number of nights has decreased by almost a full night and the average party size has decreased over 19 percent.

Figure 16: Visitor Characteristics, Hillsborough County, 2011

	Key Visitation Metrics								Percent Change	
	2004	2005	2006	2007	2008	2009	2010	2011	2004-2011	2010-2011
Visitors	16,980,000	17,880,000	16,910,000	16,760,000	16,050,000	15,050,000	13,930,000	14,490,000	-14.7%	4.0%
Total Overnight Visitors	5,000,000	5,200,000	4,700,000	4,400,000	4,600,000	4,300,000	4,500,000	5,100,000	2.0%	13.3%
% of Visitors that Stay Overnight	29%	29%	28%	26%	29%	29%	32%	35%		
% of Overnight Visitors Staying in Tampa	55%	59%	56%	54%	53%	52%	46%	47%		
Total Spending (\$billions)	\$2.80	\$3.00	\$3.20	\$3.10	\$2.70	\$2.90	\$3.20	\$3.40	21.4%	6.2%
Average Expenditures 1/	\$248.40	\$265.06	\$263.25	\$263.46	\$236.50	\$241.45	\$264.99	\$295.37	18.9%	11.5%
Average Number of Nights 2/	3.9	3.7	3.8	4.2	3.6	3.8	2.6	2.9	-25.6%	11.5%
Average Party Size	3.44	3.39	3.33	3.25	3.35	2.67	2.65	2.78	-19.2%	4.9%

1/ Average expenditures are per party per day.

2/ Commercial lodging guests (hotels, motels, condominiums, and campgrounds).

Source: Tampa Bay and Company; AECOM, May 2012.

Visitors with the primary focus on arts/cultural have the longest stay, with an average of three nights.

In terms of visitor origin, in-state visitors have the longest stay with an average of 2.3 nights.

Attraction visitors have the largest party size, with an average of three. In-state and international visitors also have a large party size, with an average of three. Overnight visitors have the highest

expenditures, with an average of \$405 per party per day. International visitors have the highest expenditures, with an average of \$356 per party per day.

Figure 17: Visitor Type, 2011

Visitor Type	Average Nights	Average Party Size	Avg. Expenditures	HH Income > \$75,000
All Visitors	2.1	2.8	\$295	26%
Leisure	1.4	3.0	\$279	24%
Business	2.9	2.1	\$375	35%
Overnight	2.9	2.6	\$405	33%
Day	0.0	2.9	\$227	23%
Cruise	1.1	3.1	\$244	26%
Arts/Cultural	3.0	2.6	\$308	26%
Attraction	2.5	3.3	\$309	21%
In-State	2.3	3.0	\$186	19%
Domestic	2.1	2.7	\$324	32%
International	2.0	3.0	\$356	13%

Source: Tampa Bay and Company; AECOM, May 2012.

Visitor Origin

Since 2004, the percent of visitors that are from Florida has decreased while the percent of visitors from the rest of the United States has increased. There has been a slight increase in international visitors. Almost 15 percent of in-state visitors come from St. Petersburg. For out-of-state domestic visitors, almost nine percent are from New York City and over five percent are from Chicago. Internationally, the majority of visitors (35.7 percent) are from Canada.

Figure 18: Visitor Origin, 2011

	2004	2005	2006	2007	2008	2009	2010	2011
In-State	36%	36%	37%	36%	37%	32%	26%	21%
Domestic	53%	53%	52%	54%	56%	57%	62%	63%
International	11%	11%	11%	11%	8%	11%	13%	13%

Source: Tampa Bay and Company; AECOM, May 2012.

Figure 19: Top In-State Visitor Origins, 2011

Origin	% of Total In-State Visitors
St. Petersburg	14.4%
Clearwater	9.2%
Orlando	7.7%
Lakeland	7.2%
Sarasota	6.1%
Wesley Chapel	5.2%
Bradenton	4.6%
Miami	4.3%
New Port Richey	4.2%
Fort Myers	3.6%

Source: Tampa Bay and Company;
AECOM, May 2012.

Figure 20: Top Domestic Visitor Origins, 2011

Origin	% of Total Domestic Visitors
New York City	8.8%
Chicago	5.3%
Boston	4.6%
Atlanta	4.5%
Washington DC	4.0%
Philadelphia	3.8%
Detroit	2.8%
Cleveland	2.4%
Pittsburgh	2.1%
Indianapolis	2.0%

Source: Tampa Bay and Company;
AECOM, May 2012.

Figure 21: Top International Visitor Origins, 2011

Origin	% of Total Int'l. Visitors
Canada	35.7%
England	20.7%
Brazil	8.9%
Germany	8.3%
Puerto Rico	2.4%
Australia	2.1%
Columbia	1.8%
Holland	1.8%
Ireland	1.7%
Scotland	1.7%

Source: Tampa Bay and Company;
AECOM, May 2012.

Travel Mode

The proportion of visitors arriving in Hillsborough County by air has increased dramatically since 2004, with approximately 40 percent of visitors arriving by air in 2004 versus almost 56 percent of visitors arriving by air in 2011.

Figure 22: Travel Mode, 2011

	2004	2005	2006	2007	2008	2009	2010	2011
Air	39.9%	41.4%	41.2%	41.6%	41.6%	46.3%	51.5%	55.6%
Auto	60.1%	58.6%	58.8%	58.4%	58.4%	53.7%	48.5%	44.4%

Source: Tampa Bay and Company; AECOM, May 2012.

Visitor Expenditures

For leisure visitors, the highest percent of expenditures, 24.1 percent, is on restaurants. For convention travelers however, the highest percent of expenditures, 54.2 percent, is on lodging. Expenditures, such as admission fees, ground transportation, grocery, shopping, and special events were a higher percent of total expenditures for leisure travelers than for convention travelers.

Figure 23: Visitor Expenditures, 2011

Expenditure	Visitor Type	
	Leisure	Convention
Restaurants	24.1%	22.0%
Lodging	23.7%	54.2%
Admission Fees	19.7%	1.7%
Ground Transportation	13.5%	10.4%
Grocery	8.7%	5.5%
Shopping	5.5%	2.7%
Entertainment	2.0%	2.0%
Special Event	1.8%	1.0%
Sporting	1.0%	1.0%

Source: Tampa Bay and Company; AECOM, May 2012.

Cruise Visitors

In 2011, there was an upswing in the cruise market, with a small increase in the number of sailings and a six percent increase in the number of cruise passengers.

Figure 24: Total Cruise Passengers, 2011

	2005	2006	2007	2008	2009	2010	2011
Total Cruise Passengers	812,100	913,800	735,700	785,800	793,900	845,900	896,600
Percent Change		12.5%	-19.5%	6.8%	1.0%	6.5%	6.0%

Source: Tampa Bay and Company; AECOM, May 2012.

Convention Attendance

The 600,000 square foot Tampa Convention Center offers a 200,000 square foot exhibit hall, 84,000 square feet of pre-function areas, a 36,000 square foot ballroom, and 36 breakout rooms. In 2011, there were 239 events, totaling approximately 289,000 attendees. Thirty-seven events were held in the exhibit hall, totaling 184,000 attendees, so approximately 64 percent of total attendees.

VII. Real Estate Market Conditions

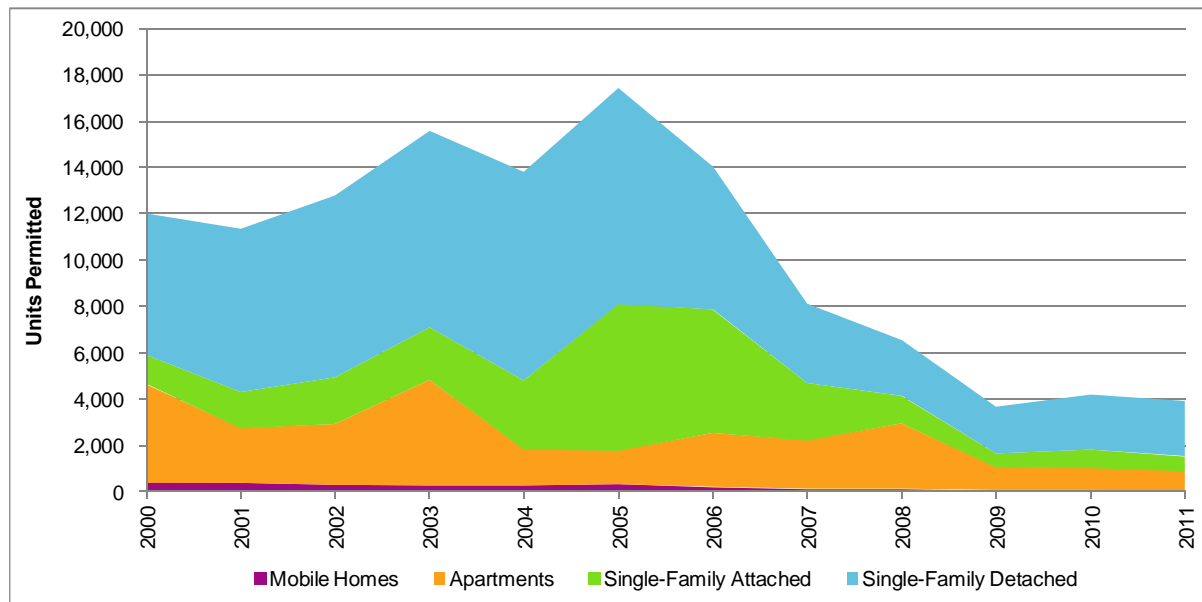
Residential, office, and retail market conditions were evaluated for the MSA, Hillsborough County, the Downtown Study Area, and other select submarkets. Past results are a factor in future performance and are valuable indicators to be used in forecasting demand and absorption. Other general, systemic trends impacting markets on a national level are also highlighted in the context of Tampa's downtown area.

Residential Market

Growth in the number of households and household incomes are the primary factors that drive demand for new housing units. Hillsborough County grew by 87,091 households from 2000 to 2011, representing a 1.8 percent annual rate of growth. Household growth forecasts from ESRI for the MSA suggest a significant reduction in household growth through 2016; however, among the counties in the MSA, Hillsborough County is projected to maintain the highest growth rate at 1.1 percent per year. In 2011, Hillsborough County had the highest median household income in the MSA at \$47,131 and also accounted for more than half of households in the MSA earning more than \$150,000 per year. Median household income in Hillsborough County is forecast to grow at a rate of 3.0 percent per year from 2011 to 2016.

Residential building permit activity in Hillsborough County has fluctuated significantly over the last decade, starting strongly in 2000, peaking in 2005, and declining through 2011. The 2007 recession resulted in a major decline in permitting activity, dropping from 14,039 units permitted in 2006 to 3,686 units in 2009. Since 2009, permits have been relatively flat at the county level with 3,912 units permitted in 2011. Between 2000 and 2011, an annual average of 10,294 permits were issued in the county. Single-family detached units accounted for 54 percent of permits issued during this period. Tampa accounted for 44 percent of single-family attached units and 44 percent of apartment units from 2005 to 2011, though permits for these unit types have trailed off significantly in Tampa since 2009.

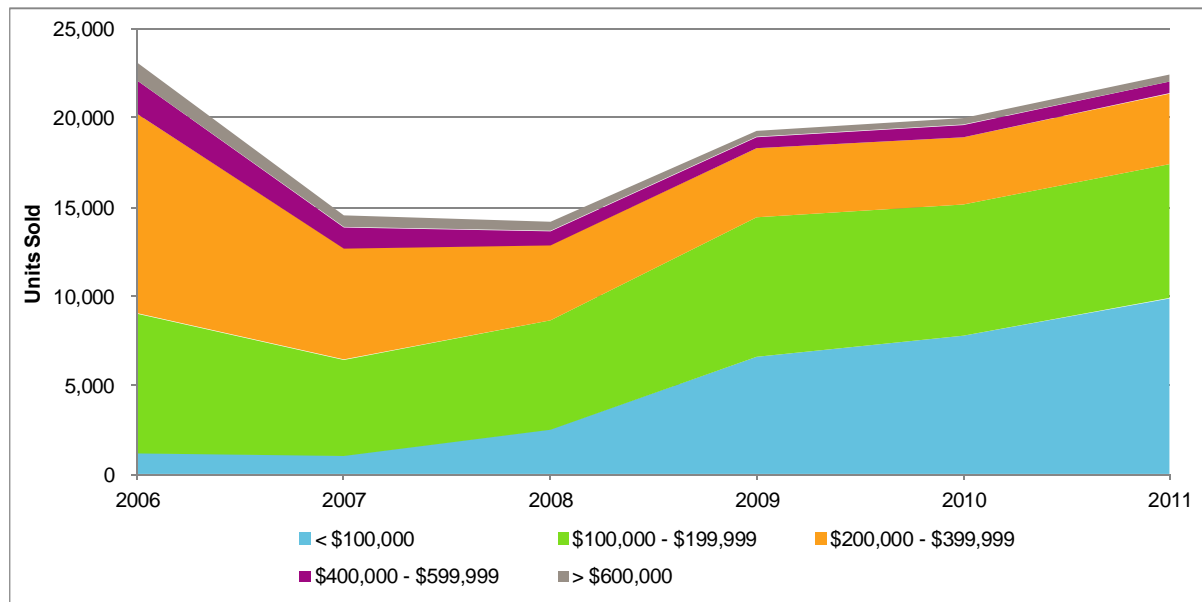
Figure 25: Residential Building Permits Issued, Hillsborough County, 2000 to 2011



Source: Hillsborough County City-County Planning Commission; AECOM, 2012.

Residential sales in Hillsborough County are tracked by the Greater Tampa Association of Realtors (GTAR). Between 2006 and 2011, a total of 113,460 home sales were recorded for the county, an average of 18,910 per year. The 2007 recession and housing market downturn resulted in a sharp reduction in home sales from 2006 (23,074 units sold) to 2007 (14,550 units sold). Trends in average sales price also shifted dramatically starting in 2007. Where homes priced between \$200,000 and \$399,999 accounted for 49 percent of sales in 2006, sales in this price range dropped to just 18 percent in 2011. Home sales in 2011 rebounded to near 2006 levels driven by the increase in sales of units priced less than \$100,000 (five percent of sales in 2006 versus 44 percent of sales in 2011). As of March 2012, there are 8,135 units for sale in the market, representing 4.8 months supply at the sales pace from January to March 2012.

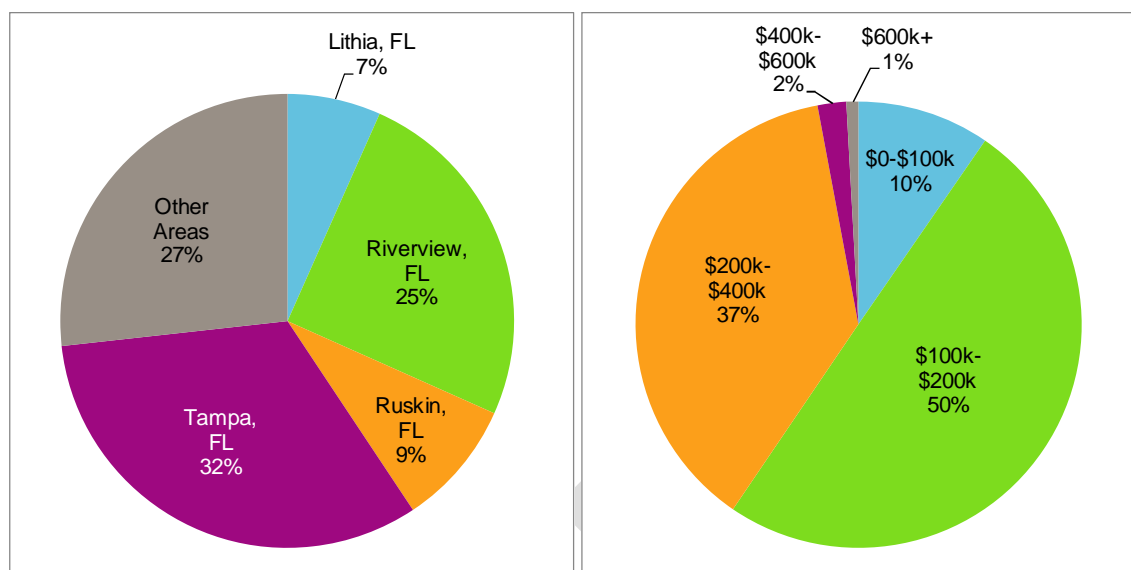
Figure 26: Residential Unit Sales by Price, Hillsborough County, 2006 to 2011



Source: Greater Tampa Association of Realtors; AECOM, 2012.

Hillsborough County new home sales data for 2010 and 2011 from Hanley Wood were analyzed to highlight absorption and pricing trends. During 2010, a total of 2,960 new home sales occurred in the county including 892 attached units and 1,874 single family units. Units priced between \$100,000 and \$200,000 accounted for 49 percent of total sales; within this price range, single family units comprised 64 percent of sales. Units priced from \$200,000 to \$400,000 accounted for 37 percent of total sales; within this category single family homes accounted for 75 percent of sales. One-third of 2010 new home sales in Hillsborough County occurred in Tampa, including 574 attached units and 390 single family units. The greatest sales volumes within Tampa were seen in ZIP codes 33647, which includes New Tampa and Tampa Palms (193 attached units, 272 single family units), and 33602, which includes the CBD (163 attached units, 12 single family units). Outside of Tampa, the greatest volume of 2010 sales occurred in Riverview, where 217 attached units and 523 single family homes were sold. Moderate sales volume was also seen in Ruskin and Lithia.

Figure 27: New Home Sales by Location and Type, 2010

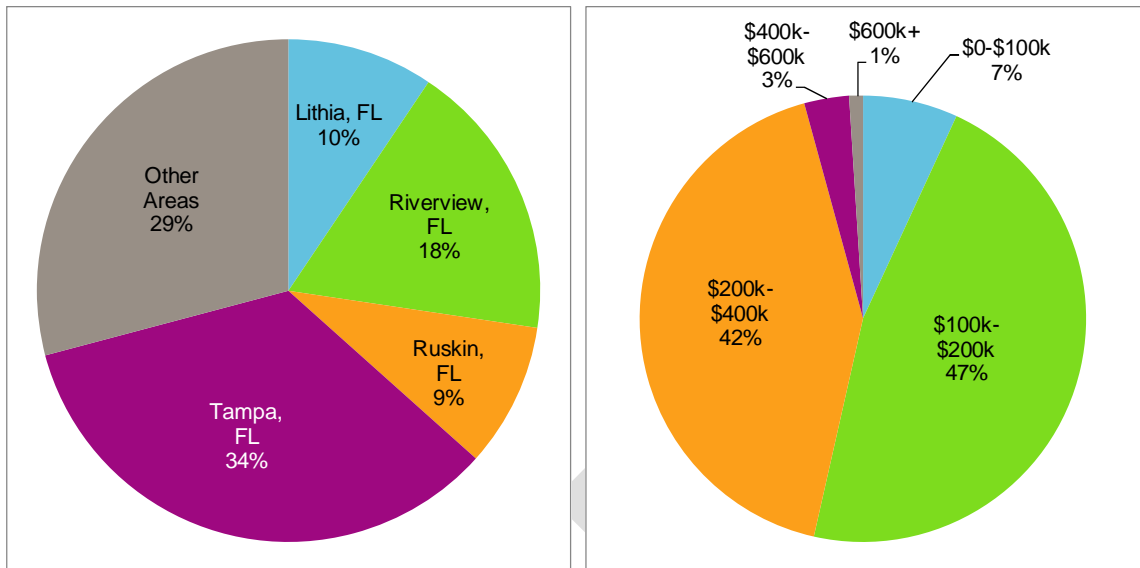


Source: Hanley Wood; AECOM, 2012.

In 2011, a total of 2,751 units were sold in Hillsborough County, representing a small decline from the previous year. Sales of attached homes decreased to 792 units while a slight increase was seen for single family homes with 1,933 units sold. Units priced from \$100,000 to \$200,000 accounted for 58 percent of attached units sold; sales of attached units priced less than \$100,000 declined significantly in Tampa and Riverview. Sales of attached units were relatively strong near New Tampa and Tampa Palms (157 units sold) and in the CBD (99 units sold). Sales of single family homes in the \$200,000 to \$400,000 price bracket increased from 815 units in 2010 to 962 units in 2011 with gains seen in Tampa, Wimauma, and Lithia. In Tampa, an increase in single family homes priced from \$400,000 to \$600,000 was also seen, particularly in the 33647 and 33629 ZIP codes.

These recent sales trends indicate a split in demand for attached housing between the CBD and suburban locations, such as New Tampa and Westchase; product types tend to have greater density towards the urban core. New sales of attached units in the 33602 ZIP code, including downtown, tend to concentrate in the \$200,000 to \$400,000 price range while the large share of suburban sales fall between \$100,000 and \$200,000. Neighborhoods in the Downtown Study Area with a predominance of single family homes are well-established and have seen little new residential development activity in recent years.

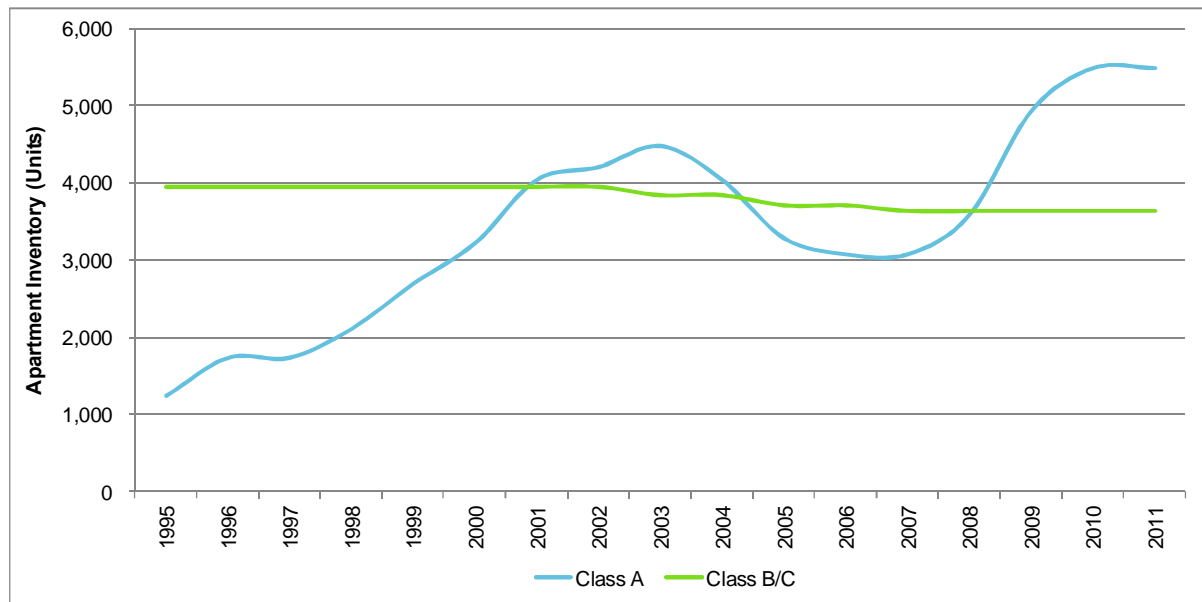
Figure 28: New Home Sales by Location and Type, 2011



Source: Hanley Wood; AECOM, 2012.

Trends in the rental residential market were analyzed based on REIS data covering the period from 1995 to 2011. Data reflects the REIS' "Central Tampa" submarket which includes the CBD, Davis Island, Harbor Island, Ybor City, and portions of Westshore. Apartment data is also segmented by class with Class A properties being recently built or distinguished by high rents, size, or amenities. The Central Tampa submarket contains a total of 9,111 rental units, of which 60 percent are categorized as Class A. The stock of Class A units has risen dramatically since 1995 while Class B / C inventory has fallen slightly. Between 1995 and 2003, the number of Class A units in the submarket increased at an average rate of 405 units per year. Driven by the strength of the for-sale market in the early- to mid-2000s, many Class A apartments converted to condominiums, resulting in declines in Class A stock. The economic downturn forced a reversal of this trend with the numerous unsold condo properties converting to rentals.

Figure 29: Apartment Inventory, Central Tampa Submarket, 1995 to 2011

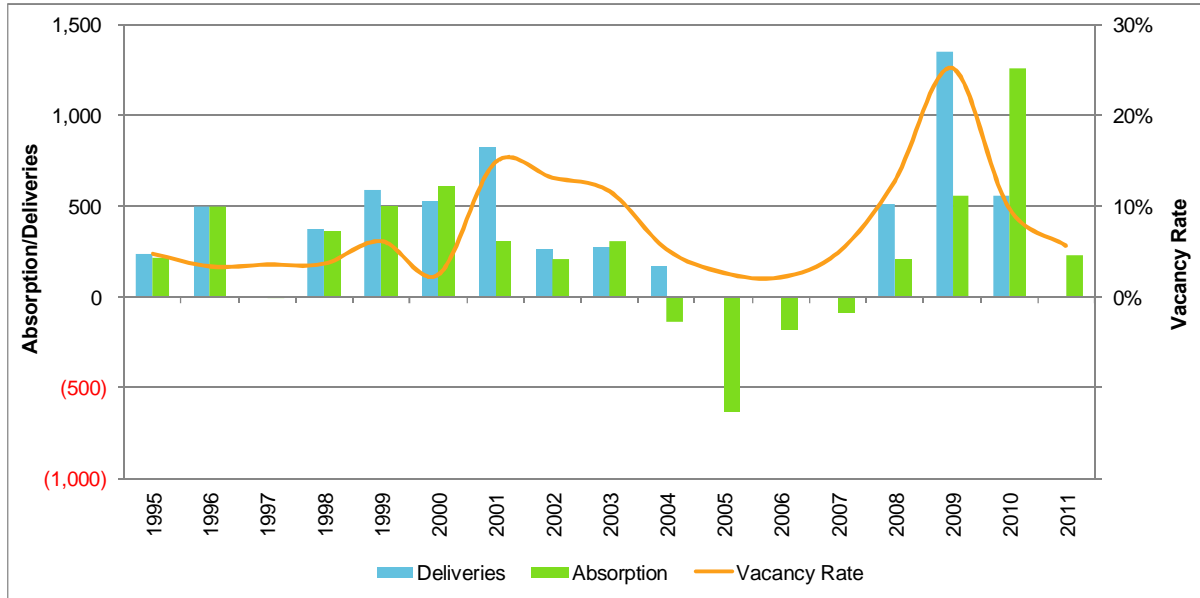


Source: REIS; AECOM, 2012.

