

ORDINANCE NO. 2020- 141

AN ORDINANCE OF THE CITY OF TAMPA, FLORIDA, AMENDING THE CITY OF TAMPA CODE, SECTION 25-74(a)(6) TO REINSTATE AND AUTHORIZE THE "NO MULTI-MODAL TRANSPORTATION IMPACT FEE ZONES FOR DREW PARK, EAST TAMPA, WEST TAMPA AND YBOR CITY AS MORE PARTICULARLY DESCRIBED IN CITY OF TAMPA CODE SECTION 25-74(a)(6) AND EFFECTIVE FOR A PERIOD OF THREE (3) YEARS COMMENCING OCTOBER 21, 2020 ("NUNC PRO TUNC") AND EXPIRING THREE (3) YEARS THEREAFTER ON OCTOBER 20, 2023; AMENDING CHAPTER 25, ARTICLE III, EXHIBIT IV. "NO MULTI-MODAL TRANSPORTATION IMPACT FEE ZONES" BY REPLACING MAPS 25.1, 25.1G AND 25.1I AND ADDING 25.1K AND 25.1H; PROVIDING FOR REPEAL OF ALL ORDINANCES IN CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City continues its desire to encourage the redevelopment of Drew Park, East Tampa, West Tampa and Ybor City; and

WHEREAS, No Multi-Modal Transportation Impact Fee Zones did exist for Drew Park, East Tampa, West Tampa and Ybor City pursuant to applicable ordinance; and

WHEREAS, City Council is authorized by the Tampa City Code ("Code") to create "No Multi-Modal Transportation Impact Fee Zones" for a maximum of five (5) years upon finding that (i) the proposed "no multi-modal transportation impact fee zone" is an area which suffers from chronically unacceptable levels of poverty, unemployment, physical deterioration, and/or economic disinvestments; and (ii) the proposed "no multi-modal transportation impact fee zone" contains sufficient excess transportation infrastructure capacity to accommodate anticipated new development for the term of the proposed exemption from the payment and collection of the multi-modal transportation impact fees or the proposed no multi-modal transportation impact fee zone is located in the transportation concurrency exception area (TCEA) as defined in Chapter 17.5 of the Code; and

WHEREAS, City Council previously created No Multi-Modal Transportation Impact Fee Zones for Drew Park zone, East Tampa zone, West Tampa zone and Ybor City zone upon finding that the two above-described conditions existed in Drew Park, East Tampa, West Tampa and Ybor City; and

WHEREAS, the City desires to reinstate and authorize exempt zones for Drew Park, East Tampa, West Tampa and Ybor City and provide an exemption period for three (3) years commencing retroactively on October 21, 2020 and expiring on October 20, 2023; and

1 **WHEREAS**, City Council finds that as of the effective date hereof, the Drew Park
2 zone, East Tampa zone, West Tampa zone and Ybor City zone continue to be areas
3 which suffer from chronically unacceptable levels of poverty, unemployment, physical
4 deterioration, and/or economic disinvestments; and
5

6 **WHEREAS**, the No Multi-Modal Transportation Impact Fee Zones for the Drew
7 Park zone, the East Tampa zone, the West Tampa zone and the Ybor City zone are
8 located in the transportation concurrency exception area (TCEA) as defined in Chapter
9 17.5 of the Code.

10
11 **NOW, THEREFORE,**

12
13 **BE IT ORDAINED BY THE CITY COUNCIL**
14 **OF THE CITY OF TAMPA, FLORIDA:**
15

16 **Section 1.** That the "No Multi-Modal Transportation Impact Fee Zones" for
17 Drew Park, East Tampa, West Tampa and Ybor City, as legally described herein, are
18 reinstated and authorized commencing on October 21, 2020 and expiring three (3) years
19 thereafter, on October 20, 2023.
20

21 **Section 2.** Section 25-74(a)(6), Tampa City Code is hereby amended by
22 adding the underlined language as follows:
23

24 **"No multi-modal transportation impact fee zones,"** which are specified
25 geographic areas of the city in which no multi-modal transportation impact fees
26 are charged for land development or redevelopment activities for a certain
27 period of time, and in which no multi-modal transportation impact fees are
28 spent for the same certain period of time. **"No multi-modal transportation**
29 **impact fee zones"** shall be created only by an ordinance enacted by city council
30 upon a finding that the following conditions exist:
31

- 32 i. The proposed "no multi-modal transportation impact fee zone" is
33 an area which suffers from chronically unacceptable levels of
34 poverty, unemployment, physical deterioration, and/or economic
35 disinvestments; and
36
- 37 ii. The proposed "no multi-modal transportation impact fee zone"
38 contains sufficient excess transportation infrastructure capacity to
39 accommodate anticipated new development for the term of the
40 proposed exemption from the payment and collection of
41 transportation impact fees or the proposed no multi-modal
42 transportation impact fee zone is located in the transportation
43 concurrency exception area (TCEA) as defined in Chapter 17.5 of
44 the Code.

1
2 The maximum duration of any "no multi-modal transportation impact fee zone"
3 shall be five (5) years; provided, however, City Council may extend the term of
4 the exemption by ordinance if city council finds that the two (2) conditions
5 described above still exist at the end of the original exemption period.
6

7 The ordinance creating one (1) or more "no multi-modal transportation impact
8 fee zone(s)" shall specifically provide:
9

- 10 i. The two (2) conditions described above exist as of the date of the
11 ordinance creating the "no multi-modal transportation impact fee
12 zone(s);
13
14 ii. A description of the boundaries of the proposed "no multi-modal
15 transportation impact fee zone" by street names and
16 intersections or by a metes and bounds legal description;
17
18 iii. A graphic depiction of the boundaries of the proposed "no multi-
19 modal transportation impact fee zone," which will be included as
20 part of Exhibit IV to Chapter 25 of the Code;
21
22 iv. The date on which the "No Multi-Modal Transportation Impact
23 Fee Zone" commences; and
24
25 v. The date on which the "No Multi-Modal Transportation Impact
26 Fee Zone" expires.
27

28 The following geographic areas are hereby designated by City Council as "no
29 multi-modal transportation impact fee zones" for the time period set forth
30 below, because these areas have been found: (i) to suffer from chronically
31 unacceptable levels of poverty, unemployment, physical deterioration and/or
32 economic disinvestment; and (ii) to contain sufficient excess transportation
33 infrastructure capacity to accommodate anticipated new development for the
34 period of the exemption or to be located in the transportation concurrency
35 exception area (TCEA) as defined in Chapter 17.5 of the Code:
36

37 Drew Park. (refer to Map 25.1K)

38 East Tampa. (refer to Map 25.1G)

39 West Tampa. (refer to Map 25.1H)

40 Ybor City. (refer to Map 25.1I)
41

42 Section 2. That "Chapter 25, Article III. Technical Provisions. Exhibit IV. "No
43 Multi-Modal Transportation Impact Fee Zones" is hereby amended as follows:
44

1 **"Exhibit IV. No Multi-Modal Transportation Impact Fee Zones.**

2
3 --Insert new Map "Drew Park Zone 25.1K" [See Exhibit "A"]

4
5 --Delete Map "East Tampa Zone 25.1G"

6 --Insert new Map "East Tampa Zone 25.1G" [See Exhibit "B"]

7
8 --Insert new Map "West Tampa Zone 25.1H" [See Exhibit "C"]

9
10 --Delete Map "Ybor City Zone 25.1I"

11 --Insert new Map "Ybor City Zone 25.1I" [See Exhibit "D"]

12
13 --Delete Map "Multi-Modal Fee Districts Map 25.1"

14 --Insert new Map "Multi-Modal Fee Districts Map 25.1" [See Exhibit "E"]

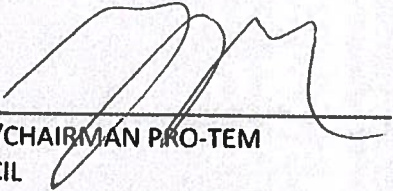
15
16 **Section 3.** That should a court of competent jurisdiction declare any part of
17 this Ordinance invalid, the remaining parts hereof shall not in any way be affected by
18 such determination as to the invalid part.