Since 2000, deliveries of Class A apartments to the submarket have averaged 371 units per year with a peak in 2009 at 1,345 completions. No new units were delivered to the Central Tampa submarket in 2011. Deliveries have generally outpaced absorption since 2000 with average annual net absorption of 221 units per year. From 2000 to 2003, the submarket experienced positive net absorption of 357 Class A units per year. Negative net absorption of Class A units occurred from 2004 to 2007 due to conversions of rental apartments to condominiums, resulting in a decline in the number of occupied rental units. Strong absorption was seen in 2009 and 2010, particularly as the Element, Visconti, and Parkland Apartments projects leased up. The market for Class B / C units has averaged negative absorption since 2000 with significant losses seen from 2004 through 2009. Class A vacancy rates peaked at 25.2 percent in 2009 but have since declined to 5.6 percent. Vacancy rates for Class B / C units currently sit at 9.6 percent, down from a peak of 17.4 percent in 2009.

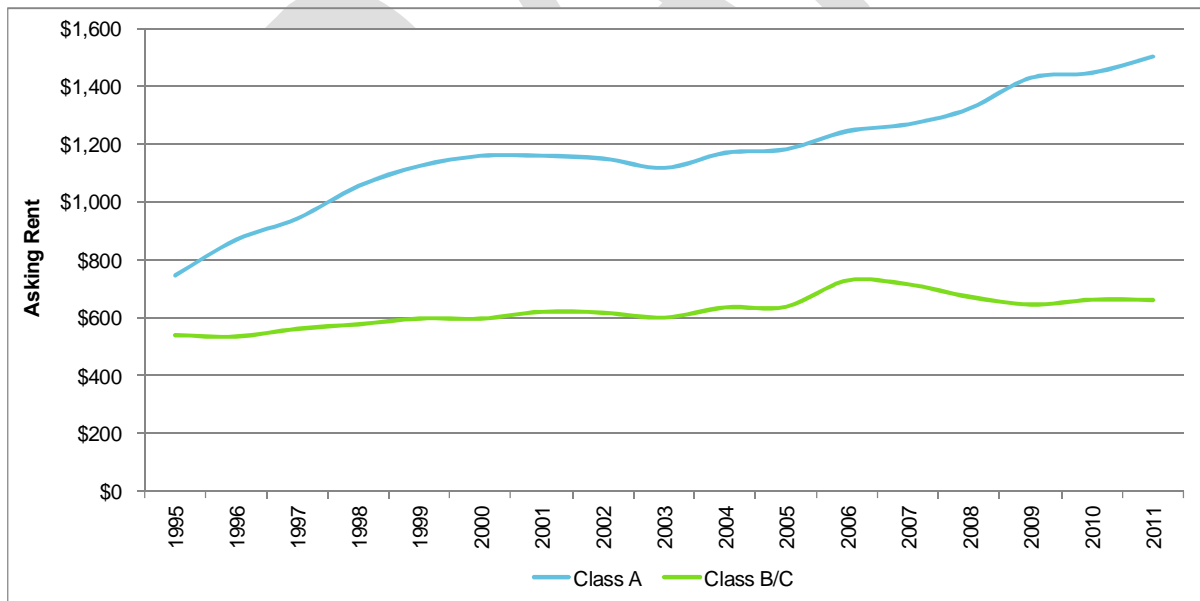
Asking rents for Class A apartments in Central Tampa have grown significantly since 1995, increasing at an average annual rate of 4.5 percent before adjusting for inflation. Due to significant inventory of new product delivered from 2008 to 2010 Class A asking rents in Tampa have maintained solid growth throughout the recession. Class B / C asking rents have grown at an average rate of 1.3 percent since 1995 and have declined from a peak of \$731 per month in 2006 to \$633 in 2011.

Figure 30: Deliveries, Absorption, and Vacancy Rate, Class A Apartment Units, Central Tampa Submarket, 1995 to 2011



Source: REIS; AECOM, 2012.

Figure 31: Apartment Asking Rents, Central Tampa Submarket, 1995 to 2011



Source: REIS; AECOM, 2012.

Office Market

Office market trends were evaluated for the MSA, Hillsborough County, the Downtown Study Area, and Westshore submarket. Trends at MSA and county levels are indicators of the general health of the regional market. CoStar was the primary source of office market data, including rentable building area, vacancy rates, absorption, and asking rents.

Demand for new office product is driven by employment growth in office-using sectors as well as replacement of outdated existing facilities. Between 2000 and 2010, Hillsborough County gained 9,287 new jobs in the Professional and Business Services sector and 4,779 in the Management of Companies sector, both of which employ a high percentage of office users. Nonetheless, overall employment growth was slow on a regional level with the recession in 2007 negating many of the gains seen in the previous years, particularly in the Construction and Real Estate sectors. The downward trend in Administrative, Support, and Waste Management Services employment, a sector with a moderate number of office users, was exacerbated under the recession, resulting in mass layoffs.

The Tampa-St. Petersburg-Clearwater MSA, comprised of Hillsborough, Pinellas, Pasco, and Hernando counties, has a total of 109.2 million square feet of office space. Hillsborough County contains the largest concentration of office space, accounting for 57 percent of the total with 62.4 million square feet of rentable building area (RBA). Pinellas County features the next largest office supply with 38.6 million square feet of space. Within Hillsborough County, the Downtown Tampa Study Area and the Westshore submarket are the primary locations for high-density office space, accounting for a combined 40 percent of county RBA with 11.8 million square feet and 13.3 million square feet, respectively. These two submarkets also account for the majority of Class A space in the county with Westshore at 7.2 million square feet and the Downtown Study Area at 4.6 million square feet.

Figure 32: Office Rentable Building Area, All Classes, 2000 to 2011

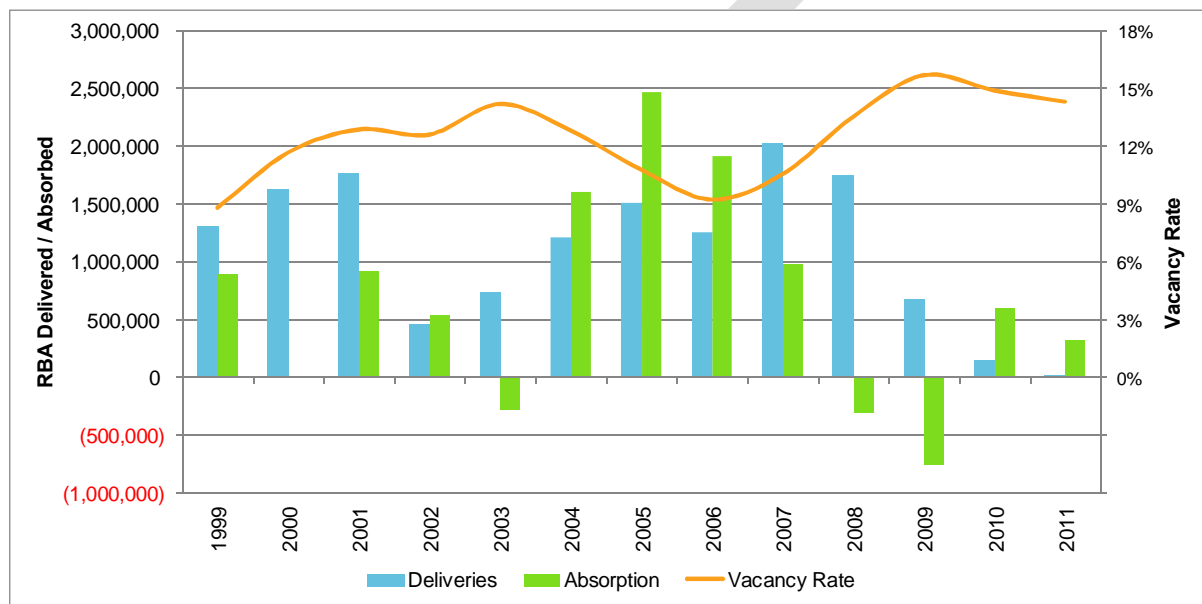
Geography	Rentable Building Area				Change, 2000 to 2011		
	2000	2005	2010	2011	Number	Percent	CAGR
Tampa MSA	91,055,313	100,333,898	109,380,305	109,240,257	18,184,944	20.0%	1.7%
Hillsborough Co.	51,522,381	56,895,235	62,487,181	62,442,095	10,919,714	21.2%	1.8%
Share of MSA	56.6%	56.7%	57.1%	57.2%			
Submarkets							
Downtown Study Area	11,162,058	11,505,880	11,870,555	11,835,040	672,982	6.0%	0.5%
Share of Co.	21.7%	20.2%	19.0%	19.0%			
Westshore	11,733,089	12,571,403	13,373,081	13,352,847	1,619,758	13.8%	1.2%
Share of Co.	22.8%	22.1%	21.4%	21.4%			

Source: CoStar; AECOM, 2012.

Since 2000, 22.4 million square feet of office RBA have been delivered in the MSA with 59 percent of the total located in Hillsborough County. At the county level, deliveries averaged 1.1 million square

feet per year with a peak of 2.0 million square feet delivered in 2007. Class A space accounted for 42 percent of deliveries with 5.5 million square feet of RBA delivered to market from 2000 to 2011. Over two million square feet of new space was delivered to the Westshore submarket, 90 percent of which was Class A space. The Downtown Study Area saw less development activity with 1.0 million square feet of deliveries between 2000 and 2011; most of this space consisted of smaller-scale Class B office buildings.

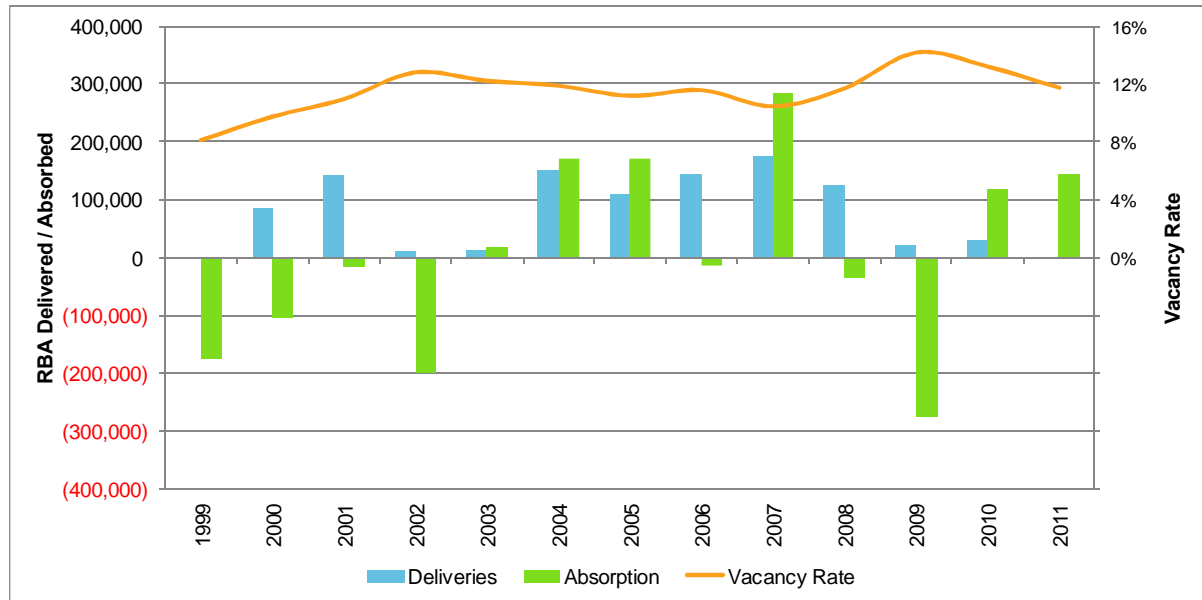
Figure 33: Office Deliveries, Absorption, and Vacancy Rate Trends, All Classes, Hillsborough County



Source: CoStar; AECOM, 2012.

From 2000 to 2011, office absorption in all geographic markets analyzed did not keep pace with deliveries. Between 2000 to the market downturn in 2007, Hillsborough County absorbed an average of 1.0 million square feet per year versus 1.2 million square feet in deliveries; strong leasing activity from 2004 to 2006 resulted in a vacancy rate of 9.2 percent for 2006 4Q. Properties already under development before the recession, including Highwood Bay Center I (207,966 square feet) and Corporate Center IV at International Plaza (247,000 square feet) in Westshore, delivered in 2007 and 2008 as employment throughout the county was declining significantly. County-wide vacancy rates reached a peak of 16 percent in 2009 and have since fallen to 14 percent. Class A vacancy rates are currently higher than the county average at 17 percent; with such a surplus of vacant Class A space, development of speculative space is likely infeasible in the near-term.

Figure 34: Office Deliveries, Absorption, and Vacancy Rate Trends, All Classes, Downtown Study Area

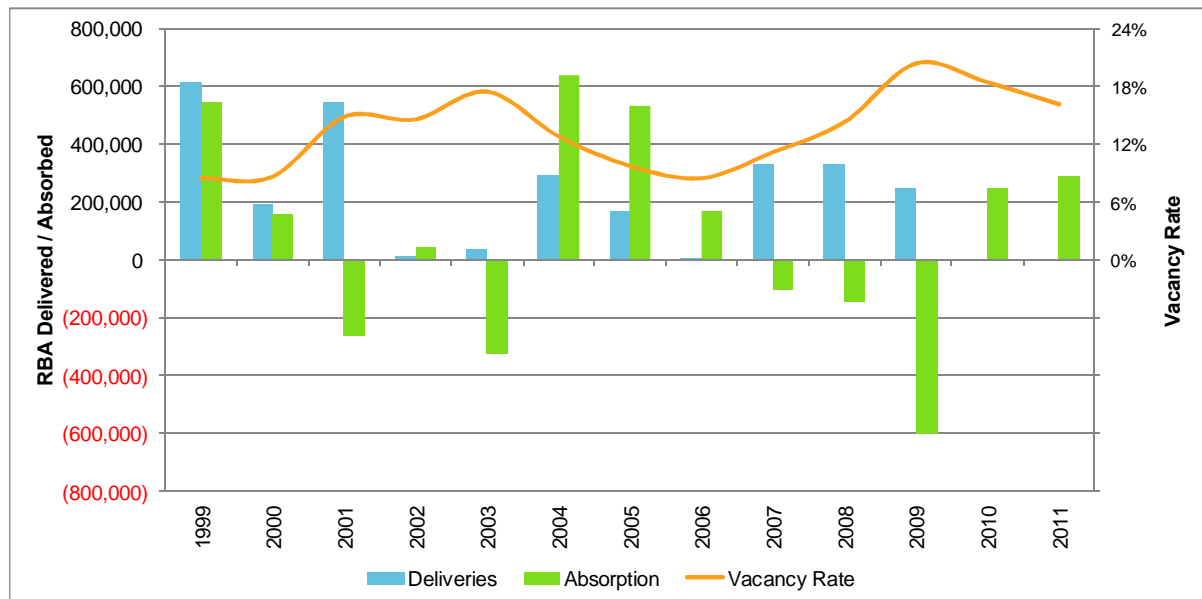


Source: CoStar; AECOM, 2012.

The Downtown Study Area achieved average annual absorption of 22,154 square feet from 2000 to 2011, with years of significant positive absorption negated by other years with negative absorption. Occupied RBA in the Downtown Study Area declined by 273,675 square feet in 2009 but recovered somewhat in the following two years, absorbing 263,573 square feet of space. Vacancy rates are currently 12 percent in the Downtown Study area. Class A space in downtown has fared poorly in comparison averaging negative absorption from 2000 to 2011. Currently, 706,189 square feet of Class A space is vacant resulting in a vacancy rate of 15 percent.

Since 2000, Westshore has experienced relatively strong development activity, averaging 181,284 square feet of RBA delivered per year. Absorption has been inconsistent, however, ranging from a peak of 636,788 in 2004 to a low of negative 599,701 in 2009. Vacancy rates in Westshore rose to as much as 20 percent during the recession, combining deliveries of speculative buildings with negative absorption throughout the submarket. Vacancy rates are currently 16 percent in Westshore across all building classes and 19 percent for Class A product.

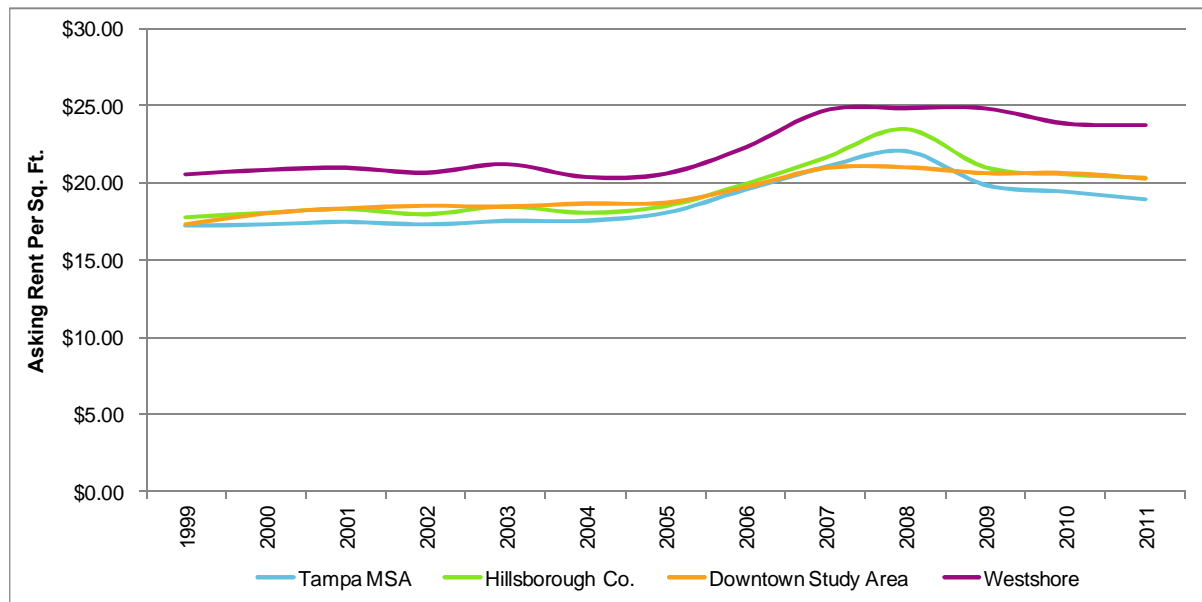
Figure 35: Office Deliveries, Absorption, and Vacancy Rate Trends, All Classes, Westshore



Source: CoStar; AECOM, 2012.

Office asking rents (triple-net) in the MSA have grown relatively little over the last decade, increasing from \$17.20 per square foot in 2000 to \$18.93 per square foot in 2011. With the exception of the period between 2005 and 2007 rents have remained flat, reflecting a general oversupply of office space which creates price competition between building operators. The Westshore submarket consistently has higher asking rents than other geographic areas due to its high proportion of Class A space; current asking rents are \$23.75 per square foot. Asking rents in the Downtown Study Area have historically been comparable to the county average, ranging from a low of \$20.37 in 2004 to a high of \$24.86 in 2008. Significant employment growth will be required to drive absorption of existing vacant Class A space, at which point rent growth may be possible.

Figure 36: Office Asking Rents Per Square Foot, All Classes



Source: CoStar; AECOM, 2012.

Employment forecasts suggest gradual recovery from the economic downturn. Sectors hit hardest are likely to recover some of the jobs lost over the last several years while continued growth is expected for those sectors which performed well during the recession, including Professional, Scientific, and Technical Services, and Health Care and Social Assistance. Near-term demand will likely be focused on existing vacant office space, while long-term trends will favor growing demand for new, high-quality buildings.

Retail Market

Retail market trends were evaluated for the MSA, Hillsborough County, the Downtown Study Area, the Westshore submarket, and Brandon. Trends at MSA and county levels are indicators of the general state of the regional retail market while activity in the immediate study area reflects local strengths and weaknesses. CoStar was the primary source of retail supply data tracking leasable space, absorption, deliveries, and rents from 2006 to the present. Retail data presented herein excludes parking garages and any attached ancillary retail. This data was supplemented by the InfoUSA business inventory which provides detail on retail and restaurant businesses by type.

Demand for retail space at a given location is driven by increases in spending from resident, employee, and visitor markets. Market-wide spending growth results from increases in market size and household income / expenditures. Retail is typically a following use as it derives its demand from other existing land uses, such as residential, office, and cultural uses. Growth in the number of households and in household incomes drives retail spending and demand for new retail space.

Hillsborough County gained 87,091 households from 2000 to 2011 while median household income grew at a rate of 1.3 percent per year during this period.

The Tampa-St. Petersburg-Clearwater MSA has a total of 147.0 million square feet of retail space, including 82.9 million square feet in shopping centers. Hillsborough County contains the greatest share of retail space with 64.2 million square feet of gross leasable area (GLA). Major retail concentrations in Hillsborough County include the Downtown Tampa Study Area, Westshore, and Brandon; these submarkets account for a combined 27 percent of county GLA.

The Downtown Study Area contains 3.5 million square feet of retail GLA, comprising over five percent of the total supply in Hillsborough County. Retail configurations in the Downtown Study Area vary by neighborhood and are influenced by surrounding land uses. Small-scale, neighborhood-serving retail can be found along primary transportation corridors in Tampa Heights, Ybor Heights, V.M. Ybor, and North Hyde Park neighborhoods. The majority of establishments in these areas measure less than 5,000 square feet of GLA, however, there are several larger retailers, such as Walmart, Sweetbay, and Walgreens; retail categories represented include convenience stores, limited-service restaurants, consumer services, and auto repair shops. Tampa's central business district (CBD) includes a nominal amount of ground floor retail primarily oriented towards office employees. Notably absent is any retail adjacent to the Tampa Bay Times Forum at the southern end of the CBD. The Channel District neighborhood contains Channelside Bay Plaza (234,520 square feet) as well as other entertainment and ground-floor spaces; much of the retail development is oriented towards tourists due to proximity to the cruise terminal. Retail in Ybor City extends from east to west along 7th Avenue and 8th Avenue. Many of the numerous restaurants, bars, and entertainment venues are located in small, well-kept historical buildings. The Centro Ybor shopping / entertainment complex occupies a historical structure built in 1898. Renovated in 2001, the center has 376,280 square feet of GLA with Muvico Theaters and Urban Outfitters as anchor tenants. Ybor City has a relatively high level of retail vacancies.

Brandon, a suburb located to the east of Tampa, accounts for nearly 12 percent of Hillsborough County retail GLA at 7.5 million square feet. Brandon is home to a number of large, auto-oriented shopping centers easily accessible from Interstate 75. Much of the retail space in Brandon was built after 1990, and many older shopping centers underwent renovations during this time. Westfield Brandon, formerly called Brandon Town Center, is the focus of a retail concentration near the intersection of Interstate 75 and State Road 60. Westfield Brandon has 1.1 million square feet of GLA, and its tenants include Macy's, Dillard's, JCPenney, Sears, and Dick's Sporting Goods. Adjacent centers include the Plaza at Brandon Town Center (368,569 square feet) and Regency

Square (365,022 square feet). Other major retailers in Brandon include Walmart (two locations), Home Depot, Lowe's, and Publix (four locations).

The Westshore submarket, located to the west of downtown Tampa surrounding Tampa International Airport, contains 6.0 million square feet of retail GLA or nine percent of the supply in Hillsborough County. Westshore is a major employment center encompassing 13.4 million square feet of office space, the airport, Raymond James Stadium, and Hillsborough Community College – Dale Mabry Campus. Retail in Westshore is auto-oriented with two major shopping centers, International Plaza and Westshore Plaza, as well as freestanding retail along Kennedy Boulevard and Dale Mabry Highway. International Plaza is a high-end shopping center with over 200 stores and 1.2 million square feet of GLA; tenants include Neiman Marcus, Nordstrom, and Dillard's. Westshore Plaza, with 1.1 million square feet of GLA, was built in 1967 and renovated in 2001. Key tenants of Westshore Plaza include Macy's, JCPenney, Sears, Saks Fifth Avenue, and AMC Theatres.

Since 2006, 12.5 million square feet of retail space have been delivered in the MSA including 4.9 million square feet in Hillsborough County. The majority of new retail development in Hillsborough County occurred in 2006 and 2007 when 3.3 million square feet were delivered including Market Square at Tampa Palms (219,815 square feet) and Bayport Commons (261,708 square feet). Retail deliveries slowed significantly during the economic downturn with a total of 1.7 million square feet developed in Hillsborough County from 2007 through 2011, an average of 412,967 square feet per year.

From 2006 to 2009, 506,625 square feet were developed in the Downtown Study Area including IKEA (353,000 square feet) and Grand Central Retail West (46,646 square feet). During the same period, 516,117 square feet were delivered in Brandon while 220,640 square feet were delivered in Westshore. No new retail space was developed in any of these three key submarkets during 2010 and 2011.