19
20 **Section 4.** That all ordinances or parts of ordinances in conflict herewith are
21 hereby repealed to the extent of any conflict.

22
23 **Section 5.** That this ordinance shall take effect immediately upon becoming
24 a law.

25
26 PASSED AND ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAMPA, FLORIDA,
27 ON NOV 19 2020.

28
29 ATTEST:

30
31 
32 _____
33 CHAIRMAN/CHAIRMAN PRO-TEM
34 CITY COUNCIL

33
34 
35 _____
36 CITY CLERK/DEPUTY CITY CLERK

35
36 
37 _____
38 JANE CASTOR, MAYOR

38 APPROVED AS TO LEGAL
39 SUFFICIENCY BY:

40
41 _____ E/S _____
42 SUSAN JOHNSON-VELEZ
43 SENIOR ASSISTANT CITY ATTORNEY II

44
45 K:\Debbie\Ch 25\No Fee Zones\Ord_YborCity-East Tampa_NoImpactFeeOrd_09022020

Ybor City-East Tampa_No Impact Fee Ord



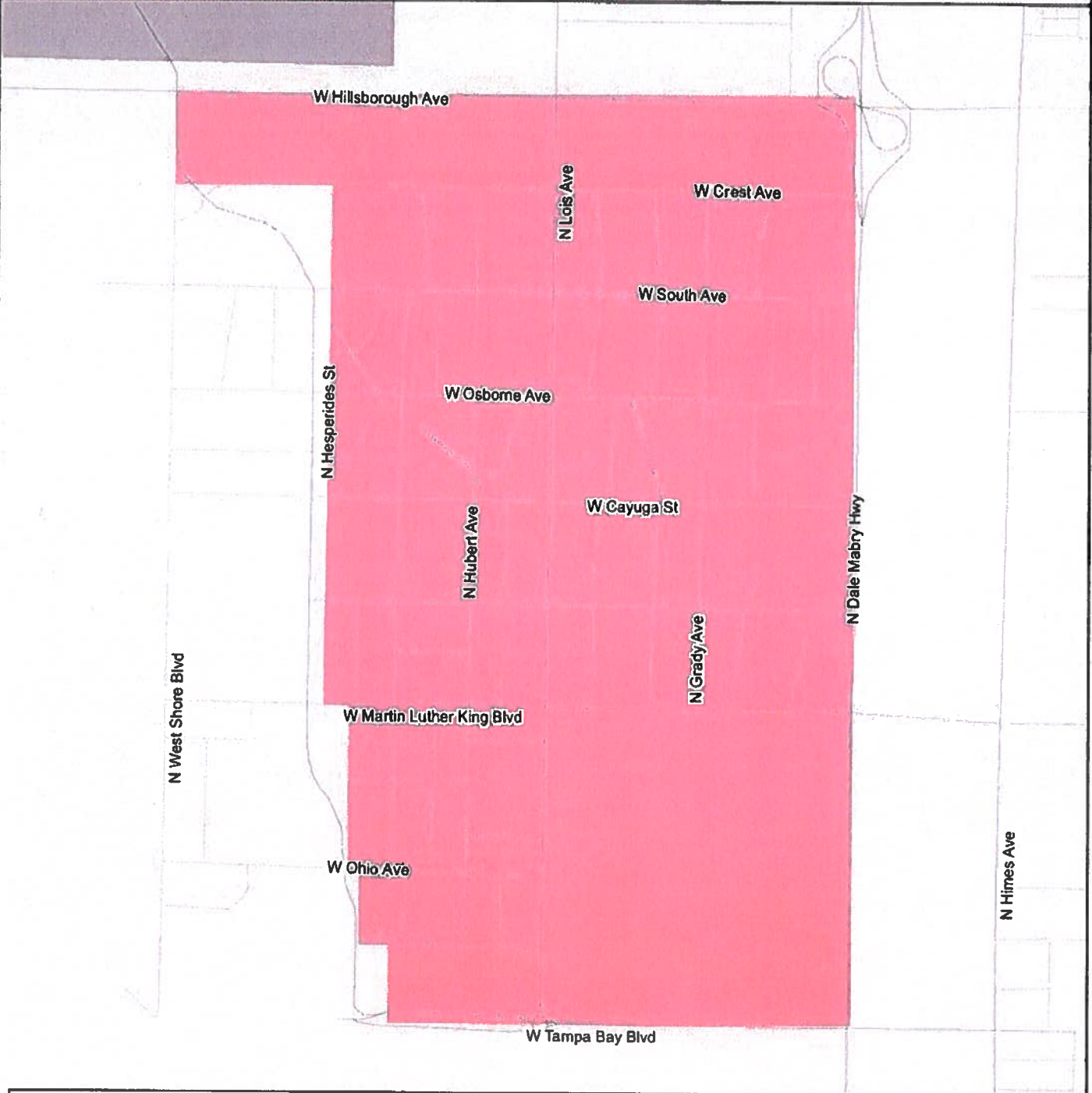
Multi-Modal Transportation Impact Fee Districts

Drew Park District 25.1K



Legal Description

That part of Sections 4, 5, 8 and 9, Township 29 South, Range 18 East, Hillsborough County, Florida, lying within the following described boundaries to wit: Beginning at the intersection of the Centerlines of Dale Mabry Highway (S.R. 600) and Tampa Bay Boulevard; thence run Westerly along said Centerline of Tampa Bay Boulevard to it's intersection with Easterly boundary of said Section 8; thence Northerly along said Easterly boundary to the Centerline of Woodlawn Avenue; thence Westerly along said Centerline of Woodlawn Avenue to the Centerline of Lauber Way; thence Northerly along said Centerline of Lauber Way to the Centerline of Ohio Avenue; thence Westerly along said Centerline of Ohio Avenue to the Centerline of Lauber Way; thence Northerly along said Centerline of Lauber Way to the Centerline of Dr. Martin Luther King, Jr. Boulevard; thence Westerly along said Centerline of Dr. Martin Luther King, Jr. Boulevard to the Centerline of Hesperides Street; thence Northerly along said Centerline of Hesperides Street to the Centerline of Crest Avenue; thence Westerly along said Centerline of Crest Avenue, to the Centerline of West Shore Boulevard; thence Northerly along said Centerline of West Shore Boulevard to the Centerline of Hillsborough Avenue (S.R. 580); thence Easterly along said Centerline of Hillsborough Avenue to the Centerline of Dale Mabry Highway; thence Southerly along said Centerline of Dale Mabry Highway to it's intersection with the Centerline of Tampa Bay Boulevard, said Intersection being the Point of Beginning. The status of "Drew Park" as a "No Multi-Modal Transportation Impact Fee Zone" is for a period commencing on October 21, 2020 and expiring three (3) years thereafter, on October 20, 2023.



DISCLAIMER: information represented on this map is for reference only. Every effort has been made to verify the information. However, the data is dynamic and accuracy is not guaranteed. Users are urged to report inconsistencies so updates can be made accordingly.