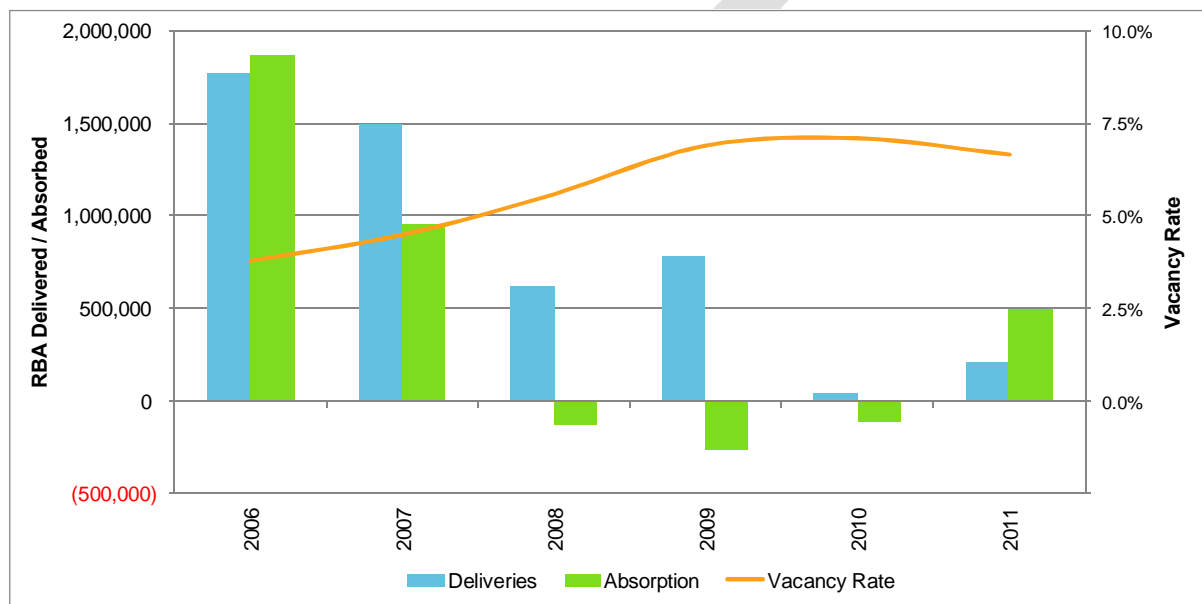
Figure 37: Retail Gross Leasable Area, 2006 to 2011

Geography	Gross Leasable Area				Change, 2006 to 2011		
	2006	2008	2010	2011	Number	Percent	CAGR
Tampa MSA	138,576,469	144,570,439	146,659,717	146,998,544	8,422,075	6.1%	1.2%
Hillsborough Co.	61,279,665	63,295,838	63,915,457	64,151,826	2,872,161	4.7%	0.9%
Share of MSA	44.2%	43.8%	43.6%	43.6%			
Submarkets							
Downtown Study Area	3,028,619	3,136,770	3,468,196	3,460,408	431,789	14.3%	2.7%
Share of Co.	4.9%	5.0%	5.4%	5.4%			
Brandon	7,424,490	7,518,564	7,536,863	7,536,863	112,373	1.5%	0.3%
Share of Co.	12.1%	11.9%	11.8%	11.7%			
Westshore	5,794,858	5,911,907	5,994,219	5,994,219	199,361	3.4%	0.7%
Share of Co.	9.5%	9.3%	9.4%	9.3%			

Source: CoStar; AECOM, 2012.

From 2006 to 2011, deliveries significantly outpaced absorption in the MSA resulting in rising retail vacancy rates. Leasing activity in Hillsborough County was strong during 2006 and 2007 with a total of 2.8 million square feet absorbed. Retail performance tailed off from 2008 to 2010 with negative absorption of -509,091 square feet, but 2011 was a strong year with 500,523 square feet absorbed. County-wide retail vacancy rates reached a peak of 7.1 percent in 2010 and fell to 6.7 percent resulting from strong leasing activity in 2011. Shopping centers currently have higher than average vacancy rates at eight percent compared to five percent at retail outside shopping centers.

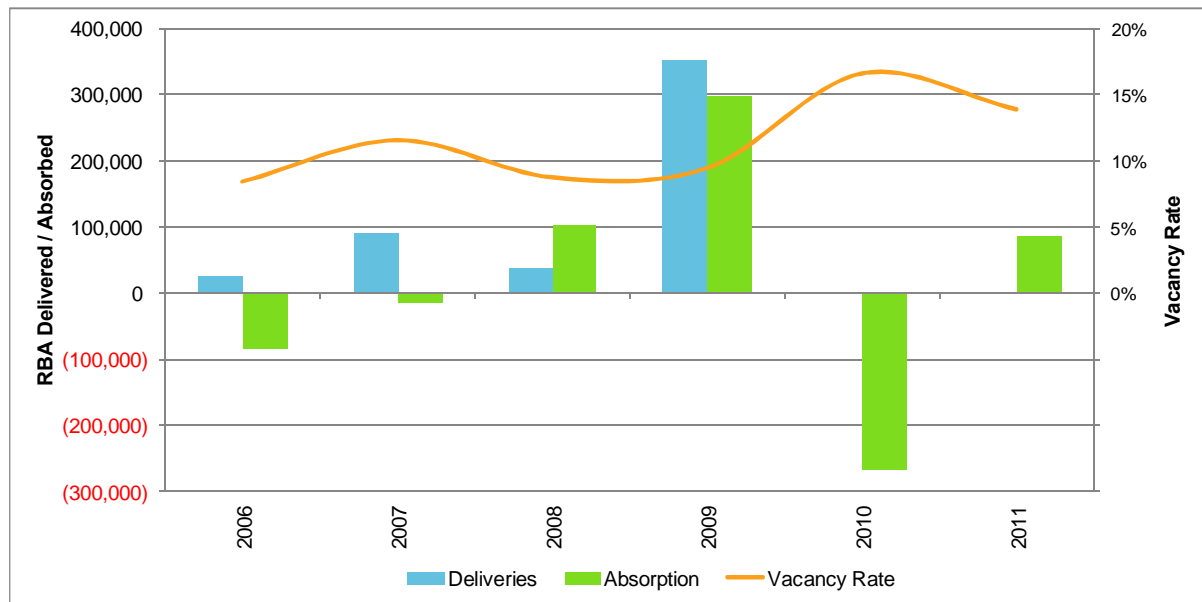
Figure 38: Retail Deliveries, Absorption, and Vacancy Rate Trends, Hillsborough County



Source: CoStar; AECOM, 2012.

Absorption in the Downtown Study Area averaged 20,418 square feet per year from 2006 to 2011 due in large part to the development of IKEA in 2009. Significant negative absorption occurred in 2010 with losses at 901 North Franklin Street (-14,500 square feet), 811 North Franklin Street (-56,000 square feet), and 902 North Florida Avenue (-40,300 square feet). The Downtown Study Area experienced a moderate rebound in 2011 with absorption of 87,233 square feet. Vacancy rates in the Downtown Study Area have ranged from eight percent in 2006 to 17 percent in 2010 and currently sit at 14 percent. Retail asking rents in the Downtown Study Area are lower than the county average at \$12.60 per square foot; this represents a significant decline from a peak of \$16.77 per square foot in 2007.

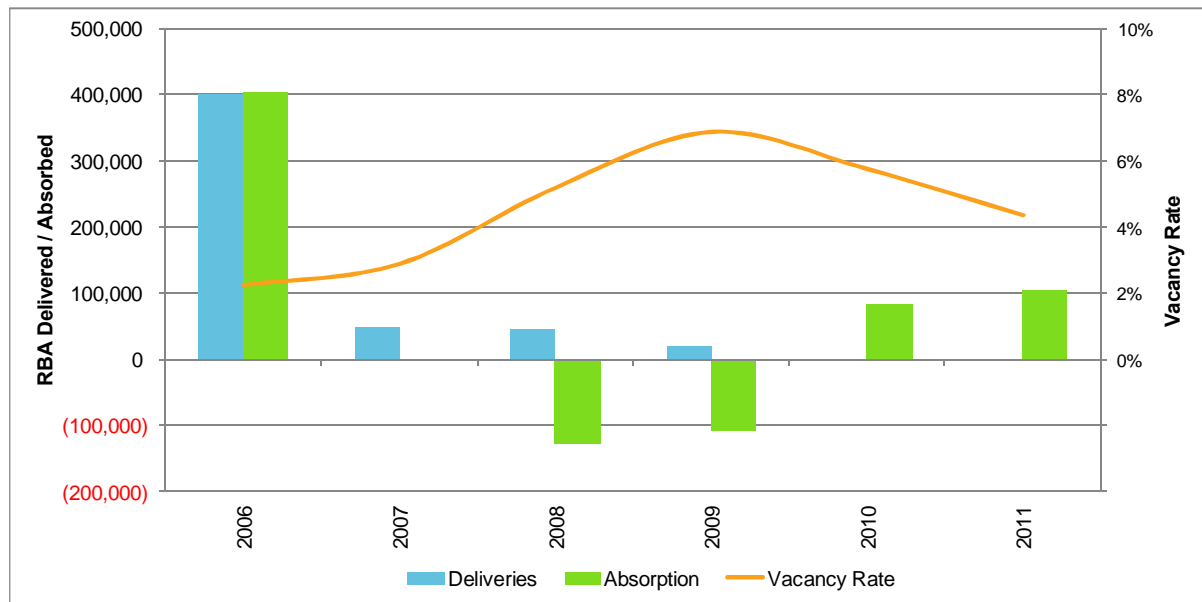
Figure 39: Retail Deliveries, Absorption, and Vacancy Rate Trends, Downtown Study Area



Source: CoStar; AECOM, 2012.

Retail absorption in Brandon has averaged 59,082 square feet per year from 2006 to 2011, a figure which is highly skewed by the delivery and subsequent occupancy of numerous retail developments in 2006, including Lowe's and Kohl's Lake Brandon. Subsequent years have seen significant negative absorption in 2008 and 2009 followed by more positive results in 2010 and 2011. Vacancy rates in Brandon reached a peak of seven percent in 2009 and are currently four percent, near historical average levels. Retail asking rents in Brandon are currently \$13.23 per square foot.

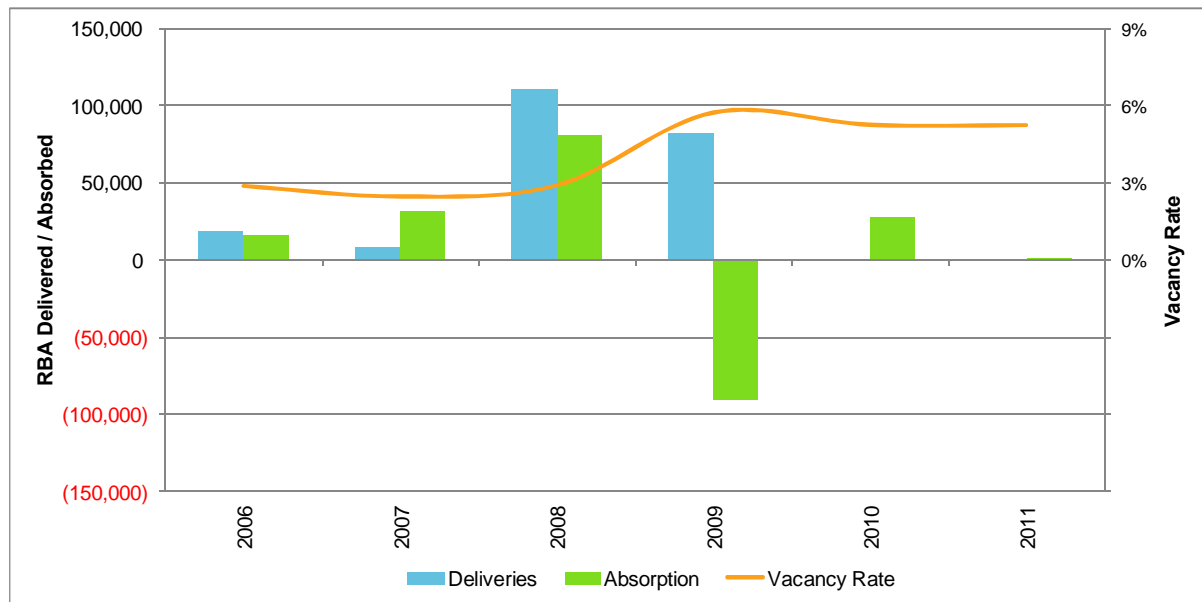
Figure 40: Retail Deliveries, Absorption, and Vacancy Rate Trends, Brandon



Source: CoStar; AECOM, 2012.

Retail absorption in Westshore has been modest since 2006 in comparison to the Downtown Study Area and Brandon, averaging 11,389 square feet per year. Key tenants in International Plaza remained stable during the economic downturn. Green House Shopping Center and 4340 West Hillsborough Avenue experienced significant negative absorption in 2009, losing occupancy of 23,100 square feet and 50,000 square feet, respectively. Vacancy rates in Westshore reached a peak of seven percent in 2009 and were five percent at the end of 2011. Retail asking rents in Westshore are currently \$17.96 per square foot, significantly higher than retail asking rents elsewhere in Hillsborough County.

Figure 41: Retail Deliveries, Absorption, and Vacancy Rate Trends, Westshore



Source: CoStar; AECOM, 2012.

Capture of market expenditures at a given location, and subsequent demand for retail space, is a factor of accessibility, tenancing, visibility, physical attractiveness, and the general competitive environment. Additionally, different merchandise types and configurations draw from different trade areas. For example, grocery and convenience retail stores typically exhibit a high spending capture from nearby neighborhoods while department stores and specialized retailers may exhibit a lower capture from a larger geographic area. These considerations are important in determining the tenant mix and positioning of a retail property.

Hotel Market

Smith Travel Research indicates that there are approximately 683,000 hotel rooms in Hillsborough County. Approximately 14 percent of these rooms are located Downtown, 24 percent in East Tampa, 21 percent in North Tampa - Busch Gardens, and 40 percent in Westshore. The Downtown market experiences the highest occupancy rate, averaging 68.5 percent in 2011, peaking in March at 86.8 percent and bottoming out in May at 59.8 percent. Though there are almost three times as many hotel rooms, the average occupancy rate in Westshore is only slightly lower, averaging 67.5 percent in 2011.

The Average Daily Rate (ADR) is the highest in the Downtown market, averaging close to \$129 per night. The ADR in Westshore is almost 42 percent lower, averaging \$90.79 per night in 2011. The Revenue per Available Room (RevPAR) is calculated by dividing the total room revenue by rooms available. The RevPAR Downtown is significantly higher than the other markets, averaging \$89.25.

In all markets, the RevPAR has increased by over ten percent since 2010, which indicates a positive tourism trend.

Figure 42: Hotel Characteristics, Tampa Markets, 2010-2011

	Occupancy (%)			ADR (\$)			RevPAR (\$)		
	2010	2011	Change	2010	2011	Change	2010	2011	Change
Downtown	63.6	68.5	7.7%	\$123.72	\$128.87	4.2%	\$79.87	\$89.25	11.7%
East Tampa	51.7	57.1	10.4%	\$66.79	\$68.05	1.9%	\$34.74	\$39.10	12.5%
North Tampa-Busch Gardens	47.9	51.5	7.6%	\$63.83	\$66.48	4.1%	\$30.67	\$34.36	12.0%
Westshore	61.9	67.5	9.1%	\$89.83	\$90.79	1.1%	\$56.08	\$61.77	10.1%
Hillsborough County	56.8	61.9	9.0%	\$85.15	\$87.18	2.4%	\$48.75	\$54.40	11.6%

Source: Source: Tampa Bay and Company; AECOM, May 2012.

Planned and Proposed Projects

Data on planned and proposed development projects were acquired from the Tampa Bay Regional Planning Council (TBRPC), CoStar, and the City of Tampa Economic and Urban Development Department. Information from the TBRPC is focused on developments of regional impact (DRIs), defined as large-scale development affecting more than one county or many jurisdictions. TBRPC coordinates reviews of DRI plans to ensure that traffic and environmental impacts of new developments are considered. Within Hillsborough County, a total of 39 DRIs were identified that have not yet reached buildout and have received specific approval for a portion of the development. These DRIs range in area from seven acres, in the case of the Hillsborough River Realty DRI, to more than 5,000 acres, in the case of Tampa Palms. Due to their large size, many of these DRIs are split into parcels for development by multiple entities.

Comparison between cumulative existing development and total approved development provides an indication of the level of new development required for a DRI to reach buildout. Developments with the greatest number of residential units remaining to buildout tend to be suburban, including Waterset, DG Farms, Tampa Palms, and Lake Hutto; Waterset and DG Farms have high levels of multifamily development remaining to buildout. The Westshore Areawide DRI and the Tampa Downtown Development DRI have the greatest amounts of remaining commercial space to reach buildout. According to CoStar, major projects proposed for downtown Tampa include SouthGate (400,000 square feet of office space) and Encore (mixed-use including office, residential, retail, and hotel). Additional planned downtown projects identified by the City of Tampa include Del Villar (130 housing units) and The Heights of Tampa (mixed-use including office, residential, retail, and hotel). Projects proposed in Westshore include Tampa Bay One (700,000 square feet of office space in two towers plus 150,000 square feet of retail) and West View Corporate Center (576,000 square feet of office space in three buildings). Suburban DRIs with significant commercial potential include Tampa Technology Park, Hidden River Corporate Park, and Sabal Center.

Figure 43: Active Developments of Regional Impact (Buildout Not Reached), Hillsborough County

DRI Name	Total Approved Development (Units / Sq. Ft.)					Cumulative Existing Development (Units / Sq. Ft.)				
	Residential	Retail	Office	Industrial	Hotel	Residential	Retail	Office	Industrial	Hotel
Tampa Bay Ctr./Buccaneers	0	659,225	158,500	0	0	0	0	158,500	0	0
Tampa Bay Ctr./School	0	118,075	0	0	0	0	0	0	0	0
Apollo Beach/Phase 1	2,429	870,464	140,000	0	0	1,495	399,376	28,306	0	0
Tampa Palms	11,624	1,265,635	59,000	0	0	6,297	942,023	59,000	0	0
Summerfield Crossings	4,077	1,220,800	644,800	0	0	3,288	356,652	4,600	0	0
Tampa Downtown Dev.	2,293	1,321,187	10,049,977	302,000	4,193	1,212	115,228	3,652,116	0	2,365
Westchase	3,650	349,000	240,000	0	0	3,546	78,315	49,205	0	0
Sabal Center	0	150,000	3,267,000	0	1,000	0	0	1,288,850	0	265
International Plaza	0	1,290,000	2,000,000	0	750	0	1,257,000	959,919	0	293
Sunforest	318	10,000	804,721	0	460	318	0	182,506	0	360
Corporex	0	32,000	293,500	614,000	250	0	0	143,500	430,920	98
Hidden River Corporate Park	96	145,000	4,172,996	0	750	96	11,490	1,147,957	0	301
Rocky Point Harbor	625	16,000	529,025	0	203	464	11,000	454,274	0	379
Tampa Oaks	530	10,000	442,300	195,000	150	234	0	268,996	0	150
Woodland Corporate Center	0	0	811,000	268,950	0	0	0	781,050	268,950	0
Tampa Telecom Park	0	28,800	2,612,289	908,517	265	0	7,600	1,373,295	241,511	264
Tampa Cruise Ship Terminal	0	175,000	1,101,933	0	1,200	0	122,000	0	0	0
Regency Park North	565	50,000	623,005	0	392	360	0	410,666	0	392
Tampa Technology Park/West	575	420,316	4,946,602	3,801,594	432	555	10,108	602,200	0	0
Tampa Triangle	616	24,750	669,679	50,000	0	600	0	0	118,822	0
Westshore Areawide	2,000	1,538,000	10,195,775	178,502	3,633	1,407	1,518,756	2,015,049	163,511	1,523
Southbend	1,814	1,116,600	654,000	2,240,000	500	1,154	0	0	0	0
The Pavilion	1,116	150,000	140,000	0	0	1,116	0	0	0	0
Crosstown Center	853	345,000	1,550,000	0	300	753	0	204,000	0	0
University Center R&D Park	0	0	0	1,205,000	350	0	0	0	374,916	240
Westfield Citrus Park Mall	0	1,897,100	112,709	0	0	0	1,380,528	8,400	0	0
Walden Woods Ind. Park	1,210	338,301	401,950	4,209,257	0	492	24,593	25,727	657,686	0
Fishhawk Ranch	5,163	276,569	92,000	48,315	0	3,653	249,102	45,878	48,315	0
DG Farms	6,128	435,047	10,000	0	0	457	224,262	0	0	0
Gregg Business Center	0	165,000	360,000	11,000,000	0	0	6,600	0	1,023,838	0
The Crescent	0	110,000	1,050,000	350,000	220	0	2,940	581,899	75,125	0
Hillsborough River Realty	0	125,000	900,000	0	0	0	0	0	0	0
Harbour Island S/D	4,650	240,000	1,000,000	0	550	2,503	60,175	484,044	0	299
Busch Gardens S/D	0	0	0	0	2,100	0	0	0	0	0
Harbor Bay	2,250	300,000	40,000	0	0	1,053	100,444	0	0	0
South Shore Corp. Park	2,866	199,000	413,800	5,563,525	150	44	0	0	91,650	0
Independence Park	0	0	1,000,000	0	0	0	0	125,575	0	0
Lake Hutto	2,599	210,000	315,000	0	0	0	0	113,134	0	0
Waterset	6,428	348,480	108,900	0	0	0	0	0	0	0

Source: Tampa Bay Regional Planning Council; AECOM, 2012.



Riverwalk - Economic Development Aug 2, 2012

A Paper for the InVision Project

INTRODUCTION

The Tampa Riverwalk is a 2.6 mile linear park that stretches from the corner of Beneficial and Channelside Drives up to the North Boulevard Bridge. The current phase of the Riverwalk Master Plan provides a waterfront walkway that runs through numerous waterfront parks and private developments along the north bank of Garrison Channel and the east bank of the Hillsborough River. Unlike the San Antonio Riverwalk, the Tampa Riverwalk does not have the option of providing continuous retail and food and beverage along the waterfront due to restrictions to be discussed in this paper. However, there are ample options to create a unique waterfront environment that will create economic opportunities. This paper begins to convey some possible options for planners to consider as the downtown master plan is developed.

BACKGROUND

The Riverwalk Project was a bi-centennial project began in 1975 by Mayor Poe to develop the waterfront in the downtown core. Curtis Hixon Park was the initial focus of the Riverwalk. Although the public responded by purchasing over 1700 wooden planks engraved with the donor's name, the project did not develop beyond the initial piece for quite some time. This initial section construction in 1976 was refurbished in 1989 when the current Rivergate Tower and the ramp from the park to the tower were constructed.

In early 2000, Curtis Hixon Park was still the only section of Riverwalk in place. Mayor Greco dedicated the next two segments, the Marriott Waterside Hotel in 2000 and the first phase of Cotanchobee Ft Brooke Park in 2003. Since 2003, the city has focused its efforts on increasing the momentum of the Riverwalk project. Mayor Iorio added MacDill Park in 2005 and USF Park in 2006. The Riverwalk master plan was also completed in 2006 and provided the overall vision of the Riverwalk as well as how it would connect the Channelside area to the proposed Heights development on the north side of downtown. The primary focus was on designing and constructing the Riverwalk according to Riverwalk design standards and the Master Plan. While this was occurring, some emphasis was placed on developing a cultural plan that included programming events, educational displays and art components. After the new Curtis Hixon Waterfront Park was completed in 2009, the city has pushed to increase events along the waterfront.

The city completed the first overwater connection, Platt Street, in 2008. Including the waterside edge of the Tampa Convention Center, the completed segments provided about .6 miles of contiguous walkway. Adding the Cotanchobee Ft Brooke Park extension to South Plaza (located at the corner of Beneficial and Channelside Drives) the walkway now extended to .8 contiguous miles on the south side of downtown. With the addition of wayfinding signage and the first 6 interpretive displays in 2009, it seemed for the first time to be an attraction worthy of marketing as a destination. Economic development was discussed, but not yet pursued as a needed component.

When the city completed Curtis Hixon Waterfront Park in 2010, there was much more focus on programming the park. More events began to happen and the waterfront was in the media more. As time progressed, the Brorein Street underpass and the Brownstone and CapTrust sections were completed, extending the completed Riverwalk to one mile. With the downtown master planning effort in full swing and having received a TIGER grant in 2012 for \$10.6 million, the focus was shifting to identifying and developing the economic opportunities along the waterfront.

The Friends of the Riverwalk have added to this push by helping guide some of the event promoters through the city process as well as planning their own events. Although past efforts have been on constructing the Riverwalk, today the push to activate the waterfront is taking on a greater role in the not-for-profit organization.

With 1 mile completed on the south side and the .5 miles on the north, the Friends of the Riverwalk chartered a team to assess where the economic opportunities might lie. This team developed a spreadsheet that will be the basis of this paper. It approaches the Riverwalk in 21 segments, providing basic information on each, as well as linkages, restrictions, and possible economic development opportunities that might be implemented. This report was primarily developed as input to the InVision effort which will produce a Master Plan for downtown.

ECONOMIC IMPACT ASSESSMENT

The University of South Florida, College of Business, under the direction for Professor Sean Lux, completed an Economic Impact Study on the Riverwalk Project in the fall of 2007.

This Economic Impact Study focused specifically on two metrics: 1) the effect on revenue (or value) and 2) the creation of jobs. The intention of the study was to assess the impact of the Riverwalk on Tampa's economy.

It was determined that the Riverwalk will have a significant economic impact totaling nearly \$415 million dollars to the Tampa Bay community.

The total economic impact is summarized as follows:

Construction Impact: The overall direct economic impact of the Tampa Riverwalk from its construction would generate an economic impact of approximately \$5.4M of real income per year, or \$16.2M over three years and create 111 three-year construction jobs. Additionally, \$354,000 of economic impact for the City of Tampa would be derived from the permitting fees for the project.

Tourism Impact: In total, the Tampa Riverwalk is conservatively projected to yield approximately \$38M/yr in economic impact and drive the creation of 585 jobs in the Visitor/Tourism Industry.

Property Values and Property Tax Impact: In total, the Tampa Riverwalk is projected to generate \$398M in impact from property value increases, \$14.4M in yearly revenues from commercial real estate, real estate transactions, and new property taxes, and 153 new jobs.

Retail Impact: The overall economic impact of the Tampa Riverwalk on the Retail Industry was projected to be approximately \$13.75M per year in revenue and create approximately 129 jobs.

EVENTS

Outdoor. The city envisions the Riverwalk as a venue that will link waterfront gatherings to create large scale events. After Curtis Hixon Waterfront Park opened, the city began promoting the need for more events downtown which is a critical component to economic development. The local populace is hungry for more events as evidenced by the July 2008 Red Bull Flugtag held at the Tampa Convention Center. Event organizers estimated a crowd of 50,000 but actually drew 150,000 people all along the Riverwalk to witness the event. The subsequent Red Bull event in 2011 brought 110,000 people to the waterfront. When that many people gather, downtown businesses get a boost in customers and there is opportunity for entrepreneurs to take advantage of

the crowds. As more and more events develop and greater numbers come to downtown more frequently, it will strengthen existing businesses and drive additional vendors to downtown to satisfy the needs of the crowds.

Indoor. Downtown Tampa is blessed with several world class venues such as the David A. Straz Jr. Center for the Performing Arts and the Tampa Bay Times Forum. Popular attractions like the Florida Aquarium, the Glazer Children's Museum, the Tampa Museum of Art and the Florida Museum of Photographic Arts (all linked by the Riverwalk) collectively draw hundreds of thousands of people every year to downtown. Many of these people come to an attraction and then leave. The city must provide incentives to visitors encouraging them to remain downtown and participate in other activities before getting back into their car and heading home. This is beginning to happen as more and more restaurants are staying open for the evening instead of just serving lunch. The influx of urban core residents is also contributing to the synergy needed to create a vibrant downtown.