Prepared by Development & Growth Management
Right of Way & Mapping Section

EXHIBIT "A"



10.2020

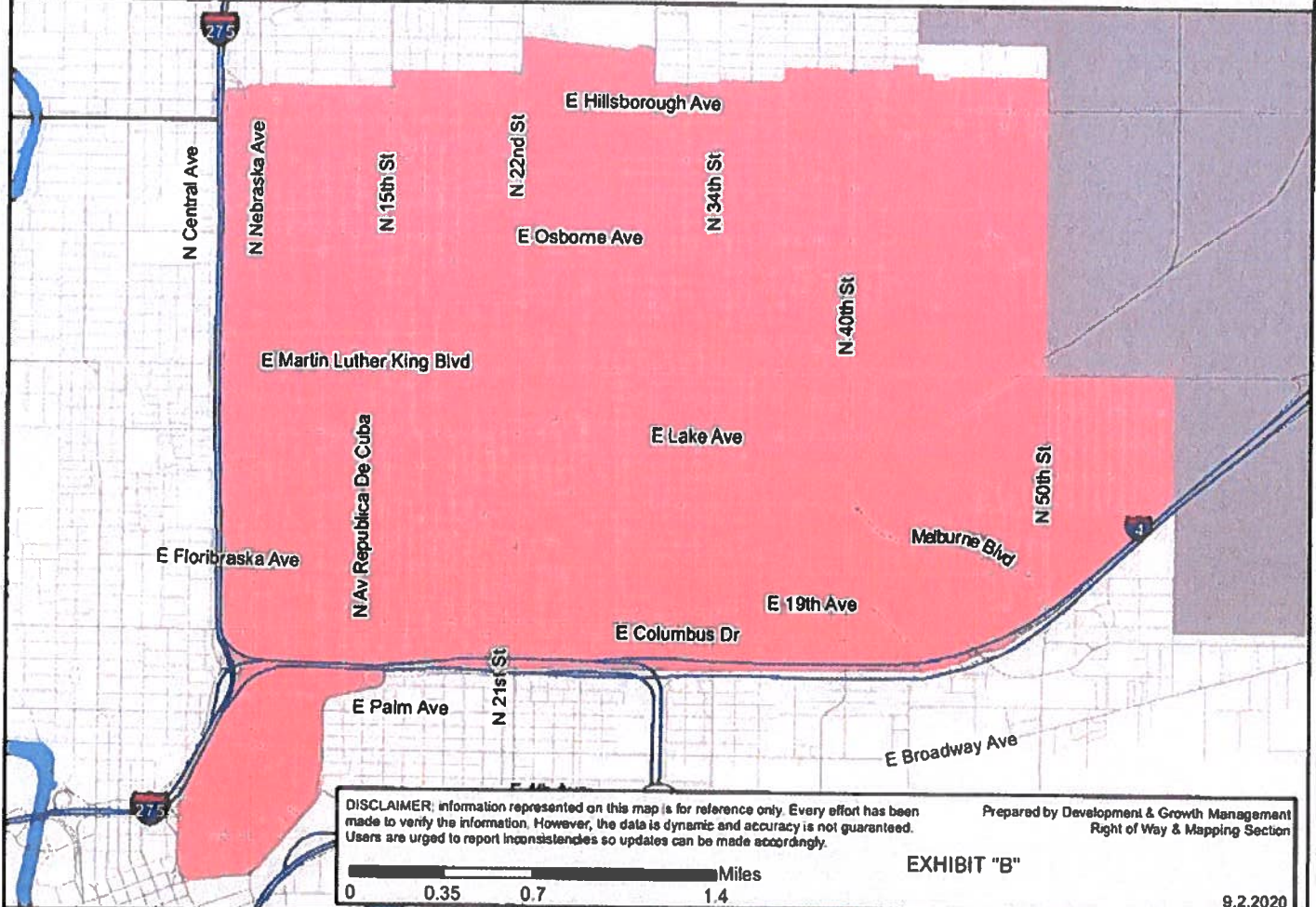


Multi-Modal Transportation Impact Fee Districts East Tampa Zone 25.1G



Legal Description

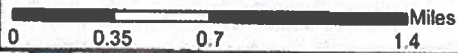
That Part of Sections 1, 12 and 13, Township 29 South, Range 18 East, AND Sections 31, 32 and 33, Township 28 South, Range 19 East AND Sections 4, 5, 6, 7, 8, 9, 10, 16, 17 and 18, Township 29 South, Range 19 East AND Section 36, Township 28 South, Range 18 East, all lying within the City of Tampa, Hillsborough County, Florida, lying within the following described boundaries to wit: Beginning at the intersection of the centerline of Hillsborough Avenue (State Road 600) and the centerline of 50th Street, said intersection also being a point on the Easterly boundary of the corporate limits of the City of Tampa, as established by House Bill 734, approved by the Governor of Florida on, April 28, 1953, filed in the office of the Secretary of the State on, April 29, 1953; thence Southerly along said Easterly boundary of the corporate limits of the City of Tampa, to its intersection with the centerline of Dr. Martin Luther King, Jr. Boulevard (State Road 574); thence Easterly along said centerline of Dr. Martin Luther King, Jr. Boulevard and corporate limits of the City of Tampa, to its intersection with the centerline of 56th Street; thence Southerly along said centerline of 56th Street and corporate limits of the City of Tampa, to its intersection with the centerline of Interstate Highway 4 (State Road 400); thence Southwesterly and Westerly along said centerline of Interstate Highway 4, to its intersection with the centerline of 15th Street; thence Southerly along said centerline of 15th Street to its intersection with the centerline of Nick Nuccio Parkway; thence Southerly and Westerly along said centerline of Nick Nuccio Parkway and its Westerly projection across the Street right-of-way of Nebraska Avenue, to its intersection with the centerline of Cass Street; thence Westerly along said centerline of Cass Street, to its intersection with the centerline of Orange Street; thence Northerly along said centerline of Orange Street to its intersection with the centerline of Interstate Highway 275 (State Road 93); thence Northeasterly and Northerly along said centerline of Interstate Highway 275 (State Road 93) to its intersection with the centerline of Interstate Highway 4 (State Road 400), said point of intersection being within the Downtown Distributor; thence continue Northerly along said centerline of Interstate Highway 275, to its intersection with the Westerly projection of the centerline of Mohawk Avenue; thence Easterly along said Westerly projection and centerline of Mohawk Avenue, to its intersection with the centerline of Nebraska Avenue, thence Southerly along said centerline of Nebraska Avenue, to its intersection with the Westerly projection of the Northerly boundary of the Southerly 34.00 feet of the Westerly 150.00 feet of Lot 3, Block 2 of PRESTON'S SUBDIVISION, as recorded in Plat Book 2, Page 80, of the public records of Hillsborough County, Florida; thence Easterly along said Westerly projection and Northerly boundary of the Southerly 34.00 feet, to its intersection with the Westerly boundary of the Easterly 130.00 feet of said Lot 5; thence Northerly along said Westerly boundary of the Southerly 84.00 feet, and its Easterly projection, to its intersection with the centerline of 9th Street; thence Southerly along said centerline of 9th Street, to its intersection with the centerline of Mohawk Avenue; thence Easterly along said centerline of Mohawk Avenue, to its intersection with the centerline of 15th Street; thence Northerly along said centerline of 15th Street, to its intersection with the centerline of Comanche Avenue; thence Easterly along said centerline of Comanche Avenue, to its intersection with the centerline of 22nd Street; thence Northerly along said centerline of 22nd Street, to its intersection with the centerline of Comanche Avenue; thence Easterly along said centerline of Comanche Avenue, to its intersection with the centerline of 30th Street; thence Southerly along said centerline of 30th Street, to its intersection with the centerline of Comanche Avenue; thence Easterly along said centerline of Comanche Avenue, to its intersection with the centerline of 34th Street; thence Northerly along said centerline of 34th Street, to its intersection with the centerline of Comanche Avenue; thence Easterly along said centerline of Comanche Avenue, to its intersection with the centerline of 37th Street; thence Northerly along said centerline of 37th Street, to its intersection with the centerline of Daleui Avenue; thence Easterly along said centerline of Daleui Avenue, to its intersection with the Westerly boundary of the Southerly 291.00 feet of the Northerly 700.00 feet of the Easterly 500.00 feet of the Southeast 1/4 of said Section 33, Township 28 South, Range 19 East; thence Northerly along said Westerly boundary, to its intersection with the Westerly projection of the Southerly boundary of Lot 8 of POWHATAN HILLS, a subdivision of record as recorded in Plat Book 40, Page 98, of the public records of Hillsborough County, Florida; thence Easterly along said Westerly projection and Southerly boundary of Lot 8, to and along the Southerly boundary of Lots 7, 6, 5, 4, 3, 2 and 1 of said POWHATAN HILLS, and its Easterly projection, to its intersection with the centerline of 43rd Street; thence Southerly along said centerline of 43rd Street, to its intersection with the centerline of Daleui Avenue, thence Easterly along said centerline of Daleui Avenue, to its intersection with the Easterly boundary of NORTHVIEW TERRACE SUB., a subdivision as recorded in Plat Book 41, Page 12, of the public records of Hillsborough County, Florida, said intersection also being, the Northerly projection of the Westerly boundary of Lot 19, of said NORTHVIEW TERRACE SUB.; thence Southerly along said Northerly projection and Easterly boundary, to and along the Easterly boundary of said Lot 19, to the Southeast corner of said Lot 19, said Southeast corner, also being a point on the Northerly boundary of the following described parcel: Beginning at the intersection of the West boundary of Lot 60 of PLAT OF FUNK'S HOME PARK SUBDIVISION, as recorded in Plat Book 19, Page 9 of the public records of Hillsborough County, Florida, and the North Right-of-Way line of Hillsborough Avenue, said point lying 17.00 feet North of the Southwest corner of said Lot 60, thence Northerly along Easterly boundary of vacated alley abutting on the East of Block 2 of REVISED MAP OF RUBENSTEINS SUBDIVISION, as recorded in Plat Book 8, Page 38 of the public records of Hillsborough County, Florida, and the Northerly projection of said boundary, a distance of 532.70 feet, to a point lying 66.00 feet, more or less, Southerly of the Northerly boundary of the Southwest 1/4 of the Southwest 1/4 of the Southeast 1/4 of said Section 33, Township 28 South, Range 19 East, thence Westerly 632.00 feet, thence Southerly to the North Right-of-Way line of Hillsborough Avenue, thence Easterly 632.00 feet, to the Point of Beginning, of said parcel, thence Southerly along said Easterly boundary, to and along the described parcel, to a point on the Westerly boundary of Lot 50 of said, PLAT OF FUNK'S HOME PARK SUBDIVISION; thence Northerly along said Northerly boundary, of the above boundary of Lot 49, of said PLAT OF FUNK'S HOME PARK SUBDIVISION, to the Northwest corner of said Lot 49, said Northwest corner, also being a point on the Northerly boundary of said PLAT OF FUNK'S HOME PARK SUBDIVISION; thence Easterly along said Northerly boundary of PLAT OF FUNK'S HOME PARK SUBDIVISION, to the Northwest corner of said Lot 49, said Northwest corner, also being a point on the Northerly boundary of said PLAT OF FUNK'S HOME PARK SUBDIVISION; thence Southerly along said Northerly boundary of the South 1/2 of the Southeast 1/4 of the Southeast 1/4 of said Section 33, Township 28 South, Range 19 East, to its intersection with said Easterly boundary of the corporate limits of the City of Tampa, said intersection also being a point on the centerline of said 50th Street; thence Southerly along said Easterly boundary of the corporate limits of the City of Tampa and centerline of 50th Street, to its intersection with the centerline of Hillsborough Avenue (State Road 400), said intersection being the Point of Beginning. The status of "East Tampa" as a "No Multi-Modal Transportation Impact Fee Zone" is for a period commencing on October 21, 2020 and expiring three (3) years thereafter, on October 20, 2023.



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Prepared by Development & Growth Management
Right of Way & Mapping Section

EXHIBIT "B"



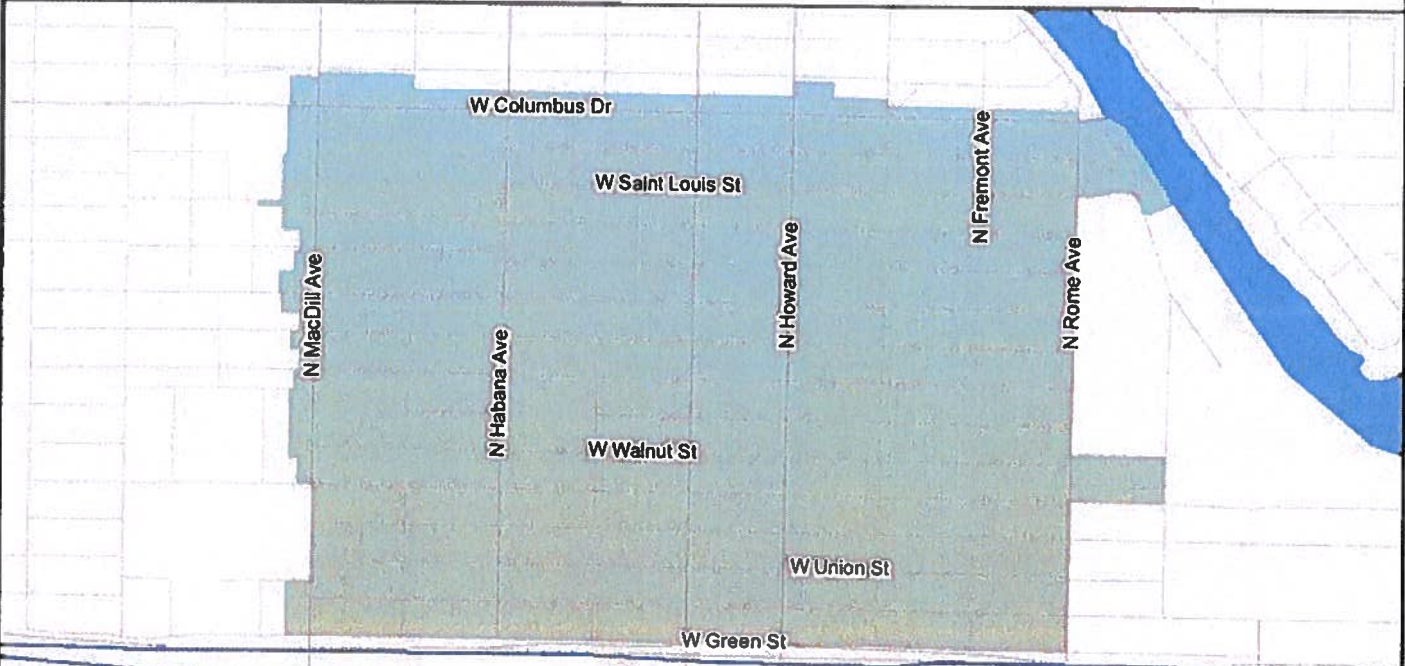


Multi-Modal Transportation Impact Fee Districts West Tampa District 25.1H



Legal Description

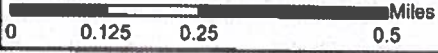
That Part of Sections 10, 11, 14 and 15, Township 29 South, Range 18 East, all lying within the City of Tampa, Hillsborough County, Florida, lying within the following described boundaries to wit: Beginning at the intersection of the centerline of Columbus Drive and Rome Avenue; thence Easterly along said intersection of Columbus Drive and its Easterly projection, to its intersection with the centerline of the Hillsborough River; thence Southerly along said centerline of the Hillsborough River, to its intersection with the Northeastly projection of the Southerly boundary of Lot 3, Block 18 of BENJAMIN'S 6TH ADDITION TO TAMPA, a subdivision of record as recorded in Plat Book 27, Page 96, of the public records of Hillsborough County, Florida; thence Southwestly along said projection, boundary and its Southwestly projection, to its intersection with the centerline of Oregon Avenue; thence Northerly and Westerly along said centerline of Oregon Avenue, to its intersection with the centerline of Rome Avenue; thence Southerly along said centerline of Rome Avenue, to its intersection with the Westerly projection of the Northerly boundary of the South 15.00 feet of Lot 3, Block 8 of said BENJAMIN'S 6TH ADDITION TO TAMPA; thence Easterly along said projection, boundary and its Easterly projection, to a point of intersection with the Westerly projection of the Northerly boundary of the South 15.00 feet of Lot 8, Block 8 of said BENJAMIN'S 6TH ADDITION TO TAMPA; thence Easterly along said projection, boundary and its Easterly projection, across the vacated street right of way of Lettie Avenue, to a point of intersection with the Westerly projection of a line, said line lying 10.00 feet Southerly of and parallel to the Northerly boundary of Lot 3 and Lots 5 thru 10, Block 10, of said BENJAMIN'S 6TH ADDITION TO TAMPA; thence Easterly along said projection, line and its Easterly projection, to its intersection with the centerline of Oregon Avenue; thence Southerly along said centerline of Oregon Avenue, to its intersection with the centerline of Spruce Street; thence Westerly along said centerline of Spruce Avenue, to its intersection with the centerline of Rome Avenue; thence Southerly along said centerline of Rome Avenue, to its intersection with the centerline of Green Street; thence Westerly along said centerline of Green Street, to its intersection with the Southerly projection of the centerline of a vacated North/South alley lying in Block 50 of MAP OF MACFARLANE PARK SUBDIVISION, as recorded in Plat Book 2, Page 82, of the public records of Hillsborough County, Florida; thence Northerly along said centerline of vacated alley and its Northerly projection, to its intersection with the centerline of Pollock Street; thence Easterly along said centerline of Pollock Street, to its intersection with the centerline of MacDill Avenue; thence Northerly along said centerline of MacDill Avenue, to its intersection with the centerline of Spruce Street; thence Westerly along said centerline of Spruce Street, to its intersection with the Southerly projection of the Westerly boundary of Lot 13, Block 49 of said MACFARLANE PARK; thence Northerly along said projection, boundary and its Northerly projection, to its intersection with the centerline of a East/West alley lying in said Block 49; thence Westerly along said centerline to its intersection with the centerline of a North/South alley lying in said Block 49; thence Northerly along said centerline, to its intersection with the centerline of Pine Street; thence Easterly along said centerline to its intersection with the Southerly projection of the Westerly boundary of Lot 3, Block 48 of said MACFARLANE PARK; thence Northerly along said projection, boundary and its Northerly projection, to its intersection with the centerline of Cherry Street; thence Easterly along said centerline of Cherry Street, to its intersection with the Southerly projection of the Westerly boundary of Lot 35, Block 47 of said MAP OF MACFARLANE PARK SUBDIVISION; thence Northerly along said projection, boundary and its Northerly projection, to its intersection with the centerline of a East/West alley lying in said Block 47; thence Westerly along said centerline, to its intersection with the Southerly projection of the Westerly boundary of Lot 4 of said Block 47; thence Northerly along said projection, boundary and its Northerly projection, to its intersection with the centerline of Palmetto Street; thence Easterly along said centerline, to its intersection with the Southerly projection of the Westerly boundary of Lot 35, Block 46 of said MAP OF MACFARLANE PARK SUBDIVISION; thence Northerly along said projection, boundary and its Northerly projection, to its intersection with the centerline of a vacated East/West alley lying in said Block 46; thence Westerly along said centerline, to its intersection with the Southerly projection of the Westerly boundary of the Easterly 6.00 feet of Lot 5 of