LIMITATIONS AND RESTRICTIONS

Over time, there have been numerous individuals that have approached the city requesting the ability to vend on the Riverwalk. Falling back on the ordinances and restrictions in park agreements, people were put on a list to be contacted at a later date when development opportunities were identified and pursued. There are many obstacles to economic development that currently exist.

Agreements. As the Riverwalk linear park runs along the waterfront, it goes through existing parks. That portion of the Riverwalk is then subject to the restrictions of that particular park. The land for several parks (Cotanchobee, USF and MacDill), was procured through the Florida Community Trust Grant process. This organization requires the land be completely dedicated to public use and severely restricts commercial activity within the borders of the granted land. In order to continue activating the waterfront, each agreement must be evaluated to determine what development can and cannot happen in each park. Other restrictions come in to play based on unique agreements such as the one between the Tampa Convention Center and ARAMARK. This agreement gives ARAMARK exclusive food and drink vending rights within the footprint of the Convention Center, including the Riverwalk running along the water side of the center.

Ordinances. Based on the rapid development of the Riverwalk over the past several years, specifically in areas that do not correspond to waterfront parks, applying existing park ordinances to this new linear park provides an improper fit. If the waterfront is to be an active and vibrant gathering place, there needs to be efficient mechanisms in place that promote the ability of vendors to meet the needs and desires of public patrons in an effective way.

Additionally, the Riverwalk is part of a larger transportation system as it interconnects with the TECO line Streetcar, Trolleys, water shuttles, and the downtown biking and pedestrian grid. As such, it needs to have different operational requirements than the parks. A good example is lighting. If the waterfront park closes at 10 PM and park lights go off, the walkway people use to get to and from the Channelside area needs to stay open later. Water taxis operate late at night and need to be able to drop people at various waterfront docks that allow them to safely move their next destination.

In addition to removing obstacles caused by existing ordinances, the city may want to consider initially reducing operating fees to entice local entrepreneurs to come to the waterfront and take a chance on operating a business.

Private Development. There are areas of the waterfront that are completely closed off to the public due to private commercial enterprises, such as the Sheraton Riverwalk Hotel, Rivergate Tower, and the old IBM Building just south of Kennedy Boulevard. These structures, located directly on the water, restrict view corridors and impede direct access to the waterfront area. Although the Marriott Waterside Hotel provides a public easement on the water side of the building, the size of the walkway limits economic opportunities, even for the Marriott. Additionally, the design of the terrace provides more separation than integration with the waterside walkway.

The Heights Development north of downtown will provide an excellent retail interface with the Riverwalk. However, the project is currently stalled due to the economic downturn resulting in bankruptcy proceedings. Progress in this area will occur only when the economic conditions are favorable for large scale development of the area and legal issues are resolved.

The Brownstone land just south of the CapTrust building is another area that has huge potential. However, unless specific arrangements can be worked out with the owner, the economic opportunities will not be forthcoming until the owner designs and constructs buildings that interface with the Riverwalk, which are still years away.

Public Amenities. The Tampa Convention Center occupies a large space directly on the waterfront. The ARAMARK food and beverage contract limits economic development from other vendors in this area. Initiatives must be worked with the convention center not to interfere with existing agreements. Likewise, the David A. Straz Jr. Center for the Performing Arts maintains vendor contracts that impact the Riverwalk space. Agreements with these dedicated vendors to expand operations to the Riverwalk can accomplish the same desired end result.

Physical Restrictions. Finally some areas present physical barriers to economic opportunity. In the area along the river north of Kennedy Boulevard Bridge, there exists a 25 foot seawall that takes over 600 feet to taper down to water level. Other areas, such as the area between Laurel Street and Water Works Park, are narrow strips of land between the seawall and the roadway that are difficult to properly develop.

Many similar restrictions are found on the opposite side of the river, but this paper deals only with the east side.

LINKAGE

One of the most valuable aspects of the Riverwalk is that it connects so many of the key destinations downtown. Tampa has a considerable compact downtown which today is defined by the water boundaries on three sides – the Hillsborough River on the west, Garrison Channel on the south, and Ybor Channel on the east.

Adjacent Amenities. Many of Tampa's key amenities are found in the downtown urban core. More destinations are found just across the water way, such as the H.B. Plant Hotel and Museum, Bayshore Trail, Harbour Island restaurants, and Julian B. Lane Waterfront Park. The economic value of a particular development location is largely determined by its surroundings, access points, and parking. As mentioned before, the Tampa downtown is relatively small compared to other cities of similar size. This offers the advantage of having a great number of destinations in close proximity, all within walking distance or a short water shuttle ride.

Interior Downtown/Franklin Street. Franklin Street provides the greatest concentration of retail and food and beverage establishments downtown. Given the less than desired space available for economic development, perhaps the waterfront linkage to the other retail areas such as this will begin to develop the synergy needed to make downtown

the destination of choice. The viability of this linkage can be demonstrated by the flow of people from the convention center 2-3 blocks north to Franklin Street for lunch.

Similar and Complementary Functions. As more and more amenities appear and downtown Tampa begins to mature, the downtown businesses need to begin thinking more of how grouping like functions can benefit the whole. Museums can offer discounts for multi-ticket purchases, i.e. lower cost for one ticket to enter FMOPA, TMA and the History Center. Add a free water shuttle ride and package to enhance the overall experience and you will attract more people and generate economic activity. Similarly, complementary businesses could join together offering package discounts. For example, go to the Forum to see a Lightning game or concert, then stop by Stumps Supper Club for a 2 for 1 dinner; or discount bowling at Splitsville when you go to the Aquarium.

Anchors. It bodes well for the future that both ends of the Riverwalk are anchored by large developments. On the south, Channelside Bay Plaza provides rich food and beverage opportunities as well some retail and entertainment options. What is missing is the strong link from the “end of the Riverwalk” at South Plaza to the complex itself. When Channelside gets its new owner, strong links to the Riverwalk need to be developed both on the land side and the water side of the property.

The Heights Development is the anchor on the north end and is currently stalled. The venue offers about 1600 linear feet of waterfront development opportunity that can provide a mix of retail and entertainment venues to attract the public to the north end of downtown. The market will have a huge effect on the timing and opportunities eventually provided. Development of Water Works Park as a premier event venue, will impact the development opportunities.

The West Side of the River. Mayor Buckhorn has invited several Urban Land Institute (ULI) Teams to study specific areas of downtown. The first team completed its study of the downtown core and concluded that the Riverwalk was a key component of downtown development. It not only needed to be completed, but recommended the west side of the river be included as well. A subsequent team studied an area northwest of downtown and commented that the Riverwalk offered important pedestrian linkage to the waterfront and to the downtown. The city will use the current InVision planning process as input to develop Phase II of the Riverwalk Master Plan. This plan should spell out specific priorities regarding new Riverwalk segments and enhancements to existing Riverwalk.

Other Waterfront Walkways. In addition to the Riverwalk that runs along the north side of Garrison Channel and the east side of the Hillsborough River, there are other waterfront walkways that exist. A walkway along the north end of Harbour Island stretches from Beneficial Drive Bridge west to the far side of Jacksons Bistro where it turns into a private dock walkway. Additionally, Tampa General Hospital has constructed a pleasant walking path around the north and east sides of the building complex. The famous Bayshore Trail begins at the Platt Street Bridge and runs to the southwest. Linking the trail to the Riverwalk via a pedestrian bridge to facilitate the flow of people across the river should be a priority. The city has partially completed a pedestrian and biking trail along the west side of the river from Blake High School to the beginning of the Bayshore Trail. All of these components work to provide a significant amount of waterfront access for those who wish to take advantage of it. Because they have all been developed by different people at different times, the community, and even the city, tends to look at these sections individually and not as a comprehensive network of waterfront access points that all work together. In that light, the waterfront takes on a much greater significance as a center piece of community activity. As a start, signage can be placed on each component highlighting the links to the other components.

Trails. The Riverwalk acts as the backbone to the trail system that emanates from downtown. It connects Bayshore Trail on the southwest, to the Meridian Trail on the southeast; and the bike trails that run to the north. It also parallels the trail on the west side of the river. Both are connected by the various bridges that link the east and west banks. The Selmon Greenway begins at the Riverwalk in Anchor Park and runs to the north east under the Selmon Expressway. Neighborhoods surrounding the downtown have initiated a program called the Green Artery that seeks to connect the neighborhoods to the trails mentioned above.

TRANSPORTATION

Water shuttle and Taxis. Water shuttles are already operating on the waterfront in an “on demand” mode. Eventually when more visitors flock to the waterfront, a scheduled water shuttle will operate making this a viable transportation option.

Streetcar and Trolley. The TECO Line Streetcar links the downtown with Ybor City. It links many key destinations and, in several areas, runs close to the Riverwalk integrating it into the transportation system. Similarly the rubber wheel Trolley covers more of the downtown and expands coverage to Harbour Island and Hyde Park west of

downtown. It too runs adjacent to the Riverwalk adding to the available transportation options to downtown destinations.

Streets. Downtown is a matrix of wide and fast one-way streets focused on getting the traffic in and out of the core as soon as possible. The fast flow of traffic not only makes it dangerous for pedestrians, but also restricts development of businesses downtown. These businesses are a critical component to the economic development of the waterfront for reasons outlined previously. Understanding this, the city has changed some of the smaller one-way streets to two-way streets, and is working on converting more as time goes on.

Electric Carts. At one time there were several companies that operated small electric vehicles that were available “on call” to deliver downtown workers and visitors from one destination to another. They were free of charge and operated on tips and revenue from advertising. These vehicles provided a viable transportation option until they were not allowed to operate. It is not clear at the time of this writing if these vehicles will be allowed to return to operating in the downtown area.

ECONOMIC DEVELOPMENT OPPORTUNITIES

In evaluating the possible economic development opportunities, one must look not only on the land for potential, but also on the water. The water aspect becomes particularly important after considering all the restrictions outlined above, some that cannot be easily overcome. The concept of floating restaurants, bars, and general retail has been accomplished in other cities. The question is, will it work on Tampa’s waterfront environment?

Defining the type of economic development that will work in a particular area is also a task that must be studied.

Submerged land. The city recently completed the legal proceedings with the Port Authority to swap ownership of submerged lands that are more suited to each entity’s control. The Port was granted ownership of submerged lands in the port area and the city was granted ownership and full control of the submerged land all along both sides of the Hillsborough River where the Riverwalk is being built and where it may go in the future.

Parks. The waterfront parks offer much land to meet the needs of the waterfront visitors. However, many of the restrictions to commercial activity placed on the parks

by the granting agencies preclude development without going back to the granting agency to negotiate what they will allow the city to do.

Docks. Some of the docks along the waterfront have also been put in place with grants, primarily from the Florida Fish and Wildlife Conservation Commission. Preliminary discussions with them resulted in their agreement, in concept, to allow a prorated area of the docks for commercial activity equal to the share of the design and construction cost born by the city. The Commission did state that a dock used for commercial activity could be attached to the granted dock without issue. Again, any such use would require more extensive discussions and modifications to the agreements in place.

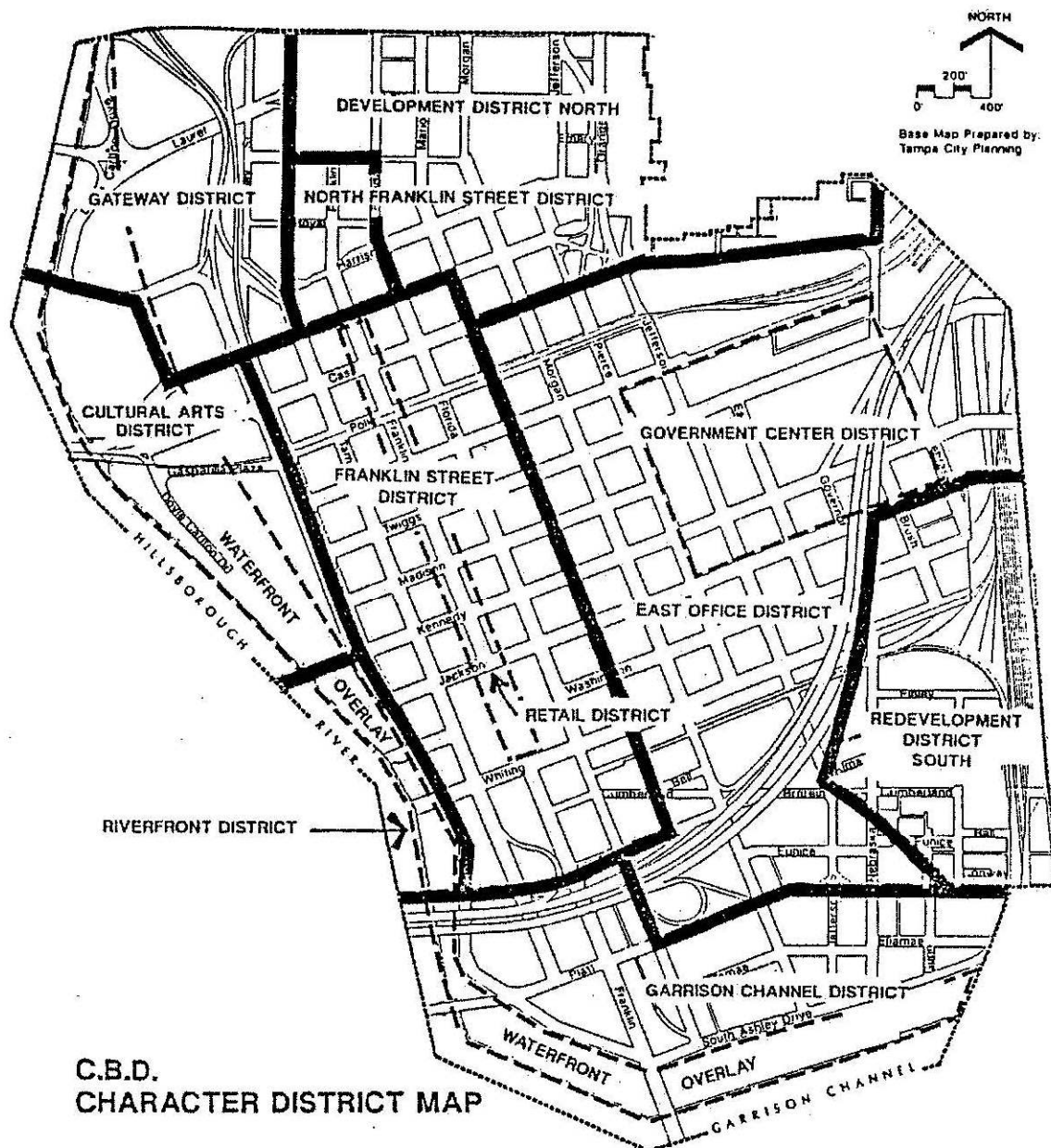
Streets. There are several streets that could potentially be vacated, supplying land for retail opportunities. Whiting Street and Washington Street on either side of MacDill Park are examples. Sections of Doyle Carlton Street north of the Straz Center could also be evaluated for this purpose.

Private Property. Overall, there are a few private land parcels available for development. Certainly the Heights Development offers significant opportunity for all sorts of retail and restaurants on its 1600 feet along the waterfront just northeast of Water Works Park. As previously stated, that development has stalled and is in legal proceeding. It is unknown when or if that development will occur. The Brownstone/CapTrust area is perhaps the best site to develop economic opportunities adjacent to the Riverwalk. That section of Riverwalk was constructed on an easement granted by the property owners and will always be open to the public. It offers the opportunity for direct interface with the Riverwalk and businesses. The Port Authority land between Beneficial Boulevard Bridge and the Channelside complex offers an excellent opportunity for the new owner to develop a Riverwalk interface on the north and south sides of the property. The entire complex is being purchased by a local development group that will determine development concepts for the site.

Districts. The Riverwalk lies within the Central Business District, as well as a very specific area called the Waterfront Overlay District, shown at Exhibit 1. This overlay district is not well known and has, thus far, not been used as a tool to drive change along the waterfront. It offers the capability to more narrowly define a specific corridor along the water's edge to incorporate policy and ordinances designed for waterfront purposes. The district ends on the north at I-275. The city should consider extending the district northward to North Boulevard Bridge to encompass all of the current Riverwalk master plan. Based on public input and the desires of the current

administration, the city should consider expanding the overlay district to the west side of the Hillsborough River.

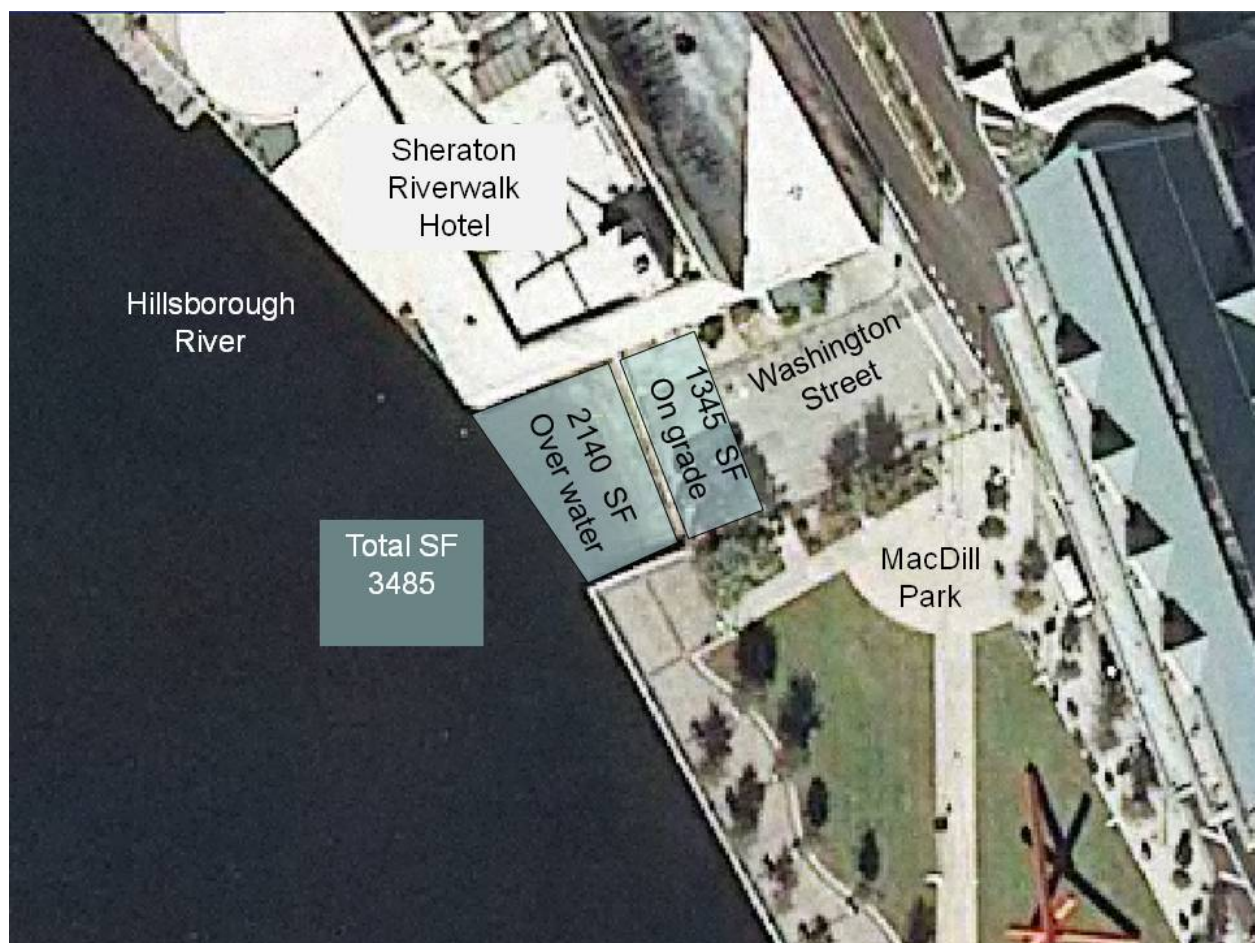
Exhibit 1 - Waterfront Overlay District



Best Options for Economic Development. Considering all the above, there are several areas that have the greatest potential for development.

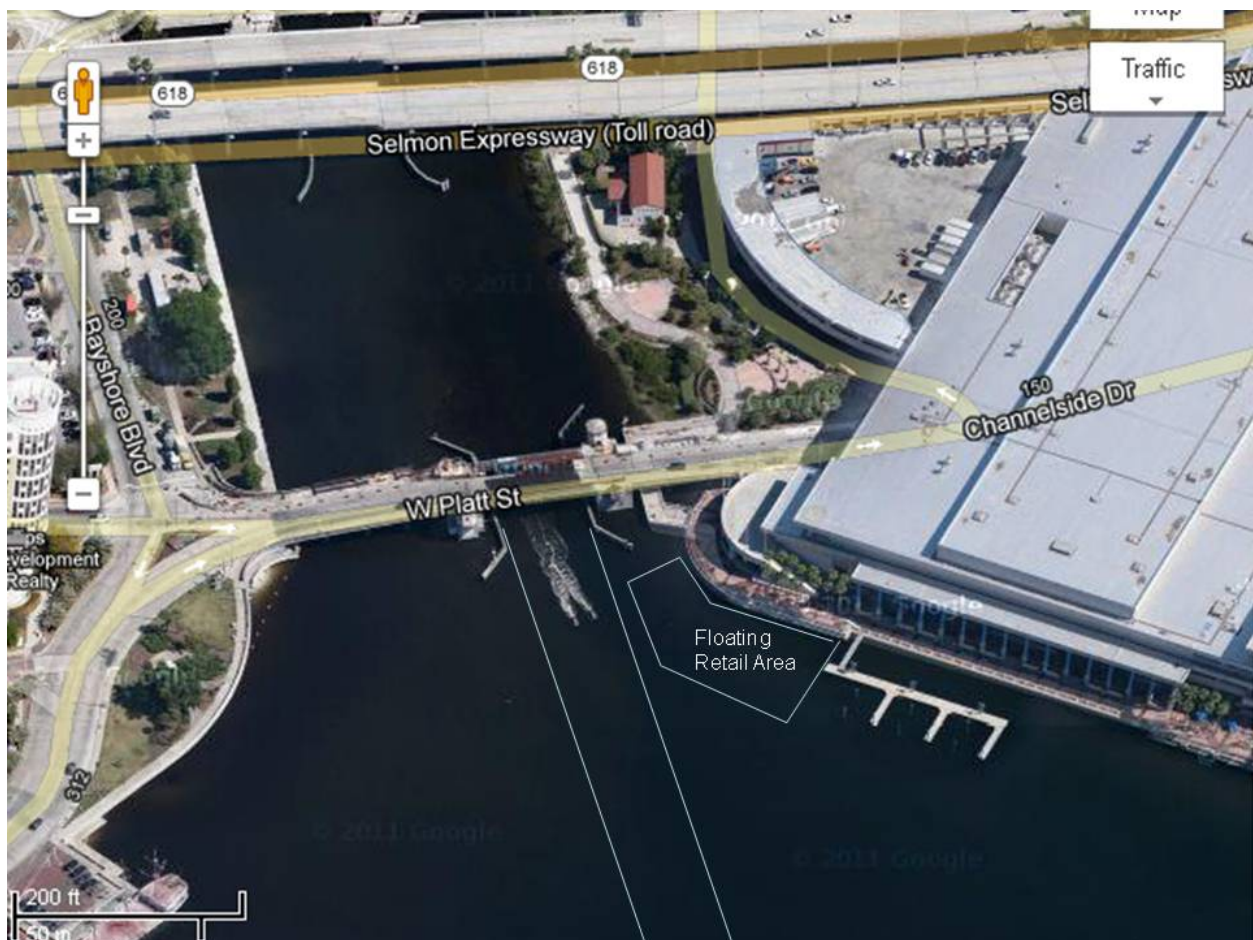
The first area is the west end of Washington Street between MacDill Park and the Sheraton Tampa Riverwalk Hotel seen in the Exhibit 2 below. This is a very wide street which can be vacated and eventually provide an area to place food and beverage opportunities as well as general retail. Located at the south end of Kennedy Boulevard Plaza, it will be a high pedestrian traffic area providing the clientele to succeed. Additionally, if the street is vacated, the north side would revert back to the hotel who has expressed interest in developing this site. The hotel's kitchen is located adjacent to that area. On the west side of the parcel is a notch of water that can be used to expand the surface area. There is a TECO transmission line that runs parallel with the street and proceeds west under the river that must be considered in any development.

Exhibit 2- West End of Washington Street



Given the limited space available to develop land based retail, another area to consider is the on/over the water on the west side of the Tampa Convention Center. Specifically, the area between the seawall and the Federal Channel just west of the docks in that area is out of the way for most convention operations as show in Exhibit 3. There is no view corridor from the interior of the Convention Center on the west side of the building. The gangway to the existing docks allows a pathway to the area. A connection from the dock to the floating structure provides a low cost option from the Riverwalk to the business. There are issues to overcome, such as electricity and water, but almost every option has some obstacles that must be dealt with.

Exhibit 3 – Tampa Convention Center Area



Other Options by Segment

Looking specifically at each segment, there are some possible uses to consider. This is merely a list of what might be possible for each segment taken in isolation and does not represent what should be developed in total. The graphic at Exhibit 4 shows the location of each segment mentioned below.

Segment 4 – South Plaza to east side of History Center – Vending carts; water taxi stop; link Channelside via a dock under Beneficial Bridge coming off the existing docks; over water area under bridge could house a sports rental kiosk.

Segment 5 – Cotanchobee Ft Brooke Park – vending carts; expand docking area off the pier to accommodate some tie ups and floating structures to accommodate rental kiosks.

Segment 6 - Tampa Marriott Waterside Hotel – Bike rentals; kayak rentals and storage; segway rentals; open Marriott restaurants and dining areas more to the Riverwalk.

Segment 7 - Tampa Convention Center – add water and electricity to both dock structures to encourage the yachters to come. Expand ARAMARK food and beverage on the water side and the west side of the center. Add a floating structure for retail and rentals off the west side of the west docks. Construct a kayak storage facility.