said Block 46; thence Northerly along said projection, boundary and its Northerly projection, to its intersection with the centerline of Beach Street; thence Westerly along said centerline, to its intersection with the Southerly projection of the Westerly boundary of Lot 11, Block 21 of GHIRA, a subdivision of record as recorded in Plat Book 4, Page 13, of the public records of Hillsborough County, Florida; thence Northerly along said projection and boundary to the Northwest corner of said Lot 11; thence Easterly along the Northerly boundary of Lots 11 and 12 of said Block 21, to the Northeast corner of said Lot 12, said Northeast corner also being the Southwest corner of Lot 2 of said Block 21; thence Northerly along the Westerly boundary of said Lot 2 and its Northerly projection, to its intersection with the centerline of Saint Conrad Street; thence Easterly along said centerline to its intersection with the Southerly projection of the Westerly boundary of the East 14.00 feet of Lot 13, Block 16 of said GHIRA; thence Northerly along said projection and boundary to its intersection with the Northerly boundary of the South 95.00 feet of said Lot 13; thence Westerly along said boundary to and along the Northerly boundary of the South 95.00 feet of Lots 12 and 11, to its intersection with the Westerly boundary of the East 38.00 feet of said Lot 11, Block 16; thence Northerly along said boundary to and along the Westerly boundary of the East 38.00 feet of Lot 4 of said Block 16, to the Northeast corner of the West 12.00 feet of the North 50.00 feet of the South 115.00 feet of said Lot 4; thence Westerly along the Northerly boundary of the North 50.00 feet of the South 115.00 feet of Lots 4, 5, 6 and 7, to its intersection with the Westerly boundary of said Lot 7, said boundary also being the Easterly boundary of Malanzas Avenue; thence Northerly along said boundary and its Northerly projection, to its intersection with the centerline of Saint John Street, said Saint John Street being vacated lying between Blocks 9 and 16 of said GHIRA; thence Easterly along said centerline of vacated Saint John Street, to a point lying 309.55 feet Northerly of and 208.00 feet Westerly of the Southeast corner of said Block 16, said point being the Southeast corner of Marti/Colon Cemetery; thence Northerly along the Easterly boundary of said Marti/Colon Cemetery and its Northerly projection, to the centerline of Columbus Drive; thence Easterly along said centerline of Columbus Drive, to its intersection with the Westerly boundary of the South 208.00 feet of the East 208.00 feet of the Southwest 1/4 of said Section 10; thence Northerly along said Westerly boundary to its intersection with the Northerly boundary of the South 208.00 feet of the East 208.00 feet of said Southwest 1/4; thence Easterly along said Northerly boundary to its intersection with the centerline of MacDill Avenue; thence Northerly along said centerline of MacDill Avenue to its intersection with the centerline of Kathleen Street; thence Westerly along said centerline of Kathleen Street, to its intersection with the centerline of Gomez Avenue; thence Southerly along said centerline of Gomez Avenue, to its intersection with the centerline of a vacated East/West alley, lying in Block 23 of JOHN H. DREW'S SUBDIVISION OF NORTH-WEST TAMPA, a subdivision of record as recorded in Plat Book 4, Page 73, of the public records of Hillsborough County, Florida; thence Easterly along said centerline of vacated alley, to and along the centerline of a East/West alley lying in Blocks 6 and 5 of said JOHN H. DREW'S SUBDIVISION OF NORTH-WEST TAMPA, and its Easterly projection to and along the centerline of a vacated East/West alley, lying in Block 14 of WEST TAMPA HEIGHTS, a subdivision of record as recorded in Plat Book 4, Page 100, of the public records of Hillsborough County, Florida; to its intersection with the centerline of Howard Avenue; thence Northerly along said centerline of Howard Avenue, to its intersection with the centerline of Kathleen Street; thence Easterly along said centerline of Kathleen Street, to its intersection with the Northerly projection of the Easterly boundary of Lot 9, Block 15 of said WEST TAMPA HEIGHTS; thence Southerly along said projection, boundary and its Southerly projection, to its intersection with the centerline of a East/West alley lying in said Block 15; thence Easterly along said centerline, to its intersection with the centerline of Albany Avenue; thence Southerly along said centerline of Albany Avenue, to its intersection with the Westerly projection of the centerline of a East/West alley lying North of and abutting Lots 1 thru 27 of REVISED PLAT OF MICHIGAN PARK, a subdivision of record as recorded in Plat Book 22, Page 26, of the public records of Hillsborough County, Florida; thence Easterly along said projection and centerline to its intersection with the centerline of Rome Avenue; thence Southerly along said centerline of Rome Avenue, to its intersection with the centerline of Columbus Drive, said intersection being the Point of Beginning. The status of "West Tampa" as a "No Multi-Modal Transportation Impact Fee Zone" is for a period commencing on October 21, 2020 and expiring three (3) years thereafter, on October 20, 2023.



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Prepared by Development & Growth Management
Right of Way & Mapping Section

EXHIBIT "C"



10.2020

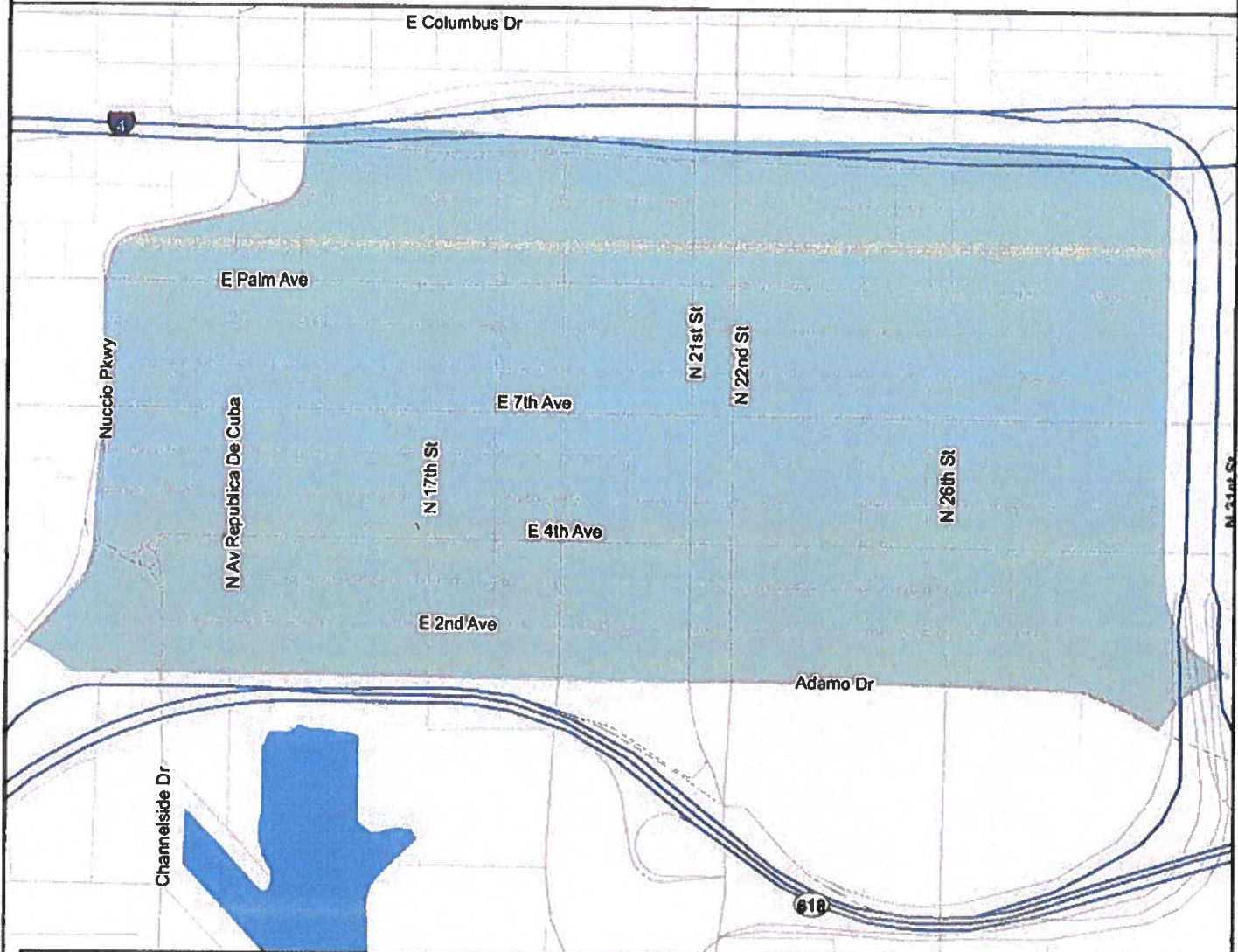


Multi-Modal Transportation Impact Fee Districts Ybor City Zone 25.11



Legal Description

That part of Sections 17 and 18, Township 29 South, Range 19 East, Hillsborough County, Florida, lying within the following described boundaries to wit: Beginning at the intersection of the centerline of Avenida Republica De Cuba (14th Street) and Adamo Drive (1st Avenue) (State Road 60); thence run Westerly along said centerline of Adamo Drive to it's intersection with the Southeastery projection of the Southerly boundary of Lot 7, Block 8, of LESLEY'S SUBDIVISION, as recorded in Plat Book 1, Page 8, of the public records of Hillsborough County, Florida; thence Northwesterly along said Southeastery projection, Southerly boundary and it's Northwesterly projection across the CSX Railroad, to it's intersection with the centerline of Nick Nuccio Parkway; thence Easterly and Northerly along said centerline of Nick Nuccio Parkway to it's intersection with the centerline of 15th Street; thence Northerly along said centerline of 15th Street to it's intersection with the centerline of Interstate Highway 4 (State Road 400); thence Easterly along said centerline of Interstate Highway 4 to it's intersection with the mid-section line of said Section 17, Township 29 South, Range 19 East, said mid-section line lying within the CSX Railroad/30th Street Right-of-Way; thence Southerly along said mid-section line to it's intersection with the Northwesterly projection of the centerline of the CSX Railroad, said portion of railroad being described in Deed Book 707, Page 588, as recorded in the public records of Hillsborough County, Florida; thence Southeastery along said projection, centerline and it's Southeastery projection to it's intersection with, the centerline of 1st Avenue and the Northeastery projection of the centerline of the CSX Railroad, said portion of railroad being described in Deed Book 1118, Page 269, as recorded in the public records of Hillsborough County, Florida, said intersection of 1st Avenue and CSX Railroad lying within that portion of 1st Avenue being under the control of CSX Transportation, INC., as described in Deed Book KK, Page 491, as recorded in the public records of Hillsborough County, Florida; thence Southwesterly along said projection, centerline and it's Southwesterly projection to it's intersection with the centerline of said Adamo Drive; thence Westerly along said centerline of Adamo Drive, to it's intersection with the centerline of Avenida Republica De Cuba (14th Street), said intersection being the Point of Beginning. The status of "Ybor City" as a "No Multi-Modal Transportation Impact Fee Zone" is for a period commencing on October 21, 2020 and expiring three (3) years thereafter, on October 20, 2023.



DISCLAIMER: information represented on this map is for reference only. Every effort has been made to verify the information. However, the data is dynamic and accuracy is not guaranteed. Users are urged to report inconsistencies so updates can be made accordingly.