Segment 8 - Platt Street Bridge Underpass – vending carts.

Segment 9 - USF Park on the Riverwalk – vending carts.

Segment 9 – Anchor Park (under expressway) – available for permanent retail and food and beverage; vending carts.

Segment 10 - Brorein Street Bridge Underpass – vending carts.

Segment 11 - Brorein Street to MacDill Park – vending carts; kiosk off the lower end of CapTrust section.

Segment 12 - MacDill Park on the Riverwalk – Docks; vending carts; water taxi stop

Segment 13- Sheraton Tampa Riverwalk Hotel – vacate Washington Street and develop structure for retail, food and beverage or kayak storage.

Segment 14 - Kennedy Boulevard Bridge – vending carts.

Segment 15 - Kennedy Boulevard to Curtis Hixon Waterfront Park – vending carts; marine habitat between Riverwalk and seawall; floating restaurant or market

Segment 16 - Curtis Hixon Waterfront Park – more docks; floating restaurant; restaurant on pad in SW corner of the park; vending carts.

Segment 17 - Cass Street and CSX Railroad Bridges (In Future Plan) - floating food and beverage area on the south side of the underpass on north end of the park.

Segment 18 - Straz Center for the Performing Arts – expand food service closer to Riverwalk; docks.

Segment 19 - Straz Center to Laurel Street Bridge – vending carts.

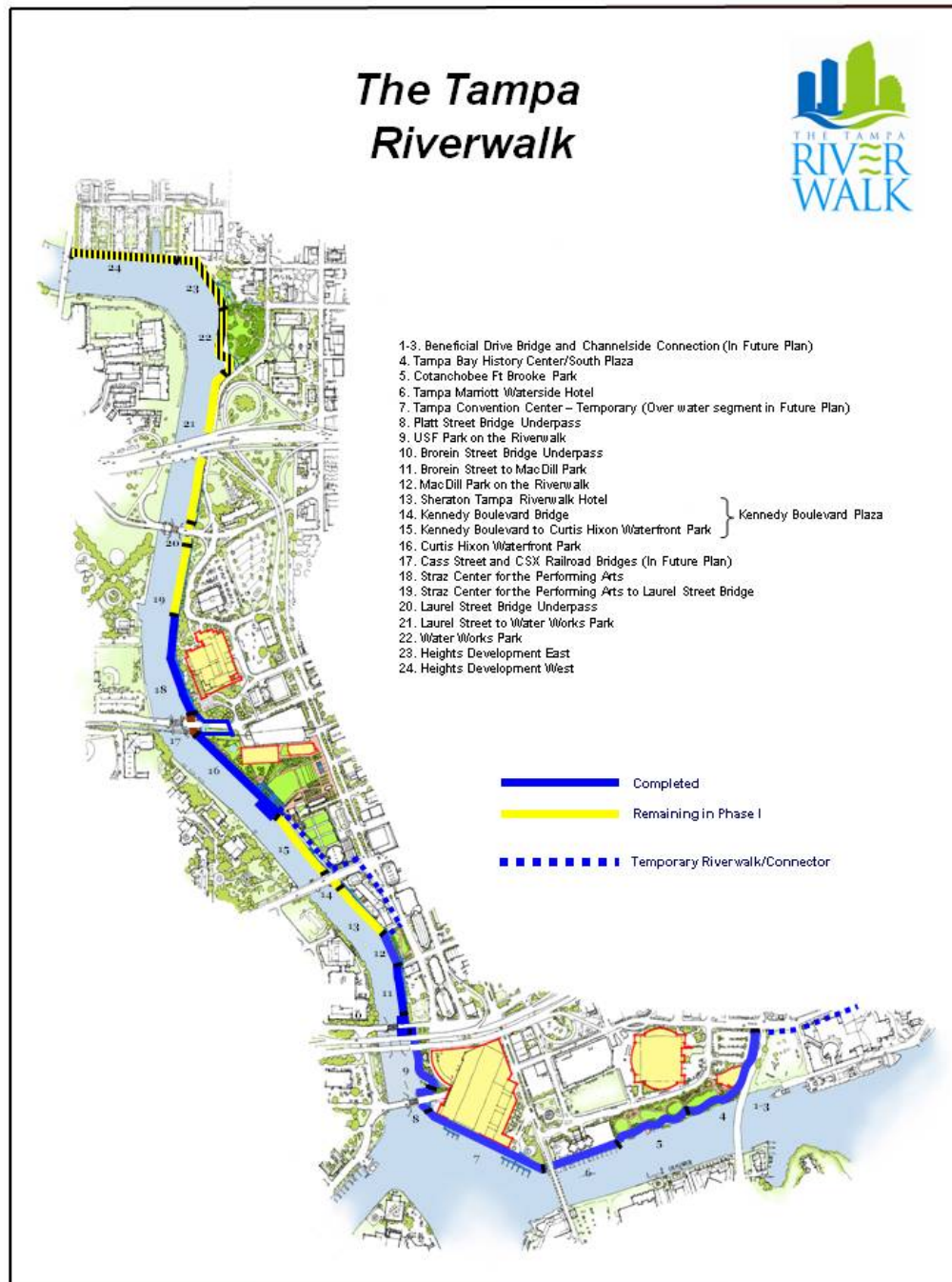
Segment 20 - Laurel Street Bridge Underpass – structures on either side of the bridge for retail, food and beverage or water sports rentals.

Segment 21 - Segment Laurel St to Water Works Park – vending carts when traffic picks up.

Segment 22 - Water Works Park – docks; wedding gazebo; kayak rentals and storage; water sports rentals; permanent vending structures.

Segment 23- 24 - Heights Development- many market driven opportunities.

Exhibit 4 – The Tampa Riverwalk Map



A comprehensive table of all the segments with corresponding information on length, ownership, restrictions, linkages, possible uses, etc, is found at Attachment 1.



Public Engagement Report



INVISION TAMPA

People. Place. Progress.



Neighborhood Charrettes

Summary of Public Comments

July 2012



Downtown Area Conceptual Master Plan Neighborhood Charrettes

Public Input Summary

Between April 28 and May 19, 2012 the InVision Tampa Project Team held 8 neighborhood charrettes to meet with residents and learn what was important to them to incorporate citizen ideas, issues, and comments into the Center City Master Plan. Each meeting opened with a brief review of the project and introductions. Those participating in the walk disembarked for the neighborhood walking tour. The group followed a one-mile route intended to view a cross-section of the neighborhood and to view specific issue examples. The walk lasted approximately 1 ½ hours. Upon returning to the meeting location, attendees were greeted with light refreshments and a break. Not all attendees participated in the walking portion of the meeting.

To begin the workshop, the Project Team gave a presentation about the study covering the goals, schedule, and methods for public interaction. Following the presentation, a series of exercises were held. The attendees were divided into smaller, equally-sized groups.

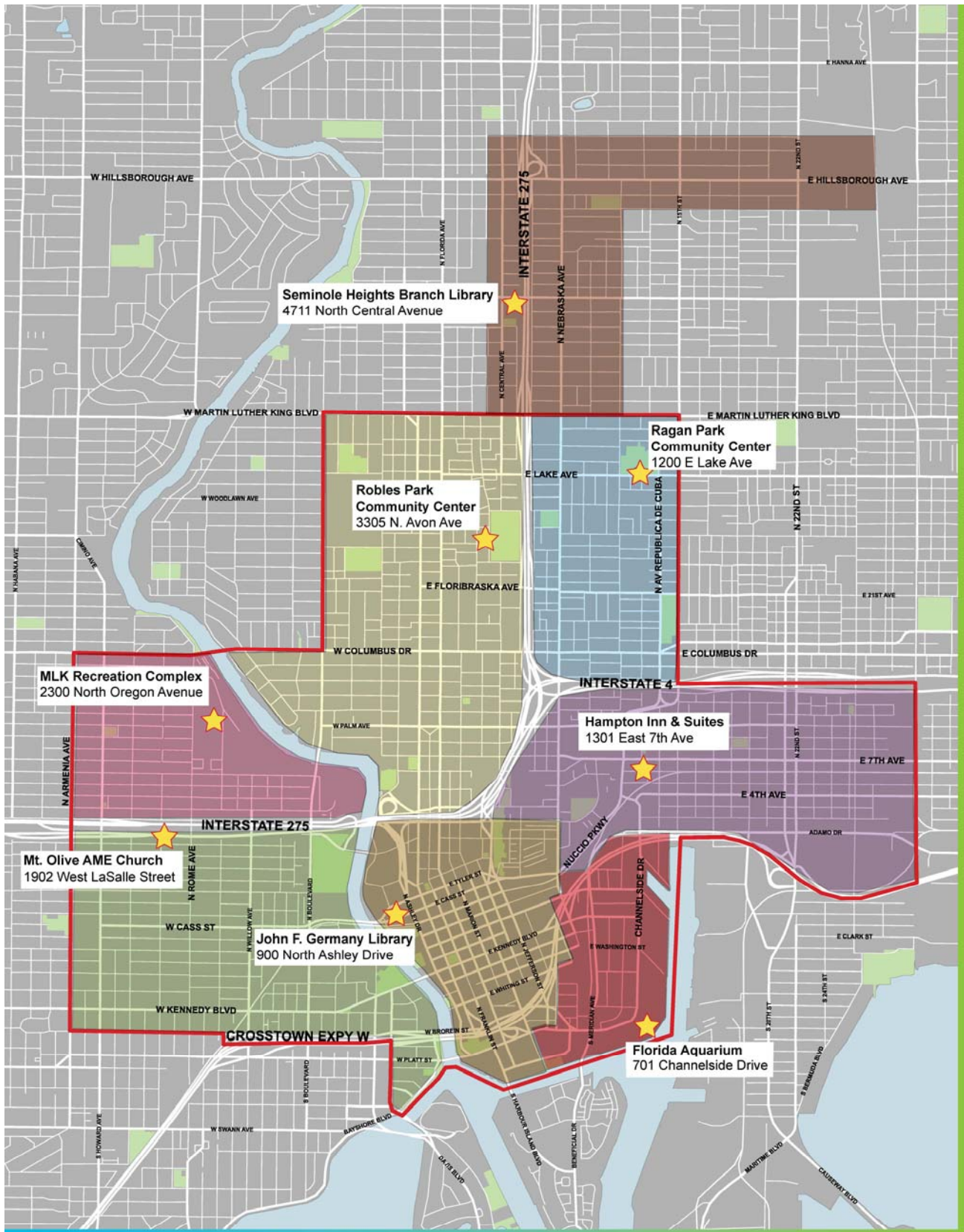
In the initial activity, each member was asked to write down on sticky notes three things they valued about their neighborhood, and three things they wanted to change about it. Project Team members then categorized the notes on either side of the room.

The next exercises had participants working with table top maps. On the first map, participants placed sticker dots to denote special areas, yellow dots to indicate a place, or an example of, something they valued and blue dots for to indicate a place, or an example of, something they would like to change. The second map exercise had participants draw lines between their neighborhood and a place or area where they would like to be connected.

Comments and responses to the exercises are summarized in the following pages for the following neighborhood charrettes (see map on next page).

Tampa Heights	April 28, 2012	Page 2
VM Ybor	April 28, 2012	Page 7
Central Business District	May 2, 2012	Page 13
West Tampa	May 5, 2012	Page 19
Channel District	May 10, 2012	Page 24
North Hyde Park	May 10, 2012	Page 28
North Nebraska Area	May 19, 2012	Page 32
Ybor City	May 19, 2012	Page 36

Neighborhood Charrette Locator Map



Tampa Heights Neighborhood Meeting Comments- 4/28/2012

Exercise 1: List of What You Value and What You Would Like to See Changed

What do you value most about your community?

Main Topics	Comments	Total
Transportation	<ul style="list-style-type: none"> • Connection to Interstates • Easy to get to tri-counties • Centrally located in Tampa – easy access (3) • Bike path to downtown • Walkable streets 	7
Environment	<ul style="list-style-type: none"> • Robles Park (7) • Pond (water/waterfront) park (2) • River and park • Adjoining downtown core and river (6) 	16
Culture/Entertainment	<ul style="list-style-type: none"> • Shopping areas (2) • Playgrounds • Good restaurant (2) 	5
Economic Development	<ul style="list-style-type: none"> • Potential for development • A lot of housing 	2
Community	<ul style="list-style-type: none"> • Families (3) • People (2) • Neighborhood • Camaraderie • Diversity (2) • Developing good standards of living • The Resource Center • Location • Historic fabric (5) • Safety • Trying to make a drug free community 	19
Beautification	<ul style="list-style-type: none"> • Street trees (3) • Brick streets • My yard • Beauty 	6

What would you most like to change about your community...in 15 years?

Main Topics	Comments	Total
Economic Development	<ul style="list-style-type: none"> • More urban • Blend of dense residential and commercial • More small businesses - along Florida and Nebraska Avenues, restaurants and shops (7) • Vibrant commercial center north of I-275 • More jobs • Central Business District extend north on Franklin Street into Tampa Heights commercial center • More money • New construction • More homes/ Home ownership (2) • Revitalization of homes and the Heights • Less social services (2) • Better housing for low income • Renovation of public housing (3) • Removal of Robles Park Village (2) • Homeless shelters and Salvation Army removed (2) • [Create] Multi use of historic building 	28
Environment	<ul style="list-style-type: none"> • More/improved parks/green space (7) • Greenway connection from community garden to Riverwalk • [Complete] Heights development on the Hillsborough River • [Develop] Riverwalk like Saint Petersburg 	10
Transportation	<ul style="list-style-type: none"> • Better connection to the main city corridor • [Improve] Tampa and Florida Avenues, [make a] two-way roadway (2) • Extend TECO Line streetcar to Floribaska Avenue • Viable transit (4) 	8
Community	<ul style="list-style-type: none"> • Diverse community • Greater sense of community bond and unity • Sense of ownership among the overall residences – wanting to keep the community clean • Crime reduction • Improved safety conditions • Additional healthy neighborhoods • More people • Homeless shelter for women 	8
Beautification	<ul style="list-style-type: none"> • More street lights (2) • Property maintenance 	3
Culture/Entertainment	<ul style="list-style-type: none"> • More vibrancy – walking/jogging/festivals/boating 	1

Exercise 2: Show What You Value and What You Would Like To See Changed

Things you value

Main Topics	Comments	Total
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Transportation	<ul style="list-style-type: none"> • Tampa Street and Florida Avenue entryway • Columbus Drive – I-275 gateway • Transit node/mixed use - Florida Avenue, Tampa Street, Columbus Drive • Trolley Barn - Ola Avenue and Palm Avenue 	4
Environment	<ul style="list-style-type: none"> • No ATVs/dirt bikes in park - Robles Park • Location of playground - Robles Park • Park Beautification - Robles Park • Water Works Park and I-275 off ramp entry point • Robles Park • Cruis-a-Cade Marina – North Boulevard and Hillsborough River 	6

Things you would like to change

Main Topics	Comments	Total
Economic Development	<ul style="list-style-type: none"> • [More] business/economic development of Florida Avenue (2) • Tear down/renovate building across from Rock Church - Central Avenue just south of Columbus Drive • [Construct a] central parking garage with mixed use and transit node between Palm Avenue, Tampa Street, 7th Avenue, Highland Avenue • Remove or Redevelop Salvation Army - Florida Avenue and Henderson Avenue (2) • Redevelop Columbus Court - Columbus Drive and Central Avenue • Develop Loft Building - Jefferson Street and Adalee Street • Revitalization of Columbus Drive and North Boulevard • Redevelop Central Avenue near MLK Boulevard • [Reconstruct] North Franklin/Palm Avenue to a gateway and mixed development [corridor] between Tampa Street and Florida Avenue • [Improve] The Heights River development - Oak Avenue and 7th Avenue (2) • [Improve] Tampa Street, Franklin Street, Florida Avenue commercial center - Estelle Street and Franklin Street • [Complete] Tampa Street and Columbus Drive business center as referenced in our Master Plan • Remove Good Samaritan House • [Redevelop] Robles Park Village redevelopment (4) 	20
Environment	<ul style="list-style-type: none"> • Redevelop Mobley Park - Henderson Avenue and Jefferson Street • [Eliminate] drain smell - Adalee Street, Avon Avenue, and Robles Park (2) • [Improve] lighting on Avon Avenue, near Robles Park • [Address] Flooding - Avon Avenue and 28th Avenue • [Preserve/Change] street/brick - Avon Avenue and Janette Avenue • [Improve] landscaping along Elmore Avenue, south of Floribraska Avenue • Complete Water Works Building and Riverwalk 	11

	<ul style="list-style-type: none"> • Hillsborough River – storm drains, trash (2) • Extension of greenway to Hillsborough River - Jefferson Street just south of Henderson Avenue 	
Community	<ul style="list-style-type: none"> • [More] animal control - Avon Avenue and Emily Street • Neighborhood cleanup (3) <ul style="list-style-type: none"> ○ Woodrow Avenue and Alfred Street ○ Indiana Avenue and Highland Avenue ○ Baker Street and Central Avenue 	4
Transportation	<ul style="list-style-type: none"> • [Improve] flow of traffic on Florida Avenue and Tampa Street, [make a] two-way roadway (4) • Off ramp at I-275 and Floribaska Avenu - very dangerous • Better transition into Central Business District - Franklin Street and Kay Street • Tampa Street, Franklin Street, Florida Avenue corridors turned into two-way traffic and a complete business development – [improve] Palm Avenue between Tampa Street and Florida Avenue • [Improve] I-275 connection to downtown between Tampa Street and Florida Avenue • Improved transit 	9

Exercise 3: Show Desired Neighborhood Connections

Connections from Tampa Heights

Main Topics	Comments
Entertainment Areas	<ul style="list-style-type: none"> • Lowery Park • Riverwalk/Water Works Building • Curtis Hixon Park • Robles Park to the Riverwalk • Riverwalk
Cities/Neighborhoods	<ul style="list-style-type: none"> • Channel District (2) • Central Business District (2) • East Tampa • Ybor City (3) • Riverside Heights • Tampa Heights closer relocation to Ybor City, Channelside, and downtown • Old West Tampa • Downtown • Bayshore • Seminole Heights
Specific Destinations	<ul style="list-style-type: none"> • Hillsborough Community College (HCC) – Ybor City • HCC - Dale Mabry • MOSI • Tampa International Airport (3)

	<ul style="list-style-type: none"> • Tampa General Hospital (2) • University of Tampa • Amtrak Station • University of South Florida (2)
Transportation	<ul style="list-style-type: none"> • Intra - Neighborhood Transit line – trolley <ul style="list-style-type: none"> ○ Circulator – roughly Palm Avenue, Florida Avenue, Lake Avenue, and Ola Avenue • Downtown Saint Petersburg via mass transit

Ybor/VM Ybor Neighborhood Meeting Comments- 4/28/2012

Exercise 1: List of What You Value and What You Would Like to See Changed

What do you value most about your community?

Main Topics	Comments	Total
Transportation	Wider sidewalks/pedestrian ways Connect to Riverwalk Walkability (4) Bicycle lanes Public transportation availability Traffic calming device	9
Environment	Great parks and space for events to community gathering Community gardens Existing built fabric I like Ragan Park Love the parks (2) Parks and numbers in proximity to residential base The river Trees (2)	10
Culture/Entertainment	Diners – Nico's, Three Coins Diner Invest in local Cuscaden pool to make operational (2)	3
Economic Development	More small businesses that provide services such as coffee shops, fresh food markets, etc.; establishments that add value, not detract from the neighborhood i.e. Trinity Café (2) Need grocery stores and/or Bodegas, farmers market, places to eat, better code enforcement, no more Dollar Stores (3) NO CORPORATE CRAP!! Redevelopment of Columbus: businesses, private schools Affordable Density Mom and Pop businesses (La Segunda to corner stores) Diversity in housing stock (residents, etc.) Love the individual unique businesses Need to somehow encourage more homeowners to move into V.M. Ybor Mixed Use (2) Prosperous business in neighborhood	16

Community	Proximity to other neighborhoods Families have had many of the homes for generations Center of everything People in Grandma's house Historic neighborhood (10) Historic architecture (3) Historic buildings (5) Cleaned up and saved My childhood environment Proximity to downtown (2) Urban environment Active neighborhood association (3) Diversity (7) Nice neighbors (3) Area has improved over past five years Sense of community and great access Revitalizing of neighborhoods (2)	44
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What would you most like to change about your community...in 15 years?

Main Topics	Comments	Total
Culture/Entertainment	<ul style="list-style-type: none"> Absence of places to eat Cuscaden Pool inoperative (2) 	3
Community	[Eliminate] drugs (2) Remove neighbor liquor stores Intention of Borrell Park – too many homeless (2) [Reduce] crime (3) More police presence [Reduce amount of] loud cars/noise (2) Poor policing [Eliminate] prostitution (3) [Eliminate] sexual predators (6) [Reduce] homeless overload (7) [Reduce] speeding on neighborhood streets (3) [Remove] vacant lots used for parking and prostitution [Add] neighborhood public art No more half way houses Need to work to improve public schools within neighborhood Lack of public - street scarce	36

Economic Development	<p>Not enough opportunities/support for poor and underprivileged</p> <p>Polarization between haves and have-nots</p> <p>Turn motels on Nebraska Avenue into artist colonies and/or small business malls</p> <p>Way more liquor stores than places to get food</p> <p>No more room rentals and multi-family</p> <p>[Renovate] boarded houses (2)</p> <p>[Enforce] house zoning laws (4)</p> <p>Historic buildings will go to waste (2)</p> <p>Lack of support for positive economic growth</p> <p>[Redevelop] abandoned structures</p> <p>Lack of small family-owned businesses</p> <p>Commercial blight along Hillsborough, Nebraska, Florida Avenues</p> <p>Transitions often have negative impact on adjacent residential properties</p> <p>Deeper Life Church holding tons of empty lot with no intent to use or sell; tax stand off</p> <p>Don't like the Family Dollar design because it is not at all in keeping with the surrounding historic fabric</p> <p>[Develop] vacant lots (2)</p> <p>Renovations that aren't historic - ex: boarding up porches, ugly windows, brick streets that have been asphalted-over</p>	23
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Transportation	<p>Connections - Arterial roads are NOT pedestrian friendly (3)</p> <p>[Improve] bicycle lanes (6)</p> <p>Change commercial trucking and parking on side of streets</p> <p>[Reduce] traffic</p> <p>I don't like large streets through neighborhood</p> <p>[Additional] street parking</p> <p>Lack of alternative transportation</p> <p>[Create] wider highways</p> <p>[Create] more signs</p> <p>[Reduce] giant traffic light poles</p> <p>[Create] better trolley routes</p> <p>City doesn't keep up streets and sidewalks in our area like they do in other parts of city</p> <p>Need more bicycle and walking paths and parks</p> <p>In Seminole Heights area many streets do not have curbs or continuous sidewalks</p> <p>Very difficult to cross major commercial streets on foot</p> <p>Bus pulls off to narrow - still blocks traffic when stopped</p> <p>[Improve] bicycle/pedestrian safety</p> <p>[Implement] corridor for light rail/commuter rail</p>	24
Beautification	<p>Nebraska Avenue - Looks bad (2)</p> <p>Lack of trees/beautification</p> <p>Code enforcement issues are not addressed (3)</p> <p>[Remove] chain link fences on front lawns (4)</p> <p>[Remove] debris in neighborhood (2)</p> <p>[Remove] exposed dumpsters, trash in general (2)</p> <p>Lack of property maintenance</p> <p>Enforce county/city regulations with regard to urban plan pretext</p> <p>[Remove] stucco</p> <p>Strict exterior rehab roles - More lighting</p> <p>More greenscaping</p> <p>Code enforcement needs to be more vigilant; trash/furniture dumps (4)</p> <p>Lack of connectivity</p> <p>[Remove] car lots</p> <p>Ragan Park needs more lights at night</p> <p>[Remove] graffiti on sidewalks</p> <p>Never ending uglification of roadways</p> <p>[Renovate] ugly buildings</p> <p>Tree [maintenance]</p>	30

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Exercise 2: Show What You Value and What You Would Like To See Changed

Things you value

Main Topics	Comments	Total
Community	<ul style="list-style-type: none"> Community school (2) Community Garden (2) Dream Center (2) 	6
Economic Development	<ul style="list-style-type: none"> Well maintained historical property (8) Unused potential park space Beautiful commercial building La Segunda Bakery (2) Preserved home Local business (6) 	19
Environment	<ul style="list-style-type: none"> Parks (4) 	4
Transportation	<ul style="list-style-type: none"> Close to everything (2) Transportation busses, taxis (3) 	5

Things you would like to change

Main Topics	Comments	Total
Transportation	<ul style="list-style-type: none"> More bike lanes (11) [Add] sidewalk ramps (ADA) [Add] trolley extension (2) [Add] path along river [More] parking at park [More] public transit Underpass/overpass improvements 	18
Economic Development	<ul style="list-style-type: none"> [Remove] Family Dollar [Redevelop] boarded homes (4) [No more] high vacancy 	6
Culture/Entertainment	<ul style="list-style-type: none"> [Improve] Cascaden Park - pool (9) 	9
Environment	<ul style="list-style-type: none"> [Stop] interstate runoff [Improve] Borrell Park (2) More parks 	10
Beautification	<ul style="list-style-type: none"> Sweetbay eyesore Industrial eyesore (2) [Add] landscaped medians [More] lighting 	

	<ul style="list-style-type: none"> • [Improve] beautification 	
Community	<ul style="list-style-type: none"> • [Eliminate] crime (2) • [Eliminate] drug [trafficking] - Chronic drug house @ south of 25th Avenue between 11th Street and 12th Street (3) • [Prevent] robberies • [Eliminate] prostitution (2) • Code enforcement needs to be more vigilant with empty buildings, vacant lots, squatters (2) • [Reduce amount of] homeless, vagrants (4) • [Prevent] hotel advertising adult movies • [Prevent] church stockpile (2) • [Improve] Jayhawk Motel (2) • [Improve] safety 	20

Exercise 3: Show Desired Neighborhood Connections

Connections from Ybor/VM Ybor

Main Topics	Comments
Cities/Neighborhoods	<ul style="list-style-type: none"> • Channel District(3) • Davis Islands • Harbor Island • Hyde Park • Downtown (2) • Saint Petersburg
Entertainment Areas	<ul style="list-style-type: none"> • Desoto Park • Tampa Bay Times Forum (3) • Convention Center • STRAZ Center • Curtis Hixon Park (2) • Cascaden Park (3) • Amenities within the neighborhood • Several locations along Hillsborough River • Mall
Specific Destinations	<ul style="list-style-type: none"> • Heights Development • St. Joseph's Hospital • Union Station • Tampa General Hospital • Florida Avenue • Tampa International Airport
Transportation	<ul style="list-style-type: none"> • Late night bus service to downtown and Ybor • Trolley in Ybor expanded to go to real destination

Central Business District Meeting Comments- 5/2/2012

Exercise 1: List of What You Value and What You Would Like to See Changed

What do you value most about your community?