Prepared by Development & Growth Management
Right of Way & Mapping Section

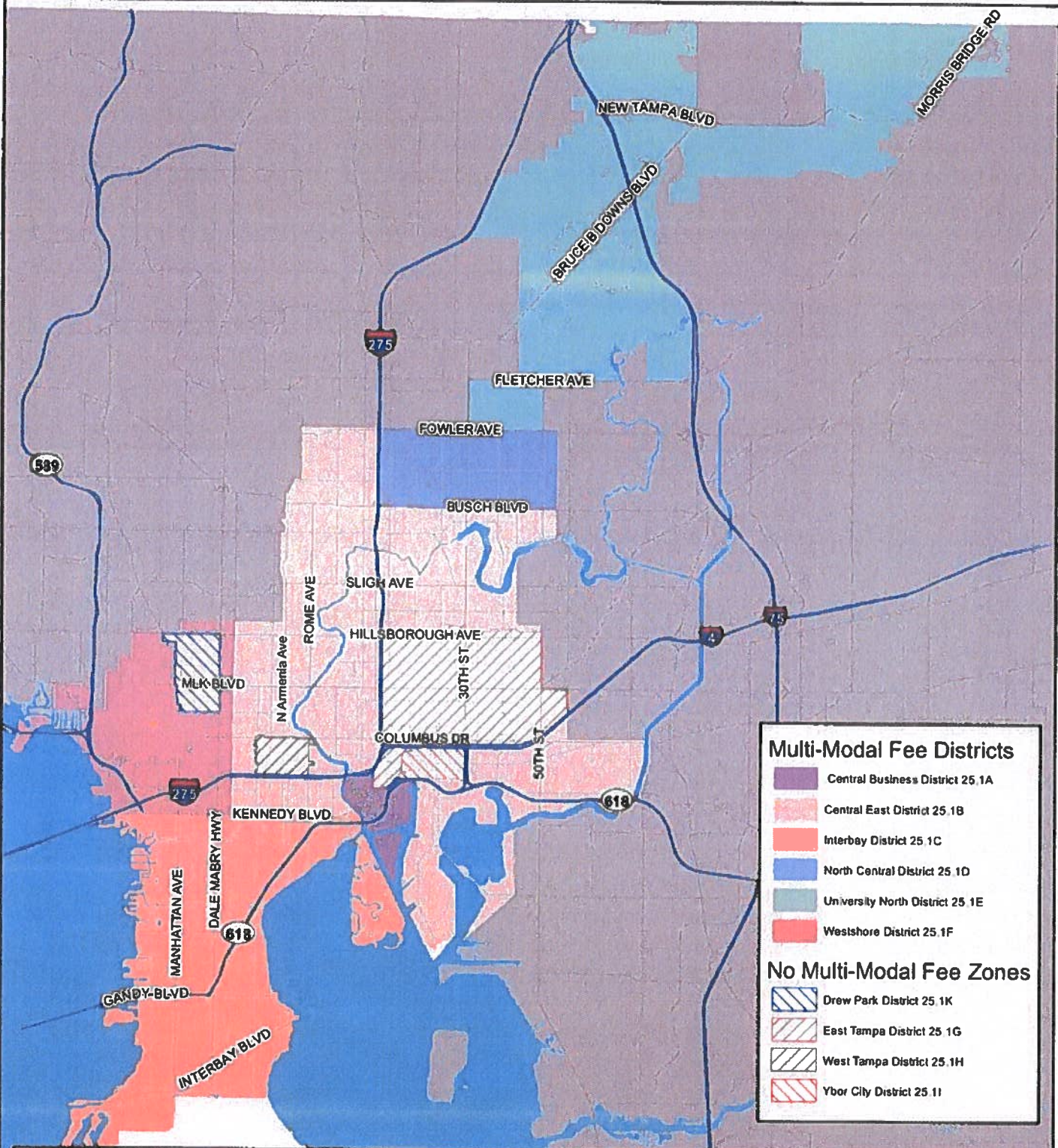
EXHIBIT "D"

0 0.1 0.2 0.4 Miles

9.2.2020



Multi-Modal Fee Districts Map 25.1



Multi-Modal Fee Districts

- Central Business District 25.1A
- Central East District 25.1B
- Interbay District 25.1C
- North Central District 25.1D
- University North District 25.1E
- Westshore District 25.1F

No Multi-Modal Fee Zones

- Drew Park District 25.1K
- East Tampa District 25.1G
- West Tampa District 25.1H
- Ybor City District 25.1I

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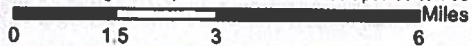


EXHIBIT "E"