Main Topics	Comments	Total
Transportation	<ul style="list-style-type: none"> • Walkability (2) • Public Transportation • [TECO Line] Streetcar 	4
Environment	<ul style="list-style-type: none"> • Parks (2) • Riverwalk-connectivity/destinations (8) • River (3) • River access • Green space • Curtis Hixon Park (4) 	19
Beatification	<ul style="list-style-type: none"> • Commitment to unique lighting • Landscaping • Beautiful (2) 	4
Culture/Entertainment	<ul style="list-style-type: none"> • Entertainment • Restaurants (5) • Events - festivals/concerts (3) • Activity (3) • Opportunities to meet people • Diversity - people, architecture, environment (2) • Performing Arts Center • Arts/Cultural Events (2) • Community/Cultural facilities – museums and theatres (8) • Franklin Street - element/restaurants 	27
Economic Development	<ul style="list-style-type: none"> • Retail • Commitment from investors/citizens • Cost of living • Growing Residential Area (2) 	5

What would you most like to change about your community...in 15 years?

Main Topics	Comments	Total
Culture/Entertainment	<ul style="list-style-type: none"> • More outdoor public events - festivals/concerts (2) • No after hour activity • More reasons to go downtown - activities • [More] Restaurants 	5

Economic Development	<ul style="list-style-type: none"> • [More] hotels • [More] grocery stores (3) • [More] retail (3) • [More] independent/local businesses • [More] job opportunities • [More] areas like Poe Plaza • Implement a smart growth plan • Add more working class housing (2) • Underdeveloped/build density (4) 	17
Environment	<ul style="list-style-type: none"> • More shade (3) • More parks • River access (2) • [Improve] water quality • Get rid of the ugly 	8
Transportation	<ul style="list-style-type: none"> • Less car traffic downtown • Franklin Street - landscaping, parking lots, old buildings • Ashley Street - Reduce lanes/speed • Tampa Street - parking lots, unified landscaping, Scott Street/Tampa entry • [Remove] one-way streets (2) • Strategies to cut/minimize through traffic (2) • [More] on street parking • Parking dominated (2) • Less surface parking lots • Traffic too fast on one way streets • Minimal transit • More circulator trolleys • Add rail to west side of river • [Add] light rail • More bus stops • Commuter transportation across neighborhoods • Not pedestrian friendly (6) • Lack of bike paths • Pedestrian/bicycle safety • Pedestrian/bicycle focus rather car focus (2) • Better connectivity for pedestrians/too many dead zones (2) • Sidewalks should be ADA compliant 	32
Beautification	<ul style="list-style-type: none"> • More attractive streetscapes 	1

Exercise 2: Show What You Value and What You Would Like To See Changed

Things you value

Main Topics	Comments	Total
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Economic Development	<ul style="list-style-type: none"> Hotels Espanada/Center City Bank of America Plaza Courthouse Visitor generators, Convention Center and Tampa Bay Times Forum University of Tampa Center of Advanced Medical Learning Simulation (CAMLs) Encore – optimistic Metro 510 (3) Upscale residential along Ashley Drive and Cass Street (2) Scale - of residential on Franklin Street between Fortune Street and Royal Street Sky Point, Element, residential North Franklin area 	16
Environment	<ul style="list-style-type: none"> Riverwalk (3) River taxi Sail Pavilion Waterfront (2) Curtis Hixon Park (3) Chiller Park – Kennedy Boulevard between Pierce Street and Morgan Street Lukes Park – Kennedy Boulevard between Tampa Street and Florida Avenue Cotanchobee Park Kiley Gardens Cemetery 	15
Culture/Entertainment	<ul style="list-style-type: none"> Franklin Street, Madison, Twigg Street - market restaurants Franklin Street mall Straz Center (3) Library Museums (2) Historic architecture - Northeast quadrant of Florida Avenue/Cass Street /Twigg Street (2) Tampa Theater Tampa Bay Museum of History, art and children's museums, malios 	6
Beautification	<ul style="list-style-type: none"> Lighting/Encore Lighting on bridges 	

Things you would like to change

Main Topics	Comments	Total
Transportation	<ul style="list-style-type: none"> Garage redesign - parking for library and museums (2) Better downtown access Ashley Drive traffic calming Too much surface parking - Morgan Street/Tyler Street and Cass Street between Pierce Street and Nebraska Avenue (2) Florida Avenue is a speedway Ashley Drive - grand boulevard Remove Kennedy Boulevard as truck route Bad signage to convention center Horrible intersection - Kennedy Boulevard and Ashley Drive FDOT access (Ashley Drive/ I-275 ramps) Selmon Expressway barrier Welcome sign to downtown Tampa at Kennedy Boulevard/Ashley Drive Walking to Channel District Better pedestrian flow - Platt Street Bridge Pedestrian scale at Sykes Building plaza 	17
Economic Development	<ul style="list-style-type: none"> Encore - skeptical Redevelop lot bounded by Tampa Street, Zack Street, Franklin Street, Twigg Street Redevelop area bounded by Jefferson Street, Cumberland Avenue, Florida Avenue, and Whiting Street (2) Redevelop area bounded by Hillsborough River, Laurel Street, Ashley Drive, Fortune Street Court district will always close at 5:00 PM ConAgra Mid Range Housing at parking lots bounded by Marion Street, Washington Street, Jefferson Street, and Whiting Street Residential infill on Harrison Street between Tampa Street and Franklin Street 	9
Culture/Entertainment	<ul style="list-style-type: none"> Ball park/entertainment district bounded by Morgan Street, Whiting Street, Jefferson Street, and Eunice Street Boat facilities, Marriott Hotel, Convention Center at Whiting Street, just south of Laurel Street Bridge (2) Old and sad library 	4
Environment	<ul style="list-style-type: none"> Limited Riverwalk access Missing Riverwalk connection under Kennedy Boulevard Docks needed now - convention center 	3
Beautification	<ul style="list-style-type: none"> Ashley Drive/I-275 off-ramp area ugly Bad skyline planning, minarets are blocked Better streetscape on Franklin Street, south of Whiting Street 	3

Exercise 3: Show Desired Neighborhood Connections

Connections from Central Business District

Main Topics	Comments
Entertainment Areas	<ul style="list-style-type: none"> • Lowry Park Zoo • Riverwalk/Water Works Building • Robles Park • Clearwater and beaches • Gateway area • South Howard Avenue area • Straz Center • Tampa Bay Times Forum • Hillsborough River (2)
Cities/Neighborhoods	<ul style="list-style-type: none"> • South and East Hillsborough County areas • Ybor City (2) • Tampa Heights • Westshore area (2) • South Tampa • Channel District (2) • Davis Island (2) • Harbor Island (2) • Seminole Heights • Hyde Park • Saint Petersburg
Specific Destinations	<ul style="list-style-type: none"> • USF/ New Tampa (2) • Tampa International Airport (3) • Convention Center • Marion Transit Station • Encore • Through Gandy Boulevard to I-275 North Boulevard Homes • Florida State Fair • Kennedy Boulevard • Howard Avenue • New 7th Avenue • West Tampa Drive
Transportation	<ul style="list-style-type: none"> • Connect across river - West Tampa Drive to Tampa Heights • Water ferry to MacDill and Saint Petersburg • Greenway connectors/mini-parks <ul style="list-style-type: none"> ○ Columbus Drive Bridge ○ North Boulevard Bridge ○ I-275, downtown to Westshore ○ Laurel Street Park ○ Florida Avenue under I-275 ○ Adamo Drive/Nebraska Avenue intersection

	<ul style="list-style-type: none"> ○ Nebraska Avenue under I-275 ○ 15th Street under I-4 ○ 22nd Street under I-4 • Greenway from Cass Street/Nebraska Avenue node, north along Nuccio Parkway and south along Meridian • Bicycle trail from <ul style="list-style-type: none"> ○ CBD along Hillsborough River to Ola Avenue, MLK Drive, Florida Avenue ○ Ybor City to USF, between 12th Avenue and 15th Avenue
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West Tampa Meeting Comments- 5/5/2012

Exercise 1: List of What You Value and What You Would Like to See Changed

What do you value most about your community?

Main Topics	Comments	Total
Transportation	<ul style="list-style-type: none"> • Walkability (2) • Access to highway/expressway (3) • Brick streets 	6
Environment	<ul style="list-style-type: none"> • Waterfront 	1
Culture/Entertainment	<ul style="list-style-type: none"> • Culture • Restaurants • Cigar factories • Art Mural • Architecture • History – buildings and community (13) 	18
Economic Development	<ul style="list-style-type: none"> • Homes for low income • New/local businesses (5) • Mixed Use Patterns • Business District (2) • Urban Design/layout • Affordable 	11
Community	<ul style="list-style-type: none"> • Location – to goods and services (4) • Diversity • Library • MLK Recreation Center • Zoning enforcement • Post office • Sense of community (13) • Security • Neighborhood organizations • Schools (5) 	29

What would you most like to change about your community...in 15 years?

Main Topics	Comments	Total
Culture/Entertainment	<ul style="list-style-type: none"> • More activities for children • Access to water events • Centro Espanol 	3
Community	<ul style="list-style-type: none"> • Education awareness and job skills training • [Stop] drug dealers • [More] security (2) • [Less] crime – drug deals (7) • [More respect for neighborhood] 	20

	<ul style="list-style-type: none"> • Transient community • Negative stereotype (2) • [More] diversity • [Improve] resource center (2) • Loose dogs • More Pride 	
Economic Development	<ul style="list-style-type: none"> • Location of low income housing • [More] businesses (2) • [Improve] economy – job opportunity (2) • Opportunities for local businesses • Preserve historic buildings • Clean up vacant lots (2) • Redevelop homes (2) • More amenities – grocery and retail • Redevelop public housing – North Boulevard Homes (5) • Relocate North Boulevard Homes (2) • More homeowners, less renters 	20
Environment	<ul style="list-style-type: none"> • Open waterfront (4) 	4
Transportation	<ul style="list-style-type: none"> • Transportation • Parking solution (2) • Walkability (2) • Minimize traffic volumes • [Remove] dead end streets (7) • Two-way traffic on Howard Avenue and Armenia Street 	14
Beautification	<ul style="list-style-type: none"> • [More] property maintenance (3) • [Improve] landscape (4) • Restore Main Street facades (2) • Improve street lighting (4) 	13

Exercise 2: Show What You Value and What You Would Like To See Changed

Things you value

Main Topics	Comments	Total
Community	<ul style="list-style-type: none"> • Faith based entities • Community center (2) • Parks and recreation (2) • Schools – Blake and Dunbar (4) • MLK Recreation Center • Convenience store • La Casa Sierra Meat Market • Post office 	13
Economic Development	<ul style="list-style-type: none"> • Improve Business District on Main Street • Vacant Department Of Transportation lot • Howard Avenue and Main Street asset • Redevelopment of homes • North Boulevard Homes • Home Ownership Center 	6

Environment	<ul style="list-style-type: none"> • Parks (2) • Rey Park (2) • River - brings life, residents, and businesses (5) • Riverwalk- extend to Rick's restaurant 	10
Culture/Entertainment	<ul style="list-style-type: none"> • Recreation • Restaurants – Mama Mias, Rick's, Jamaican (5) • Plaza and art mural • North Boulevard neighborhood/MLK history (3) • Art Studio • Art Museum • Library • Clock tower • El Centro Espanol – historic site 	15
Transportation	<ul style="list-style-type: none"> • Main Street is the gateway to West Tampa- façade program, historic park, main thoroughfare 	1

Things you would like to change

Main Topics	Comments	Total
Transportation	<ul style="list-style-type: none"> • [Less] city parking • Move Blake High School to Main Street • Improve gateways • [Fewer] parking garages • Resurface Columbus Boulevard • Parking - eliminate buildings behind commercial frontage on Howard Avenue • [Replace] two-way traffic on Howard Avenue • [Add] large structured parking at the Armory with electric shuttle cars to SOHO and NOHO • Expand bridge to incorporate a bicycle lane • More pedestrian friendly • Pedestrian victorian lighting 	11
Economic Development	<ul style="list-style-type: none"> • Infrastructure improvements • Redevelop for more retail • Turn warehouse on Main Street and Fremont Avenue into Technical School • Business District Development - building Oregon Avenue and Union Street • Retail/economic development • Develop vacant lots (2) • City Property - near river • Water department needs to relocate or downsize • Business development/parking (2) • Redevelopment • Unused theater building - Spruce Street and Howard Avenue • Historic buildings need rehabilitation • Redevelop blighted neighborhood/apartments (2) • Redevelop North Boulevard Homes (3) 	22

	<ul style="list-style-type: none"> • Remove condensed low income housing • Poor city planning on prime real estate • Public housing poor location 	
Culture/Entertainment	<ul style="list-style-type: none"> • [More] restaurants • Relocate recreation fields – closer to school (2) 	3
Environment	<ul style="list-style-type: none"> • Add noise wall from I-275 • [Improve] environment/storm drainage • River not used • Access to river (5) • River - not well kept • Connect east Riverwalk to west walkway 	10
Community	<ul style="list-style-type: none"> • [Add] youth activity center - south of Main Street at Delaware Avenue • [Add] resource center - south of Main Street and Willow Avenue • Open ball fields for events - unit community • Do not close post office • More programs for children at MLK Sports Complex • Remove park – [drug trafficking] • [Remove] road barriers at Fremont Avenue, Pine Street, Cherry Street, and Walnut Street – drug trafficking (3) • [Remove] convenience store at Albany Avenue and Pine Street - crime • [Remove] liquor store at Albany Avenue and Main Street • [Remove] Occupy Tampa • Zanzibar [bar – crime] • [Improve] Safety 	14

Exercise 3: Show Desired Neighborhood Connections

Connections from West Tampa

Main Topics	Comments
Cities/Neighborhoods	<ul style="list-style-type: none"> • Hyde Park Village (3) • Downtown (3) • Ybor City (3) • South Tampa • West Shore • Bay Shore • St Petersburg • Tampa Bay • Channelside • SOHO • NOHO
Entertainment Areas	<ul style="list-style-type: none"> • Channelside Drive • Curtis Hixon Park • Downtown events

	<ul style="list-style-type: none"> • Football stadium • McFarland Park • Tampa Bay Times Forum
Specific Destinations	<ul style="list-style-type: none"> • Armory Lance Development via Howard Avenue/Armenia Avenue • Tampa International Airport (3) • University of South Florida (2) • Bus Station (3) • Hospitals – Tampa General (3) • Grocery store • North Boulevard Homes • Florida State Fair • Kennedy Boulevard • Howard Avenue • New 7th Avenue • West Tampa Drive • Hillsborough River (2)
Transportation	<ul style="list-style-type: none"> • Improve Main Street • Improve transit • Connect across river - West Tampa Drive to Tampa Heights

Channel District Meeting Comments- 5/10/2012

Exercise 1: List of What You Value and What You Would Like to See Changed

What do you value most about your community?

Main Topics	Comments	Total
Transportation	<ul style="list-style-type: none"> Newly paved roads [TECO Line] Streetcar to Ybor City (3) Walkability - to Channelside and movies Proximity to downtown and Ybor (2) Convenient location 	8
Environment	<ul style="list-style-type: none"> Park within walking distance around the water Riverwalk (2) Close to the water (2) Centralized community park (2) 	7
Culture/Entertainment	<ul style="list-style-type: none"> Urban/neighborhood feel (4) New up and coming area with cool looking condos Nice neighborhoods Unexpected, unpredictable culture Tampa Bay History Center Views of downtown Vicinity to nearby places/restaurants (2) 	11
Economic Development	<ul style="list-style-type: none"> Good mix of independently owned shops and restaurants Cruise ships /terminal (3) Amenities: soil pavilion, forum, Café Dufrain Florida Aquarium (2) Good medical hospitals Development of new small businesses (2) The Lightning and their new owners Close proximity of professional franchise to downtown Great location in the city 	13

What would you most like to change about your community...in 15 years?

Main Topics	Comments	Total
Community	<ul style="list-style-type: none"> • Not enough people come out of their apartments/condos to integrate with community • Independently owned neighborhood market • Lack of community involvement 	3
Economic Development	<ul style="list-style-type: none"> • Create more jobs • Renovate Channelside • Redevelop ConAgra • More development • Channelside Bay Plaza - worst development ever) (2) • Too many empty spaces (2) • [Too many] run down businesses 	9
Environment	<ul style="list-style-type: none"> • Noise at 3:00 AM; from both cars and trains (2) • Lack of waterfront access • [More] destinations on Riverwalk 	4
Transportation	<ul style="list-style-type: none"> • [Add] bicycle lane connecting Channel District and Downtown • Improve bicycle/pedestrian connections • Lack of sidewalks /crosswalks (2) • [Dangerous] crossing Adamo/Channelside Drives • Speeding traffic on Meridian Avenue and Channelside Drive • [More] parking/guest garages (2) • Free street parking on weekends in city • Disconnects - Downtown and Channelside Plaza (2) • Continuity of movement • Improve transit connections • More means of transportation • Better streetcar service 	15
Beautification	<ul style="list-style-type: none"> • [More] street lights and better sidewalks • Ominous utility poles • Flour mill unnecessary location - eyesore (2) 	4

Exercise 2: Show What You Value and What You Would Like To See Changed

Things you value

Main Topics	Comments	Total
Economic Development	<ul style="list-style-type: none"> • Cruise ship – tourist attraction • Aquarium – tourist attraction and family gathering 	2

Community	<ul style="list-style-type: none"> • Washington Street Park - community gathering place • Aggressive, knowledgeable, gracious owners (Tampa Bay Times Forum) 	2
Environment	<ul style="list-style-type: none"> • Water/riverwalk – public access/connect to (3) • Continue Riverwalk • History Center - cultural anchor to Riverwalk (2) • Cotanchobee Park (3) • Washington Street Park (3) 	12
Culture/Entertainment	<ul style="list-style-type: none"> • Tampa Bay Times Forum - sports/concerts (5) • Sail Pavilion • Florida Aquarium (3) • Grand Central courtyard (3) • Restaurants • Channelside Bay Plaza (5) • Café at Tampa History Center (2) • We love diverse street - life • Tampa Bay History Museum (2) 	23

Things you would like to change

Main Topics	Comments	Total
Transportation	<ul style="list-style-type: none"> • Speeding traffic Meridian Avenue/Twiggs Street • [More] parking garages – Meridian Avenue/Cumberland Drive • [More] parking -Tampa Bay Times Forum Drive/Channelside Drive 	3
Economic Development	<ul style="list-style-type: none"> • [Redevelop] ConAgra (4) • Underdeveloped/underused lot - Tampa Port Authority parking lot • Underdeveloped area - north of Twiggs Street, between 12th Street and Channelside Drive (2) • Underdeveloped - south of Adamo Drive, northside of Ybor Channel • Too many empty lots • Tampa Port Authority -redevelop (2) • Empty building on 11th Street between Washington Street and Whiting Street • Channelside Bay Plaza (2) • [Redevelop] Tampa - Hillsborough Expressway Authority building 	15
Culture/Entertainment	<ul style="list-style-type: none"> • [More] sports - i.e. baseball • [Add] entertainment center - i.e. ConAgra to Channelside 	2
Environment	<ul style="list-style-type: none"> • Aja Channelside – noise and unkempt • Noise from sandblasting at Tampa Port Authority - east side of Ybor channel • Pollution/Tanker Fill Station - Ybor Channel 	5
Beautification	<ul style="list-style-type: none"> • Eyesore - Amazon building at Kennedy Boulevard and 11th Street (3) 	6

	<ul style="list-style-type: none"> • Lack of lighting – 11th Street between Whiting Street and Cumberland Drive • Garden space at Whiting Street and Channelside Drive • [Remove] used car dealership-Meridian Avenue/Jackson Street 	
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Exercise 3: Show Desired Neighborhood Connections

Connections from Channel District

Main Topics	Comments
Entertainment Areas	<ul style="list-style-type: none"> • Palmetto Beach • Union Station • International Plaza • Curtis Hixon Park (2) • Straz Center • Riverwalk - North Hillsborough Avenue, past Florida Aquarium, and at west shoreline of North Boulevard (4) • Franklin Street Mall • Stadium at ConAgra
Cities/Neighborhoods	<ul style="list-style-type: none"> • Saint Petersburg • Central Business District (2) • Ybor City (4) • Seminole Heights • Westshore • Hyde Park • Tampa Heights • SoHo • Harbor Island
Specific Destinations	<ul style="list-style-type: none"> • Central Avenue corridor • 22nd Avenue corridor • Access to I-275 • Tampa International Airport • TECO Line Streetcar (2) • Publix at Bayshore Boulevard and Platt Street • Gandy Boulevard, south of Dale Mabry Boulevard

North Hyde Park Meeting Comments- 5/10/2012

Exercise 1: List of What You Value and What You Would Like to See Changed

What do you value most about your community?

Main Topics	Comments	Total
Transportation	<ul style="list-style-type: none"> I like bike lanes and convenient proximity of major roads (2) Not too much traffic Bus line one block away Proximity of major grocers We are close to doctor, pharmacy, grocery, store, church Close to freeway (4) 	10
Environment	<ul style="list-style-type: none"> I like being able to see the sky toward horizons (3) [Close] proximity to bays and rivers I like green spaces 	5
Culture/Entertainment	<ul style="list-style-type: none"> Close to activities (4) Proximity to downtown, culture, arts Close to downtown (2) 	7
Economic Development	<ul style="list-style-type: none"> Affordable housing Single-family dwellings (2) 	3
Community	<ul style="list-style-type: none"> Diverse population Architecture of original structures Different culture Quiet neighborhood Sense of community (2) Not too crowded I like living among generally humble people The sustainability of the neighborhoods where the homeowners have not sold out I like cooperating with community-based law enforcement First police response Quick fire response 	12

What would you most like to change about your community...in 15 years?

Main Topics	Comments	Total
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Community	<ul style="list-style-type: none"> • Cooperation from city to allow people to live organically and sustainable while keeping residential properties tidy (e.g. chicken coops, etc.) (2) • More code enforcement (2) • Get rid of men on bicycles after dark - drugs • Less tolerance for drug soliciting industry in area - eradicate it 	6
Economic Development	<ul style="list-style-type: none"> • Not many jobs (3) • Employment centers • Too many apartment buildings - not enough single homes 	5
Environment	<ul style="list-style-type: none"> • [Improve] drainage/storm system (7) • Better yard/waste removal services from city Solid Waste Department • Communal composting facilities 	7
Transportation	<ul style="list-style-type: none"> • Walkability (3) • Improve street lighting to Kennedy Boulevard • More sidewalks (4) • Make room for bicycle paths • Widen streets (2) • [Better timing for] crossing lights at busy intersections • Repair streets especially between Cypress and Cass Streets • No more speed bumps (2) • [Too many] trucks throughout the neighborhood • Improve traffic signals 	19

Exercise 2: Show What You Value and What You Would Like To See Changed

Things you value

Main Topics	Comments	Total
Economic Development	<ul style="list-style-type: none"> • University of Tampa/Expansion (2) • New Rehabilitation Hospital • Grocery stores • Vacant lot • Business Development - Channel 3 • Walmart 	7
Culture/Entertainment	<ul style="list-style-type: none"> • Willow Design District • Save Armory- Historic character • Cigar factories 	4

	<ul style="list-style-type: none"> • Restaurants 	
Environment	<ul style="list-style-type: none"> • Riverwalk/Green space • Villa Park (2) • Riverfront Park 	4
Transportation	<ul style="list-style-type: none"> • Connectivity with bike lanes • Walkability • [Operating on] Light Rail (CSX-line) • Bus stop – Cypress Street 	4

Things you would like to change

Main Topics	Comments	Total
Transportation	<ul style="list-style-type: none"> • Traffic congestion on Howard Boulevard • Street Improvement - Cass Street, Cypress Street, Fremont Avenue • Sidewalk connectivity (2) • More street lighting along Rome Avenue • Better bus schedule • Bus stripe - Kennedy Boulevard and Cypress Street 	7
Economic Development	<ul style="list-style-type: none"> • Vacant lots • Area near I-275 is bare • No facilities – Howard Boulevard • Chincy Apartments - Transient 	4
Community	<ul style="list-style-type: none"> • Walmart - Crime • Police - need a local station • University of Tampa should contribute to neighborhood • Community Center 	4
Culture/Entertainment	<ul style="list-style-type: none"> • More restaurants on Cass Street 	1
Environment	<ul style="list-style-type: none"> • More parks • More green space • Villa Park - No bathrooms • Community Clean Up - Fast food restaurants enable a lot of trash on Kennedy Boulevard • Landscaping - Rome Avenue • [Improve] drainage <ul style="list-style-type: none"> ○ Cass Street and Fremont Avenue ○ Lemon Street and Fremont Avenue ○ Kennedy Boulevard and Albany ○ West North Boulevard and Howard Avenue ○ Howard Avenue and I-275 ○ Rome Avenue and Cypress Street ○ Oregon Avenue and Cypress Street ○ Cypress Street and Willow Avenue ○ Westland Avenue and West North Boulevard 	6

Exercise 3: Show Desired Neighborhood Connections

Connections from North Hyde Park

Main Topics	Comments
Entertainment Areas	<ul style="list-style-type: none">• Raymond James Stadium (football)• Beach• Tampa Bay Times Forum• Curtis Hixson Park• Performing Arts Center• West Shore Plaza
Cities/Neighborhoods	<ul style="list-style-type: none">• Channelside District• Ybor City• Downtown• West Shore• South Hyde Park• SOHO
Specific Destinations	<ul style="list-style-type: none">• Tampa General Hospital• Tampa International Airport (2)• University of South Florida• Community Church• Memorial Hospital• Downtown Library
Transportation	<ul style="list-style-type: none">• Not safe to cross Selmon Expressway on Willow Street• Would like to see [TECO Line] streetcar connect to North Hyde Park• Want to see a train station/high speed rail utilizing the CSX line• Widen Cypress Street

Nebraska and Hillsborough Avenues Corridors Meeting Comments- 5/19/2012 Summary

Exercise 1: List of What You Value and What You Would Like to See Changed

What do you value most about your community?

Main Topics	Comments	Total
Transportation	<ul style="list-style-type: none"> Access to interstates 	1
Environment	<ul style="list-style-type: none"> Trees Rivercrest Park Access to Hillsborough River 	3
Culture/Entertainment	<ul style="list-style-type: none"> Close to activities, downtown Newer restaurants/lounges - The Independent, Ella's and Southern Brewing 	2
Economic Development	<ul style="list-style-type: none"> Historic nature of our buildings both business and residential - lots of beautiful bungalow restored Historic homes Increasing quality businesses for local shopping We are beginning to see the types of businesses we want on Nebraska Avenue, Florida Avenue and Central Avenue - Starbucks, Ella's Front Porch Grill, The Refinery and The Independent 	4
Community	<ul style="list-style-type: none"> Independent spirit Sense of community (3) Very active neighborhood association (2) Has led to political recognition within the city government Location Access to Tampa Heights, Seminole Heights and Ybor City Neighborhood scale, closeness to everything 	10

What would you most like to change about your community...in 15 years?

Main Topics	Comments	Total
Community	<ul style="list-style-type: none"> • Need facilities for children and adults • Community focal point • Community communication for all youth and adults • [Remove] prostitution – Nebraska Avenue (3) • [Improve] safety • Need to eliminate prostitution and clean up distressed properties 	8
Economic Development	<ul style="list-style-type: none"> • Hotels/motels need to be reclaimed (2) • Need more neighborhood friendly businesses and fewer pawn shops • Need more shops/restaurants 	4
Environment	<ul style="list-style-type: none"> • [More] parks 	1
Transportation	<ul style="list-style-type: none"> • Lack of sidewalks within the residential areas • Needs to be more bikeable (2) • Lack of support of walkability (3) • [Too much] cut through traffic • [Increase] traffic flow (2) • [Improve] transportation • No high-speed rail 	11
Beautification	<ul style="list-style-type: none"> • Lack of proper code enforcement • Lack of city interest - sidewalks/curbs, parks, parking • Rusty cars behind rusty chain link fences 	3

Exercise 2: Show What You Value and What You Would Like To See Changed

Things you value

Main Topics	Comments	Total
Economic Development	<ul style="list-style-type: none"> • Small Businesses 	1
Culture/Entertainment	<ul style="list-style-type: none"> • Restaurants- Ella's (2) • Yummy House • Moates - flower shops • Giddens Parks/Dog parks (2) • Reservations to 60 restaurants 	23

	<ul style="list-style-type: none"> • Starbucks (2) • Taco Bus (2) • Drive In • Black Hair Care businesses • Boca Bargoons - retail fabric store • Sanwa restaurant supply • Nightlife bars • Southern Brewery (2) • Day Spa • Bakery • Library • Fresh Market • Garden Center 	
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Things you would like to change

Main Topics	Comments	Total
Transportation	<ul style="list-style-type: none"> • No crosswalks - Nebraska Avenue and Conover Street/Shadowlawn Avenue 	1
Economic Development	<ul style="list-style-type: none"> • More economic incentives for neighborhood businesses to open and make them readily available • Mega Mart - trashy • Two-story building - Ida Street and Nebraska Avenue • [Remove] massage parlor-11th Street and Hillsborough Avenue • Loud stereo store installation - 11th Street and Hillsborough Avenue • Zoning issues - suburban codes that do not apply to urban core 	6
Community	<ul style="list-style-type: none"> • [Reduce] prostitution, drugs, crime in general - Nebraska Avenue and Hillsborough Avenue • [Too many] bums and non-authorized businesses corner - Nebraska Avenue and MLK Boulevard 	2

Exercise 3: Show Desired Neighborhood Connections

Connections from Nebraska-Hillsborough Corridor

Main Topics	Comments
Entertainment Areas	<ul style="list-style-type: none"> • Downtown Arts District (2) • Mall - Citrus Park and University Square (3) • Lowry Park Zoo • Clearwater/Saint Petersburg beaches • Tampa General Hospital
Cities/Neighborhoods	<ul style="list-style-type: none"> • South Tampa (2) • Brandon • Country - toward north

	<ul style="list-style-type: none"> • Channel District (2) • Hyde Park (2) • Ybor City (2) • Downtown • West Shore • Davis Islands
Specific Destinations	<ul style="list-style-type: none"> • Dale Mabry Boulevard/I-275 • Work - toward northwest • University of South Florida • Tampa International Airport (2)

Historic Ybor City Meeting Comments- 5/19/2012 Summary

Exercise 1: List of What You Value and What You Would Like to See Changed

What do you value most about your community?

Main Topics	Comments	Total
Transportation	<ul style="list-style-type: none"> • Streetcar proximity - live 4.5 blocks away from station • Walkability • Walkable entertainment - bars, clubs, movies • Opportunity to have everything in walking distance from my home 	4
Environment	<ul style="list-style-type: none"> • Trees and green space • Park (2) 	3
Culture/Entertainment	<ul style="list-style-type: none"> • Proximity to urban amenities - stores, restaurants, mass transit, stores, and parks • Proximity to everything - Downtown, Channel district, Hyde Park (2) • Festivals, markets, parades • Food, restaurants • Culture - coffee, cigars, community, festiveness • Cultural base of Tampa • Diverse entertainment 	8
Economic Development	<ul style="list-style-type: none"> • Historic structures (7) • Independent businesses • Potential to be better than it is/has become 	9
Community	<ul style="list-style-type: none"> • Creative class/culture • Close-nit neighborhood/community and activities • Diversity of residents that call Ybor City home (3) • Real historic fabric (2) • Urban character 	8

What would you most like to change about your community...in 15 years?

Main Topics	Comments	Total
Community	<ul style="list-style-type: none"> • More art • [Reduce] crime/drinking • Community misconception of crime in Ybor • No more bars and nightclubs; more upscale restaurants (2) 	5

Economic Development	<ul style="list-style-type: none"> • Renovate old buildings • Fill in vacant lots, urban infill (3) • Demolish and replace Tampa Park Apartments with mixed-use project or baseball stadium • Increase residential opportunities • More affordable (possibly not subsidized) housing for the mid-incomers of \$40,000-60,000 • Add grocery store/pharmacy (5) • Balance the offering of retail, nightlife and residential • Quality of "business" establishments 	14
Transportation	<ul style="list-style-type: none"> • Sidewalks and crosswalks are not available in some areas (2) • Improve streetscape in residential area - lights, trees • [Improve] pedestrian and bicycle safety • Increase lighting/safety • More connectivity to downtown/adjacent neighborhoods (3) • Connections to neighborhoods including Palmetto Beach • Less space dedicated to parking autos • Stop signs and lack of them at 4th Avenue • Invest in mass transit - light rail • Streetcar hours of operation; operate later in the evenings • A clear visual for addressing properties along the highway 	14
Beautification	<ul style="list-style-type: none"> • Volunteer for street cleaning 	1
Environment	<ul style="list-style-type: none"> • [Add] blue box recycling within the city of Tampa (2) 	1

Exercise 2: Show What You Value and What You Would Like To See Changed

Things you value

Main Topics	Comments	Total
Community	<ul style="list-style-type: none"> • Ybor Saturday market • Mixed/diverse residents • Ybor roosters, adds character and makes Ybor what it is and unique • School - 2nd Avenue and 20th Street • Mural - between 17th and 18th Streets along Adamo Drive • Ybor Square • Historical nature and character of 7th Avenue • Phillip Shore Elementary • Hillsborough Community College 	9
Culture/Entertainment	<ul style="list-style-type: none"> • Social Clubs - Italian, German-American, Cuban, Centro Austuriano • Centro Ybor • Roosevelt 2.0 - 7th Avenue and 15th Street 	3
Economic Development	<ul style="list-style-type: none"> • High density residential • Grocery Store/Ikea (2) • Box Lofts - Adamo Drive and 21st Street • Hacienda Apartments - senior apartments, potential for 	5

	redevelopment	
Environment	<ul style="list-style-type: none"> Centennial Park (2) DeSoto Park and School 	3
Transportation	<ul style="list-style-type: none"> Walkable entertainment - restaurants, bars, clubs, theater, public plazas Union Station (2) [TECO Line] streetcar (3) 	6

Things you would like to change

Main Topics	Comments	Total
Transportation	<ul style="list-style-type: none"> Unsafe intersection - 4th Avenue is too fast, need speed bumps along 4th Avenue, and four-way stop at 4th Avenue and 19th Street [More] bicycle lane and sidewalk connection to Downtown (2) Redevelop southeast corner 4th Avenue and 27th Street [Remove] dirt parking/[add] sidewalks - 16th and 17th Streets and Palm Avenue Crosswalks/lack of crosswalks - Palm Avenue and 19th Street/20th Street (3) [Add] new parking garage - northwest of 8th Avenue and 20th Street Increase trolley access, hours, tracks Redevelop 21st and 22nd Streets [Additional] pedestrian and bicycle connection with Channel District (2) 	13
Economic Development	<ul style="list-style-type: none"> Need grocery store in Ybor City or connection to Downtown store Liner buildings, retail, etc. at Ikea [Redevelop] Olivia Tobacco (vacant) - 10th Avenue and 19th Street [Redevelop] vacant building between 20th and 21st Streets along 7th Avenue Tampa Port Authority - better access, increase visibility with potential park or public area Kimmin and Adamo Drive corridors - potential redevelopment, mixed use, residential Potential hotel development - north of 4th Avenue and Avenida Republica de Cuba Student housing/infill - Avenida Republica de Cuba and 8th Avenue Mixed-use/residential or Stadium - large triangle between 7th Avenue, Nuccio Parkway and Nebraska Avenue More residential/infill - between 25th/27th Streets and 7th/8th Avenues 	10
Culture/Entertainment	<ul style="list-style-type: none"> Develop school playground to neighborhood shared park - 4th Avenue and 20th Street 	1

Environment	<ul style="list-style-type: none"> • [Create] greenway under I-4 connector and other possible uses - flea market, community garden • [Create] potential park at triangular area between I-4, 12th Avenue, and Av Republica de Cuba 	2
Beautification	<ul style="list-style-type: none"> • Billboard next to beautiful historic structure and lighting invasion - Nebraska Avenue and 12th Avenue • More trees along all of Adamo Drive 	2
Community	<ul style="list-style-type: none"> • Edge treatment; property owners should be engaged, listened to - 12th Avenue and 13th Street • [Address] strip club - Adamo Drive and 17th Street • [Address] club Manila - 7th Avenue and 25th Street • [Address] Sunshine Hotel - 4th Avenue and 16th Street 	4

Exercise 3: Show Desired Neighborhood Connections

Connections from Historic Ybor City

Main Topics	Comments
Cities/Neighborhoods	<ul style="list-style-type: none"> • Channel District • Tampa Heights • Palmetto Beach • Davis/Harbor Islands • VM Ybor • Hyde Park • South Tampa • Downtown • Seminole Heights
Entertainment Areas	<ul style="list-style-type: none"> • McKay Park - use of park, school, and amenities (3) • Movie/media/film industry in Hyde Park and Ybor City • Beaches • Cuscaden Park (2) • Tampa Bay Times Forum • Channelside • Curtis Hixon Park (2) • DeSoto Park • Gary Amphitheater • Davis Islands Dog Park • Ballast Point Park • Bayshore Trail • Downtown Arts District • Tampa Heights Park • Raymond James Stadium • River Crest Park • Rowlett Park
Specific Destinations	<ul style="list-style-type: none"> • 7th Avenue • Apartments to 7th Avenue

	<ul style="list-style-type: none"> • Open water connection • Encore • University of South Florida • Tampa International Airport • Hillsborough River • Trolley Barn
Transportation	<ul style="list-style-type: none"> • Mass transit connection to Orlando • More shuttle, bike, light rail connections to downtown • I-275



InVision Tampa – Camera Exercise



INVISION TAMPA

People. Place. Progress.

Step 1 – Taking Pictures

Tonight: Take one disposable camera. Write your name on the back in permanent ink. Please fill out your preferred phone number and email on the sign-up sheet so we can remain in touch.



Assignment:

1. Take a picture of the street where you live or do business.
2. Take at least 5 pictures of things that you wish were different about your neighborhood or Tampa's Center City area
3. Take at least 5 pictures of things that you like / value most about your neighborhood or Tampa's Center City area
4. Take at least 5 pictures of things you wish a successful master plan would accomplish.

Use all the shots on your camera! (24 or 25).

Step 2 – Developing Pictures

April 30th (Monday) - Please deliver your camera, undeveloped, to The City of Tampa Development Services Center, 1400 North Boulevard by 4PM. We will have a marked location on the first floor to deliver.

May 4th – Please pick up your developed Pictures. With a permanent ink pen, please write on the back of each photo, what you were photographing and why (e.g., *"This is the neighborhood park. I value it because it's a place where folks of all ages gather for special events".*)

Step 3 – Sharing your Pictures

May 17th (Thursday)– We will facilitate a coordinated exercise which will allow you to share your pictures with the other community photographers and we will identify and develop common themes that will be input to InVision Tampa. Please meet at the City of Tampa Development Services Center, 1400 North Boulevard 3rd floor from 6PM-9PM.

Thank you for accepting this 'extra homework'! Your participation will be invaluable.

Example Images*

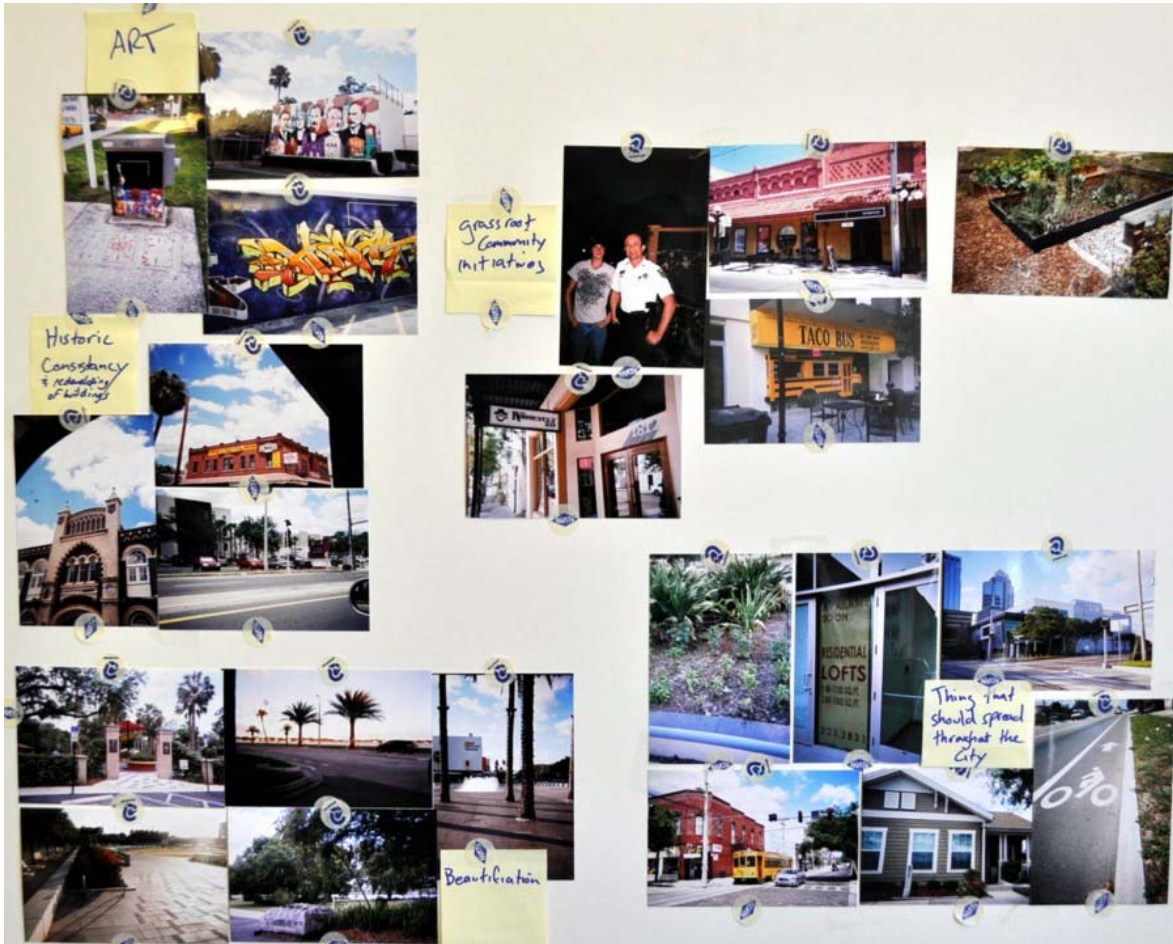


* more than 750 images were taken by volunteers for this exercise.

Sorting Images Exercise







Camera Exercise – Visual Preferences

NEIGHBORHOODS

Housing (Private)

Likes

- Revitalization
- Historic homes

Dislikes

- Housing Authority
- Boarding houses

Housing (Public)

Likes

- Redevelopment (College Hill)
- Mixed Income Model (HOPE VI)

Dislikes

- Some development is not responsible
- Displacement of people/ houses
- Abandoned homes
- Some is too institutional
- Panhandling illegal - people need programs

Redevelopment

Likes

- Encore
- North Hyde Park/ West End Apartments
- Spurs community centers

Dislikes

- West Tampa

Pride of Place

Likes

- Cleanliness
- Public art
- Restaurants with seating that addresses the street
- Social clubs
- Upcycling
- Grassroots initiatives
- The Roosevelt (community flex-space)
- Business incubators
- Rooftop gardening
- Diverse community (age, race, income, etc.)
- Educational institutions
- Series of villages/ market feel

Dislikes

- West Tampa
- Trash on streets and sidewalks
- Need an Adopt-A-Program or neighborhood walks for trash cleanup
- Vacancies

Green/ Open Space

Likes

- Multipurpose/ multi-use open spaces
- Edible landscaping
- Community gardens
- Public art and water features
- Ammenities
- Improvements at Cypress Beach and Curtis Hixon
- Things to do
- Unprogrammed/ informal space
- Attractive edges
- Curtis Hixon Park
- Bayshore
- Dog park at Washington Street
- Bike racks near parks

Dislikes

- Vacant property (S. of Colomnus)
- Underdeveloped waterfront
- Space under crosstown
- Occupy Tampa in park owned by Joe Redner
- Tampa Water Works Park
- Julian B. Lane park - cannot see the river, trees overgrown
- Park opposite from Curtis Hixon should be connected to Curtis Hixon - bridge over the water

Architecture

Likes

- Defines Tampa
- Rich
- Large amount/ variety
- Masonry

Dislikes

- Need to focus on historic architecture

HILLSBOROUGH RIVER

Water (Hillsborough Bay, Hillsborough River)

Likes

- Parks/ open space on waterfront
- Public access to water
- Well-maintained boat docks

Dislikes

- Urban wasteland/ underutilized space
- Poor water quality, trash in water
- Scale of buildings is high near water
- Buildings block access from water
- Unattractive sea walls
- Not enough visual interest along waterfront
- Environmental character not well preserved
- Waterfront underdeveloped (nothing to do)
- Abandoned and dangerous docks
- Convention center (appearance, location)
- Lack of access to water
- Disrepair of seawalls

TRANSIT

Transit Services and Access

Likes

- People vs. cars
- Multimodal availability
- Trails
- Trolley
- Marion Transit Center
- Multiple bus stops and routes

Dislikes

- No shade at bus stops
- Stops are too long
- Need light rail
- Need Bus Rapid Transit
- No trolleys on Saturdays
- Trolley doesn't connect to neighborhoods
- Need better connections between key places and neighborhoods
- Need better stations that are branded
- Transit takes too long to get to destinations

LIVABLE STREETS

Streets and Walkability

Likes

- Walkability
- People
- Energy
- Cool buildings
- Restaurant seating
- On-street parking
- Stuff to do
- Ground floor retail
- Taco bus on Franklin St.
- Mixed use
- Traffic calming
- Bike lanes

Dislikes

- Fast, one way roads
- Accommodating cars over people
- Prohibits development
- Narrow sidewalks with obstructions
- Lack of street life
- Buildings far from street
- Singular use/ institutional
- Crosstown Expressway
- Poorly maintained
- Need more bike lanes
- Bike lanes dangerous on major streets
- Divisive roadways
- Space under highways is not inviting

DOWNTOWN CORE

Business Areas

Likes

- Existing buildings
- Straz Center
- Interaction with streets
- Churches
- Ybor Saturday market
- Mom and Pop businesses
- Duckweed Urban Market
- Lee's Grocery

Dislikes

- Zoning
- Streets don't address buildings
- Abandoned buildings/ blight
- Not accessible
- Need more adaptive reuse
- Bars in Ybor aren't family friendly
- Bar behind University of Tampa



Data Elements

Invision Tampa Master Plan Data Collection List					
Data Category	Content	Source	Site	Data Format	Release Date
Base Data					
	Cities	Hillsborough County	ftp://ftp.hillsboroughcounty.org/gis/pub/corporate_data	Shape File	Mar-11
	FDOT Highway/Roadway Functional Classifications	Florida Department of Transportation		Shape File	Jun-05
	Contours	Hillsborough County	ftp://ftp.hillsboroughcounty.org/gis/pub/corporate_data	Shape File	Jan-12
	Streams	Hillsborough County	ftp://ftp.hillsboroughcounty.org/gis/pub/corporate_data	Shape File	Sep-11
	Water Bodies (Hydro)	Hillsborough County	ftp://ftp.hillsboroughcounty.org/gis/pub/corporate_data	Shape File	Sep-11
	Lakes	Florida Department of Environmental Protection GIS	http://www.dep.state.fl.us/gis/	Shape File	2002
	Railroads	Hillsborough County	ftp://ftp.hillsboroughcounty.org/gis/pub/corporate_data	Shape File	Sep-11
	Major Roads	Hillsborough County	ftp://ftp.hillsboroughcounty.org/gis/pub/corporate_data	Shape File	Jul-11
	Parcels	Hillsborough County Property Appraiser's Office	http://propmap3.hcpafl.org/	Shape File	2012
	County Line	Hillsborough County	ftp://ftp.hillsboroughcounty.org/gis/pub/corporate_data	Shape File	2005
	Aerials (Hillsborough)	Florida Department of Transportation	http://www.dot.state.fl.us/planning/statistics/gis/	Shape File	2010
Bike/Ped/Trail/Greenway Facilities					
Greenway	Greenway Recreation Corridors	Hillsborough County	ftp://ftp.hillsboroughcounty.org/gis/pub/corporate_data	Shape File	Jul-05
	Greenway Natural Corridors	Hillsborough County	ftp://ftp.hillsboroughcounty.org/gis/pub/corporate_data	Shape File	2006
Bike	Existing Bike Lanes	Hillsborough Metropolitan Planning Organization for Transportation	http://www.hillsboroughmpo.org/pubmaps/pubmaps_folders/folder_data/data_files/gis-data	Shape File	Jul-05
	Recommended Bicycle Enhancements	City of Tampa		Shape File	Jul-05
	Recent Pending Projects	City of Tampa		Shape File	2011
	Hwy Segments/Events	City of Tampa		Shape File	Apr-08
	Hwy Segments/Evaluation Criterias	City of Tampa		Shape File	2012
	Recommended Intersection Enhancements	City of Tampa		Shape File	2011
Trails	Off Road Trails	City of Tampa		Shape File	Jun-05
	Latest Off Road Trails	City of Tampa		Shape File	Jul-05
	Latest On Road Trails	City of Tampa		Shape File	Jul-05
	Latest Riverwalk Trail	City of Tampa		Shape File	Jul-05
	Existing Trails	Florida Trails Network	http://www.floridatrailnetwork.com/download.html	Shape File	Jul-05
Pedestrian	2025 Sidewalks	Hillsborough Metropolitan Planning Organization for Transportation	http://www.hillsboroughmpo.org/pubmaps/pubmaps_folders/folder_data/data_files/gis-data	Shape File	Jul-05
	2035 Ped Corridors	Hillsborough Metropolitan Planning Organization for Transportation	http://www.hillsboroughmpo.org/pubmaps/pubmaps_folders/folder_data/data_files/gis-data	Shape File	Jul-05
	Recommended Pedestrian Enhancements	City of Tampa		Shape File	Jul-05
Cultural Resources Data (federal, state, city)					
	Local Historic Districts	City of Tampa	http://www.tampagov.net/dept_geographic_information_systems/information_resources/Data_Downloads_and_Metadata/boundary/index.asp	Shape File	Jul-05
	National Historic Districts	City of Tampa	http://www.tampagov.net/dept_geographic_information_systems/information_resources/Data_Downloads_and_Metadata/boundary/index.asp	Shape File	Jul-05
	SHPO Bridges	Florida Geographic Data Library	http://www.fgdl.org/metadata/metadata_archive/fgdl.html/	Shape File	Jan-12
	SHPO Cemeteries	Florida Geographic Data Library	http://www.fgdl.org/metadata/metadata_archive/fgdl.html/	Shape File	Jan-12
	SHPO Resources Groups	Florida Geographic Data Library	http://www.fgdl.org/metadata/metadata_archive/fgdl.html/	Shape File	Jul-11
	SHPO Surveys	Florida Geographic Data Library	http://www.fgdl.org/metadata/metadata_archive/fgdl.html/	Shape File	Apr-11
	SHPO Structures	Florida Geographic Data Library	http://www.fgdl.org/metadata/metadata_archive/fgdl.html/	Shape File	Jul-05

	Historic Resources	Hillsborough County	ftp://ftp.hillsboroughcounty.org/gis/pub/corporate_data	Shape File	Sep-11
Environmental					
Air Quality	Ambient Air Monitoring Sites	Florida Geographic Data Library	http://www.fgdl.org/metadata/metadata_archive/fgdl_html/	Shape File	Apr-12
Contamination Sites	BrownFields	Hillsborough County	ftp://ftp.hillsboroughcounty.org/gis/pub/corporate_data	Shape File	Jul-05
	EPA AFS	Florida Geographic Data Library	http://www.fgdl.org/metadata/metadata_archive/fgdl_html/	Shape File	May-11
	EPA DAM	Florida Geographic Data Library	http://www.fgdl.org/metadata/metadata_archive/fgdl_html/	Shape File	Jun-05
	EPA DRDG	Florida Geographic Data Library	http://www.fgdl.org/metadata/metadata_archive/fgdl_html/	Shape File	Jun-08
	EPA Egrid	Florida Geographic Data Library	http://www.fgdl.org/metadata/metadata_archive/fgdl_html/	Shape File	Feb-11
	EPA NPDES	Florida Geographic Data Library	http://www.fgdl.org/metadata/metadata_archive/fgdl_html/	Shape File	May-11
	EPA NPL	Florida Geographic Data Library	http://www.fgdl.org/metadata/metadata_archive/fgdl_html/	Shape File	Mar-07
	EPA RCRA	Florida Geographic Data Library	http://www.fgdl.org/metadata/metadata_archive/fgdl_html/	Shape File	May-11
	EPA Storet	Florida Geographic Data Library	http://www.fgdl.org/metadata/metadata_archive/fgdl_html/	Shape File	May-11
	EPA Superfund	Florida Geographic Data Library	http://www.fgdl.org/metadata/metadata_archive/fgdl_html/	Shape File	May-11
	EPA TRI	Florida Geographic Data Library	http://www.fgdl.org/metadata/metadata_archive/fgdl_html/	Shape File	2009
	EPAWQ	Florida Geographic Data Library	http://www.fgdl.org/metadata/metadata_archive/fgdl_html/	Shape File	2006
	GC Drycleaning	Florida Geographic Data Library	http://www.fgdl.org/metadata/metadata_archive/fgdl_html/	Shape File	Feb-07
	GeoData	Florida Geographic Data Library	http://www.fgdl.org/metadata/metadata_archive/fgdl_html/	Shape File	Aug-11
	Risk Source	Florida Geographic Data Library	http://www.fgdl.org/metadata/metadata_archive/fgdl_html/	Shape File	2011
	Well Point	Florida Geographic Data Library	http://www.fgdl.org/metadata/metadata_archive/fgdl_html/	Shape File	2011
Evacuation Zones/ Surge Areas	Evacuation Routes	Hillsborough County	ftp://ftp.hillsboroughcounty.org/gis/pub/corporate_data	Shape File	2011
	Surge Zones	Florida Geographic Data Library	http://www.fgdl.org/metadata/metadata_archive/fgdl_html/	Shape File	2011
Floodplains	100 year floodplain		http://www.swfwmd.state.fl.us/data/	Shape File	2012
Parks	Park Boundary	City of Tampa	http://www.tampagov.net/dept_geographic_information_systems/information_resources/Data_Downloads_and_Metadata/boundary/index.asp	Shape File	2011
Threaten & Endangered Species	County list of Threatened and Endangered Species	US Fish and Wildlife Service	http://ecos.fws.gov/tess_public/pub/stateListingAndOccurrenceInDividual.jsp?state=FL	Site	
	Eagles Nest	Hillsborough County	ftp://ftp.hillsboroughcounty.org/gis/pub/corporate_data	Shape File	Apr-12
	Consultation Area- Manatee		-	Shape File	Jul-11
	Consultation Area- Piping Plover		-	Shape File	Jul-11
	Consultation Area- Scrub Jay		-	Shape File	Jul-11
Wetlands	National Wetlands Institute	NWI	http://www.fws.gov/wetlands/Data/Data-Download.html	Shape File	Jun-05
		SWFWND	http://www.swfwmd.state.fl.us/data/	Shape File	Jul-05
Facilities					
	Colleges	Florida Geographic Data Library	http://www.fgdl.org/metadata/metadata_archive/fgdl_html/	Shape File	Jan-08
	EOC	Florida Geographic Data Library	http://www.fgdl.org/metadata/metadata_archive/fgdl_html/	Shape File	Jun-07
	Fire Grid	City of Tampa	http://www.tampagov.net/dept_geographic_information_systems/information_resources/Data_Downloads_and_Metadata/boundary/index.asp	Shape File	Jul-05
	Cemeteries	Florida Geographic Data Library	http://www.fgdl.org/metadata/metadata_archive/fgdl_html/	Shape File	Nov-12
	Fire Stations	Hillsborough County	ftp://ftp.hillsboroughcounty.org/gis/pub/corporate_data	Shape File	Feb-08
	Government Buildings	Florida Geographic Data Library	http://www.fgdl.org/metadata/metadata_archive/fgdl_html/	Shape File	Jul-09
	Hillsborough Govt/Public Owned Parcels	Hillsborough County	ftp://ftp.hillsboroughcounty.org/gis/pub/corporate_data	Shape File	Apr-12
	Hillsborough Point of Interest	City of Tampa	http://www.tampagov.net/dept_geographic_information_systems/information_resources/Data_Downloads_and_Metadata/location/	Shape File	Jun-05
	Hospitals	Hillsborough County	ftp://ftp.hillsboroughcounty.org/gis/pub/corporate_data	Shape File	Jul-05

	Libraries	Hillsborough County	ftp://ftp.hillsboroughcounty.org/gis/pub/corporate_data	Shape File	Jul-05
	Places of Worship	Florida Geographic Data Library	http://www.fgdl.org/metadata/metadata_archive/fgdl_html/	Shape File	Jul-05
	Schools	Florida Geographic Data Library	http://www.tampagov.net/dept_Geographic_Information_Systems/information_resources/Data_Downloads_and_Metadata/location/	Shape File	Jul-05
Project Specific					
	Charrette Neighborhoods (Areas)		Invision Tampa Team	Shape File	2012
	Charrette Meeting Locations		<u>Invision Tampa Team</u>	Shape File	2012
	Study Area		Invision Tampa Team	Shape File	2012
	Charrette Walking Audit Routes		Invision Tampa Team	Shape File	2012
Socio-Economic					
Census Data	Census Block	Florida Geographic Data Library	http://www.fgdl.org/metadata/metadata_archive/fgdl_html/	Shape File	Aug-11
	Census Block Group	Florida Geographic Data Library	http://www.fgdl.org/metadata/metadata_archive/fgdl_html/	Shape File	Aug-11
	Census Tract	Florida Geographic Data Library	http://www.fgdl.org/metadata/metadata_archive/fgdl_html/	Shape File	Aug-11
Community Redevelopment Areas	Community Redevelopment Areas	City of Tampa	http://www.tampagov.net/dept_geographic_information_systems/information_resources/Data_Downloads_and_Metadata/boundary/index.asp	Shape File	Jul-05
Districts	CBD	City of Tampa	http://www.tampagov.net/dept_geographic_information_systems/information_resources/Data_Downloads_and_Metadata/boundary/index.asp	Shape File	Jul-05
	Channel	City of Tampa	http://www.tampagov.net/dept_geographic_information_systems/information_resources/Data_Downloads_and_Metadata/boundary/index.asp	Shape File	Jul-05
	Community Block Grant Areas	City of Tampa	http://www.tampagov.net/dept_geographic_information_systems/information_resources/Data_Downloads_and_Metadata/boundary/index.asp	Shape File	Jul-05
	Heights	City of Tampa	http://www.tampagov.net/dept_geographic_information_systems/information_resources/Data_Downloads_and_Metadata/boundary/index.asp	Shape File	Jul-05
	Overlay Districts	City of Tampa	ftp://ftp.hillsboroughcounty.org/gis/pub/corporate_data	Shape File	Jul-05
	Special Assessment Districts Downtown	City of Tampa	http://www.tampagov.net/dept_geographic_information_systems/information_resources/Data_Downloads_and_Metadata/boundary/index.asp	Shape File	Jul-05
	Special Assessment Districts Streetcar	City of Tampa	http://www.tampagov.net/dept_geographic_information_systems/information_resources/Data_Downloads_and_Metadata/boundary/index.asp	Shape File	Jul-05
	West Tampa	City of Tampa	http://www.tampagov.net/dept_Geographic_Information_Systems/information_resources/Data_Downloads_and_Metadata/boundary/	Shape File	Jul-05
	Ybor City	City of Tampa	http://www.tampagov.net/dept_Geographic_Information_Systems/information_resources/Data_Downloads_and_Metadata/boundary/	Shape File	Jul-05
Land Use	Hillsborough Co Future Land Use	The Planning Commission	http://www.theplanningcommission.org/maps/gisdata	Shape File	Jul-05
	Hillsborough Existing Land Use	The Planning Commission	http://www.theplanningcommission.org/maps/gisdata	Shape File	May-12
	Unincorporated Hillsborough Community Planning Areas	The Planning Commission	http://www.theplanningcommission.org/maps/gisdata	Shape File	May-12
	Unincorporated Hillsborough Planning Areas	The Planning Commission	http://www.theplanningcommission.org/maps/gisdata	Shape File	May-12
	Tampa Future Land Use	The Planning Commission	http://www.theplanningcommission.org/maps/gisdata	Shape File	May-12
	Hillsborough Jurisdictional & Urban Service Areas	The Planning Commission	http://www.theplanningcommission.org/maps/gisdata	Shape File	May-12
	Zoning	City of Tampa	http://www.tampagov.net/dept_geographic_information_systems/information_resources/Data_Downloads_and_Metadata/boundary	Shape File	Jul-05

			/index.asp		
Neighborhoods	Hillsborough Neighborhoods	Hillsborough County	ftp://ftp.hillsboroughcounty.org/gis/pub/corporate_data	Shape File	Jun-05
	HOA Neighborhood Boundary	City of Tampa	http://www.tampagov.net/dept_geographic_information_systems/information_resources/Data_Downloads_and_Metadatas/boundary/index.asp	Shape File	Jul-05
Stormwater					
	Basins	City of Tampa	http://www.tampagov.net/dept_Geographic_Information_Systems/information_resources/Data_Downloads_and_Metadatas/STORM WATER/	Shape File	Jun-05
	Natinoal.....PDES Stormwater	Florida Geographic Data Library	http://www.fgdl.org/metadata/metadata_archive/fgdl.html/	Shape File	Jun-05
	TAMPA SP DAM	City of Tampa	http://www.tampagov.net/dept_Geographic_Information_Systems/information_resources/Data_Downloads_and_Metadatas/STORM WATER/	Shape File	Jul-05
	TAMPA SP SW CATCH	City of Tampa	http://www.tampagov.net/dept_Geographic_Information_Systems/information_resources/Data_Downloads_and_Metadatas/STORM WATER/	Shape File	Jul-05
	TAMPA SP SW CHANNEL	City of Tampa	http://www.tampagov.net/dept_Geographic_Information_Systems/information_resources/Data_Downloads_and_Metadatas/STORM WATER/	Shape File	Jul-05
	TAMPA SP SW CULVERT	City of Tampa	http://www.tampagov.net/dept_Geographic_Information_Systems/information_resources/Data_Downloads_and_Metadatas/STORM WATER/	Shape File	Jul-05
	TAMPA SP SWNOKE CONTROL STRUCTURE	City of Tampa	http://www.tampagov.net/dept_Geographic_Information_Systems/information_resources/Data_Downloads_and_Metadatas/STORM WATER/	Shape File	Jul-05
	TAMPA SP SWNODE GATE VALVE	City of Tampa	http://www.tampagov.net/dept_Geographic_Information_Systems/information_resources/Data_Downloads_and_Metadatas/STORM WATER/	Shape File	Jul-05
	TAMPA SP SWNODE HEADWALL	City of Tampa	http://www.tampagov.net/dept_Geographic_Information_Systems/information_resources/Data_Downloads_and_Metadatas/STORM WATER/	Shape File	Jul-05
	TAMPA SP SWNODE INLET	City of Tampa	http://www.tampagov.net/dept_Geographic_Information_Systems/information_resources/Data_Downloads_and_Metadatas/STORM WATER/	Shape File	Jul-05
	TAMPA SP SWNODE JUNCTION	City of Tampa	http://www.tampagov.net/dept_Geographic_Information_Systems/information_resources/Data_Downloads_and_Metadatas/STORM WATER/	Shape File	Jul-05
	TAMPA SP SWNODE MANHOLE	City of Tampa	http://www.tampagov.net/dept_Geographic_Information_Systems/information_resources/Data_Downloads_and_Metadatas/STORM WATER/	Shape File	Jul-05
	TAMPA SP SWNODE MITERED END	City of Tampa	http://www.tampagov.net/dept_Geographic_Information_Systems/information_resources/Data_Downloads_and_Metadatas/STORM WATER/	Shape File	Jul-05
	TAMPA SP SWNODE PUMP STATION	City of Tampa	http://www.tampagov.net/dept_Geographic_Information_Systems/information_resources/Data_Downloads_and_Metadatas/STORM WATER/	Shape File	Jul-05
	TAMPA SP SWNODE SED CONTROL STRUCTURE	City of Tampa	http://www.tampagov.net/dept_Geographic_Information_Systems/information_resources/Data_Downloads_and_Metadatas/STORM WATER/	Shape File	Jul-05
	TAMPA SP SW PIPE	City of Tampa	http://www.tampagov.net/dept_Geographic_Information_Systems/information_resources/Data_Downloads_and_Metadatas/STORM WATER/	Shape File	Jul-05

Transportation					
	Amtrak	Florida Geographic Data Library	http://www.fgdl.org/metadata/metadata_archive/fgdl_html/	Shape File	2010
	Bridges	Florida Geographic Data Library	http://www.fgdl.org/metadata/metadata_archive/fgdl_html/	Shape File	Apr-07
	Street Centerline	Hillsborough County	ftp://ftp.hillsboroughcounty.org/gis/pub/corporate_data	Shape File	Feb-12
	Truck Route	Hillsborough County	ftp://ftp.hillsboroughcounty.org/gis/pub/corporate_data	Shape File	Apr-11
HART	All Express Base	HART	http://www.gohart.org/about/data_download/data_download.html	Shape File	Nov-09
	All Local Base	HART	http://www.gohart.org/about/data_download/data_download.html	Shape File	Nov-09
	Ex Flex Zones	HART	http://www.gohart.org/about/data_download/data_download.html	Shape File	Mar-11
	Existing Local Express	HART	http://www.gohart.org/about/data_download/data_download.html	Shape File	Jul-05
	Existing Local Express Riders FY	HART	http://www.gohart.org/about/data_download/data_download.html	Shape File	Jul-05
	HART Routes	HART	http://www.gohart.org/about/data_download/data_download.html	Shape File	Nov-11
	Bus stops	HART	http://www.gohart.org/about/data_download/data_download.html	Shape File	Mar-10
	Routes	HART	http://www.gohart.org/about/data_download/data_download.html	Shape File	Mar-11
	Transit Emphasis Corridor	HART	http://www.gohart.org/about/data_download/data_download.html	Shape File	Jul-05
High Speed Rail	High Speed Rail	City of Tampa		Shape File	Jul-05
	High Speed Stations	City of Tampa		Shape File	Jul-05
	HSR	City of Tampa		Shape File	Jul-05
Long Range Transportation Plan		City of Tampa		Shape File	
	2035 Existing Committed CA				Jul-05
	2035 Hwy Cost Affordable	Hillsborough County	http://www.hillsboroughmpo.org/pubmaps/pubmaps_folders/folder_data/data_files/gis-data	Shape File	Jul-05
I-275 Master Plan/Design	Downtown V8 Ultimate with HSR Schematic	FDOT		Shape File	Jul-05
Utilities					
	Combsvc	City of Tampa	http://www.tampagov.net/dept_Geographic_Information_Systems/information_resources/Data_Downloads_and_Metadata/boundary/	Shape File	Jul-05
	Hydrants	City of Tampa	http://www.tampagov.net/dept_Geographic_Information_Systems/information_resources/Data_Downloads_and_Metadata/location/	Shape File	Jul-05
	PAR Utilities	Florida Geographic Data Library	http://www.fgdl.org/metadata/metadata_archive/fgdl_html/	Shape File	Jul-05
	Solid Waste Sweep Boundaries	City of Tampa	http://www.tampagov.net/dept_geographic_information_systems/information_resources/Data_Downloads_and_Metadata/boundary/index.asp	Shape File	Jul-05
	Solid Waste Pick Up Routes	City of Tampa	http://www.tampagov.net/dept_geographic_information_systems/information_resources/Data_Downloads_and_Metadata/boundary/index.asp	Shape File	Jul-05
	Solid Waste Service Area	City of Tampa	http://www.tampagov.net/dept_geographic_information_systems/information_resources/Data_Downloads_and_Metadata/boundary/index.asp	Shape File	Jul-05



List of Reports / Maps

Reports for Invision Tampa Master Plan			
Data Category	Content	Data Format	Completed
City Management			
City Budget	Operatingand Capital Budget	PDF	2012
Comprehensive Plan	Forward - Building Our Legacy - A Livable City	PDF	2008
	Tampa Vision Map Series - City Form Map	PDF	2010
	Adopted Tampa Future land use Map	PDF	2011
HUD Challenge Grant	Final Tampa HUD Challenge Grant Work Plan	PDF	2011
Market Reports	3Q11 Tampa Office Market View BOA	PDF	2011
	CoStart Industrial Market Report	PDF	Jun-11
	CoStart Office Market Report	PDF	Jun-11
	CoStart Retail Market Report	PDF	Jun-11
	Employment wages	PDF	Feb-11
	Florida Metro Forecast	PDF	Apr-11
	Social Compact Drill Down Report	PDF	2008
	Florida Retail Sales	Excel	2011
Regulations	CBD Riverwalk design standards	PDF	1989
	CBD urban design guidelines	PDF	1989
	Chapter 27 ZONING	DOC	1989
	WestTampalllustratedDesignStandards	PDF	1989
	Z07-92 Encore Site Plan & Vision Book	PDF	1989
Urban Land Institute	Tampa City Central Development Conceptual Plan	PDF	Sep-11
	A ULI Advisory Panel Report - Downtown Tampa	PDF	Oct-11
	ULI Final Recommendations	PDF	Oct-11
ULI/Maps	Community Development	JPEG	2011
	Existing Land Use	JPEG	2011
	Future Land Use	JPEG	2011
	Neighborhoods	JPEG	2011
	Planning Areas	JPEG	2011
	Transportation infrastructure	JPEG	2011
	Vacant Property	JPEG	2011
	Zoning	JPEG	2011
ULI/Public Comments	ULI Advisory Services Panel Sign In	PDF	Oct-11
	Comment Form-Ferrell	PDF	Oct-11
	ULI- Comment Form	PDF	Oct-11
	ULI Public Comment Form	PDF	2011
Environmental			
Air Quality	FDEP disclaimer	PDF	
	Final Tech Report	PDF	2008
	Greenhouse Gas Study	PDF	2011
Cultural Resources	Historic Permits	Excel	
Parks	Department Master Plan	PDF	Mar-07
Riverwalk	Riverwalk Docking Study Final	PDF	2008
	Narrative	PDF	Oct-11
	Riverwalk Community Input	PDF	May-06
	Riverwalk PD&E Report	PDF	Oct-09
	The Tampa Riverwalk Cultural Plan	PDF	Jun-10
	The Tampa Riverwalk Master Plan	PDF	Jul-06
	USF Economic Impact Study	PDF	2007
	UT Tampa Riverwalk Involvement Study	PDF	2008

Socio-Economic			
Community Redevelopment Areas	CRA Annual Budget Book	PDF	2011
	CRA Annual Activity Report	PDF	2010
	CRA LifeSpans	PDF	
Neighborhoods	Official Neighborhood Registry	Excel	Feb-12
Central Business District	Workforce resident survey	PDF	2010
	CBD Master Plan - SOM	PDF	Mar-02
	CBD Urban Design Guidelines	PDF	Mar-02
	Cultural District Master Plan	PDF	Mar-02
	Downtown Vision Study by Hunter Associated Binder	PDF	Mar-05
	USF Downtown Report	PDF	2003
Channel District	Strategic Master Plan	PDF	Jun-06
	Zach Street Ave of the Arts Plan	PPT/PDF	2011
	Arts Plan Draft	PDF	Jun-08
	Channel District CRA Plan	PDF	May-04
	Channel district infrastructure schedule	PDF	2006
	Channel districtr arts plan	PDF	Jun-08
	Proposed Infrastructure Improvement Sch. Revision	PDF	2006
Heights Site Plans	Z06-17 Heights	PDF	2005
Seminole Heights	Article XXV	PDF	Jan-11
	Strategic Business Plan	PDF	Jun-05
	Vision Plan	PDF	Jul-09
Tampa Heights	Project Site Plan	PDF	Jun-05
	Nieghborhood Plan	PDF	May-02
	Waterworks Park Concept	PDF	Jun-06
West Tampa	North Howard Pictures	JPEG	
Ybor City	Vision Plan Amendment	PDF	Sep-10
	Ybor City Market Analysis	PDF	Mar-04
	Ybor Vision Plan and Amendment	Excel	Jun-11
	Vision Plan	PDF	Apr-05
Public Housing	Tampa Public Housing Plan	PDF	2012
Public Housing/Encore	Z07-92 Encore Vision Book	PDF	Nov-07
	Z07-92 Site Plan	PDF	Nov-07
Transportation			
Bike/Pedestrian	Bike safety master plan	PDF	Apr-11
	Tampa Mobility Plan	PDF	Jun-11
	Walk Bike Plan	PDF	Jun-11
	Policy 45.2.1	PDF	
	Tampa Walk Bike City Council Briefing	PPT	2011
	TCEA Exception Area Map	PDF	
	USF Travel Behavior	PDF	2012
	Walk Bike CBD Map	PDF	Jun-11
FDOT	Design build I-275 500 scale 52x27	PDF	Oct-09
	Downtown-V8-ultimate (w- ult xtown)_Alt4	PDF	2010
	downtown-V8-ultimate display-HSR 4-8-10 comp	PDF	2010
	FY 12-16 Adopted Work Program	PDF	2011
	I-275-Corridor-Phasing-Plan	PDF	Jun-07
	Intermodal centers report	PDF	Dec-04
	Mstr Plan Rprt I-4,I-275 & I-75 Tpa Interstate Study	PDF	1989
	Ultimate I-275 500 scale 52x27	PDF	Oct-09

FDOT Roadway Straight Line Diagrams	FDOT Roadway Straight Line Diagrams	PDF	Jul-05
Interstate NEPA 01	10 REPORT Master Plan 1989	PDF	1989
	21 Project Reevaluations[1]	PDF	2006
	FEIS 11-22-96	PDF	1996
	Record of Decision 1-97[1]	PDF	1997
	Record of Decision 6-99[1]	PDF	1999
	Tampa Interstate Study EIS Prefer	PDF	1994
Interstate NEPA 02	20 PLANS FEIS Pref Alt Concept	PDF	1994
	20 REPORT FEIS-Section 4f Eval HFB-MLK 11-22-96[1]	PDF	1996
LRTP	2035 MPO LRTP	PDF	2009
Parking	Addendum - City Space Count	PDF	2012
	Revised debt location allocations	Excel	May-11
	City Space Count	PDF	2010
Parking Agreements	Twiggs Parking Garage Lease Renewal	PDF	Mar-09
	Mariott Parking	PDF	1999
	Amendment Hotel Parking- Convention Center	PDF	2000
	Amendment to Lease Agreement YMCA	PDF	2001
	Arena Agreement	PDF	1995
	Airspace Agreement	PDF	2009
	Cuban Club Agreement	PDF	2010
	DOC021210 hcc agreement	PDF	1999
	DOC021210 pac agreement	PDF	1994
	Expressway Authority Agreement	PDF	2008
	HCC Amendment	PDF	2005
	Lease- Christian Association	PDF	1982
	Lease.Twiggs St. garage.COT as Lessee	PDF	1970
Parking Info	Parking Info from Website	DOC	
	Hourly and Daily Parking Rates	JPEG	
	On-StreetParking_Map Zone B	PDF	
	Monthly Parking Rates	JPEG	
	Parking Garage List	PDF	2010
	Parking Rate Resolution		2010
	Parking Garage and lot locations	JPEG	
Rails & Port	Amtrak System-Timetable-Fall-Winter	PDF	2012
CSX	Rail System Plan Policy	PDF	2009
	Freight Mobility Tampa Bay Regional Freight Rail Study	PDF	May-09
Port	TPA Master Plan	PDF	2008
	TPA Strateigic Plan Update	PDF	2010
Trails & Greenways	Tampa Greenways Plan	PDF	
	The Green ARTerY	PDF	
Transit			
Hart	11 YR Ridership and Productivity	Excel	2011
	Final TDP 2012-2021 Report_SM	PDF	2012
	FY 2011 September Ridership	PDF	2011
	FY 2012 December Ridership	PDF	2012
	HART Projects in City of Tampa	PDF	2010
	Productivity and Ridership (PER MONTH)	Excel	2010
	Ridership Trends	Excel	2011
	Ten-Year Streetcar Ridership and Productivity	Excel	

Rail	HSR Tampa to Orlando FEIS (Original)	PDF	2005
	Tampa Rail Project FEIS	PDF	2002
	11x17 DT Tampa SECTION		2005
	Downtown Tampa HSR Picture	JPEG	
	FEIS Reevaluation FRAaddressed 5-2-R1	PDF	May-10
	FEISRe-Eval-DRAFT	PDF	Oct-09
	HSR Concept Plan	PDF	
	Tampa Interstate Study ArchD	PDF	
	Tampa-Orlando Final Signed ROD	PDF	2010
Streetcar			
Agreements	Articles of Incorporation THS #H98-000021760	PDF	1998
	COT ILA PHIIa	PDF	2006
	Interlocal Agreement Agreement #98-05-06	PDF	1998
	Streetcar Second Amendment to Permit	PDF	2008
	Streetcar Tri-Party Agreement #2000-05-09	PDF	2001
Historic	Historic Car and System	PDF	
	System Map	PDF	
	Time Table Schedules	PDF	
Maps	MAP Downtown network	PDF	2011
	Map OLD Streetcar-Downtown GREEN LINE	PDF	2011
	Map Streetcar-HydePark	PDF	2011
	Map Streetcar-YborCity	PDF	2011
	Schedule from Centennial Park	PDF	2011
	Schedule from Whiting Station	PDF	2011
	Schedule Northbound from Port Authority	PDF	2011
	Schedule Southbound from Port Authority	PDF	2011
Miscellaneous	Annual Report	PDF	2011
	Fares	PDF	2011
	Hours	PDF	2011
	Excempt Properties Assessment	JPEG	2011
	Expansion Plans	JPEG	2002-2004
	Final Streetcar TDP	PDF	2003
	Special Assessment District	JPEG	
	Streetcar EA/FONSI	PDF	1998