Prepared by Development & Growth Management
Right of Way & Mapping Section

9.2.2020

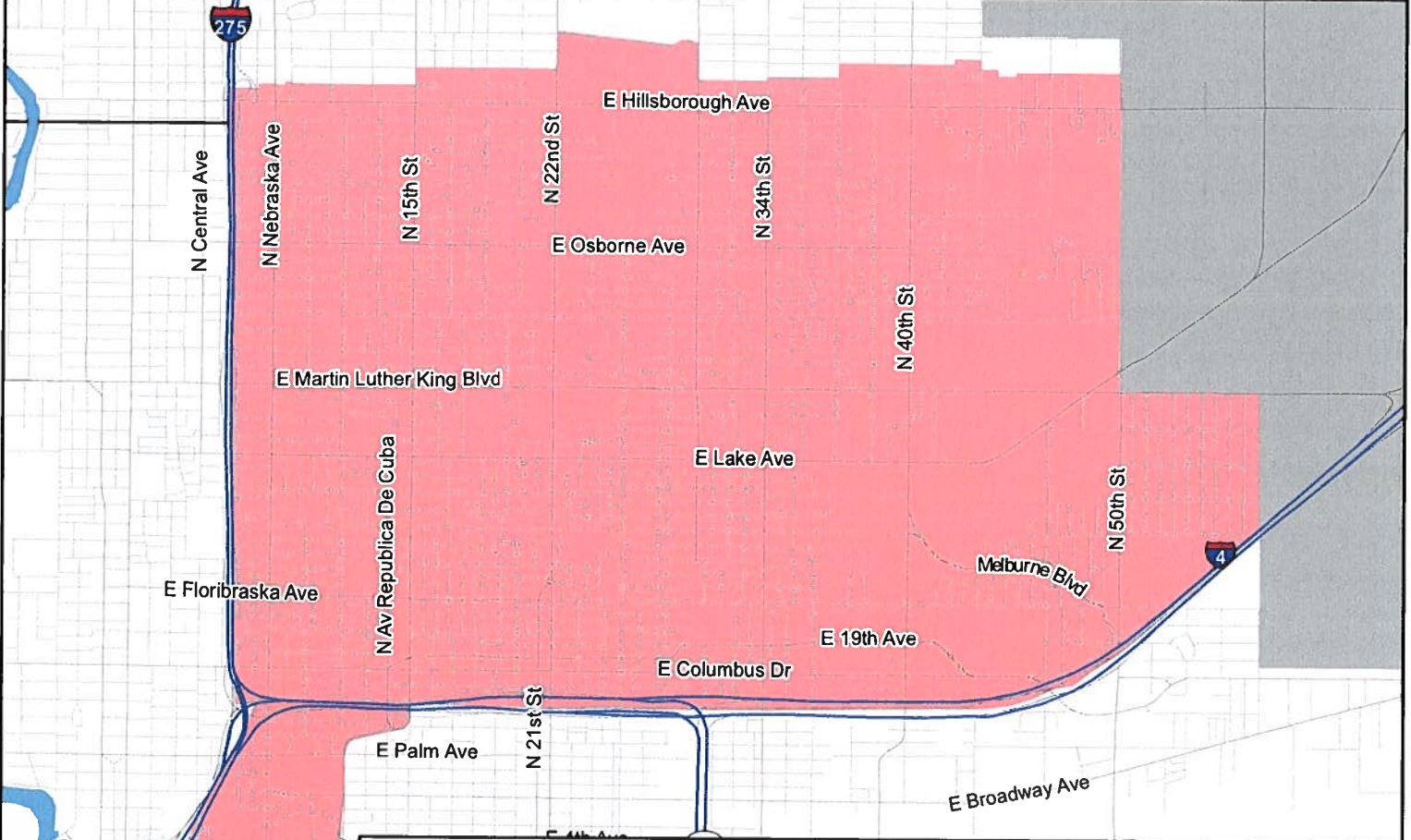


Multi-Modal Transportation Impact Fee Districts East Tampa Zone 25.1G



Legal Description

That Part of Sections 1, 12 and 13, Township 29 South, Range 18 East, AND Sections 31, 32 and 33, Township 28 South, Range 19 East AND Sections 4, 5, 6, 7, 8, 9, 10, 16, 17 and 18, Township 29 South, Range 19 East AND Section 36, Township 28 South, Range 18 East, all lying within the City of Tampa, Hillsborough County, Florida, lying within the following described boundaries to wit: Beginning at the intersection of the centerline of Hillsborough Avenue (State Road 600) and the centerline of 50th Street, said intersection also being a point on the Easterly boundary of the corporate limits of the City of Tampa, as established by House Bill 734, approved by the Governor of Florida on, April 28, 1953, filed in the office of the Secretary of the State on, April 29, 1953; thence Southerly along said Easterly boundary of the corporate limits of the City of Tampa, to its intersection with the centerline of Dr. Martin Luther King, Jr. Boulevard (State Road 574), thence Easterly along said centerline of Dr. Martin Luther King, Jr. Boulevard and corporate limits of the City of Tampa, to its intersection with the centerline of 56th Street, thence Southerly along said centerline of 56th Street and corporate limits of the City of Tampa, to its intersection with the centerline of Interstate Highway 4 (State Road 400); thence Southwesterly and Westerly along said centerline of Interstate Highway 4, to its intersection with the centerline of 15th Street, thence Southerly along said centerline of 15th Street to its intersection with the centerline of Nick Nuccio Parkway, thence Southerly and Westerly along said centerline of Nick Nuccio Parkway and its Westerly projection across the Street right-of-way of Nebraska Avenue, to its intersection with the centerline of Cass Street, thence Westerly along said centerline of Cass Street, to its intersection with the centerline of Orange Street, thence Northerly along said centerline of Orange Street to its intersection with the centerline of Interstate Highway 275 (State Road 93), thence Northeasterly and Northerly along said centerline of Interstate Highway 275 (State Road 93) to its intersection with the centerline of Interstate Highway 4 (State Road 400), said point of intersection being within the Downtown Distributor, thence continue Northerly along said centerline of Interstate Highway 275, to its intersection with the Westerly projection of the centerline of Mohawk Avenue, thence Easterly along said Westerly projection and centerline of Mohawk Avenue, to its intersection with the centerline of Nebraska Avenue; thence Southerly along said centerline of Nebraska Avenue, to its intersection with the Westerly projection of the Northerly boundary of the Southerly 34.00 feet of the Westerly 150.00 feet of Lot 5, Block 2 of PRESTON'S SUBDIVISION, as recorded in Plat Book 2, Page 80, of the public records of Hillsborough County, Florida, thence Easterly along said Westerly projection and Northerly boundary of the Southerly 34.00 feet, to its intersection with the Westerly boundary of the Easterly 130.00 feet of said Lot 5, thence Northerly along said Westerly boundary, a distance of 50.00 feet, to its intersection with the Northerly boundary of the Easterly 130.00 feet of the Southerly 84.00 feet of said Lot 5, thence Easterly along said Northerly boundary of the Southerly 84.00 feet, and its Easterly projection, to its intersection with the centerline of 9th Street, thence Southerly along said centerline of 9th Street, to its intersection with the centerline of Mohawk Avenue, thence Easterly along said centerline of Mohawk Avenue, to its intersection with the centerline of 15th Street, thence Northerly along said centerline of 15th Street, to its intersection with the centerline of Comanche Avenue, thence Easterly along said centerline of Comanche Avenue, to its intersection with the centerline of 22nd Street, thence Northerly along said centerline of 22nd Street, to its intersection with the centerline of Henry Avenue, thence Easterly along said centerline of Henry Avenue, to its intersection with the centerline of 30th Street, thence Southerly along said centerline of 30th Street, to its intersection with centerline of Comanche Avenue; thence Easterly along said centerline of Comanche Avenue, to its intersection with the centerline of 34th Street, thence Northerly along said centerline of 34th Street, to its intersection with the centerline of Comanche Avenue, thence Easterly along said centerline of Comanche Avenue, to its intersection with the centerline of 37th Street; thence Northerly along said centerline of 37th Street, to its intersection with the centerline of Deleuil Avenue; thence Easterly along said centerline of Deleuil Avenue, to its intersection with the Westerly boundary of the Southerly 291.00 feet of the Northerly 700.00 feet of the Easterly 500.00 feet of the Southeast ¼ of the Southwest ¼ of said Section 33, Township 28 South, Range 19 East, thence Northerly along said Westerly boundary, to its intersection with the Westerly projection of the Southerly boundary of, Lot 8 of POWHATAN HILLS, a subdivision of record as recorded in Plat Book 40, Page 98, of the public records of Hillsborough County, Florida, thence Easterly along said Westerly projection and Southerly boundary of Lot 8, to and along the Southerly boundary of Lots 7, 6, 5, 4, 3, 2 and 1 of said POWHATAN HILLS, and its Easterly projection, to its intersection with the centerline of 43rd Street, thence Southerly along said centerline of 43rd Street, to its intersection with the centerline of Deleuil Avenue, thence Easterly along said centerline of Deleuil Avenue, to its intersection with the Easterly boundary of NORTHVIEW TERRACE SUB., a subdivision as recorded in Plat Book 41, Page 12, of the public records of Hillsborough County, Florida, said intersection also being the Northerly projection of the Westerly boundary of Lot 19, of said NORTHVIEW TERRACE SUB., thence Southerly along said Northerly projection and Easterly boundary, to and along the Easterly boundary of said Lot 19, to the Southeast corner of said Lot 19, said Southeast corner, also being a point on the Northerly boundary of the following described parcel: Beginning at the intersection of the West boundary of Lot 60 of PLAT OF FUNK'S HOME PARK SUBDIVISION, as recorded in Plat Book 19, Page 9 of the public records of Hillsborough County, Florida, and the North Right-of-Way line of Hillsborough Avenue, said point lying 17.00 feet North of the Southwest corner of said Lot 60, thence Northerly along Easterly boundary of vacated alley abutting on the East of Block 2 of REVISED MAP OF RUBENSTEINS SUBDIVISION, as recorded in Plat Book 8, Page 38 of the public records of Hillsborough County, Florida, and the Northerly projection of said boundary, a distance of 532.70 feet, to a point lying 66.00 feet, more or less, Southerly of the Northerly boundary of the Southwest ¼ of the Southwest ¼ of the Southeast ¼ of said Section 33, Township 28 South, Range 19 East, thence Westerly 632.00 feet, thence Southerly to the North Right-of-Way line of Hillsborough Avenue, thence Easterly 632.00 feet, to the Point of Beginning, of said parcel, thence Easterly along said Northerly boundary, of the above described parcel, to a point on the Westerly boundary of Lot 50 of said PLAT OF FUNK'S HOME PARK SUBDIVISION, thence Northerly along said Westerly boundary of Lot 50, to and along the Westerly boundary of Lot 49, of said PLAT OF FUNK'S HOME PARK SUBDIVISION, to the Northwest corner of said Lot 49, said Northwest corner, also being a point on the Northerly boundary of said PLAT OF FUNK'S HOME PARK SUBDIVISION, thence Easterly along said Northerly boundary of PLAT OF FUNK'S HOME PARK SUBDIVISION, and its Easterly projection, across the street Right-of-Way of 47th Street, to and along the Northerly boundary of the South ¼ of the Southeast ¼ of the Southeast ¼ of said Section 33, Township 28 South, Range 19 East, to its intersection with said Easterly boundary of the corporate limits of the City of Tampa, said intersection also being a point on the centerline of said 50th Street, thence Southerly along said Easterly boundary of the corporate limits of the City of Tampa and centerline of 50th Street, to its intersection with the centerline of Hillsborough Avenue (State Road 400), said intersection being the Point of Beginning. The status of "East Tampa" as a "No Multi-Modal Transportation Impact Fee Zone" commences on October 21, 2020 and expiring five (5) years thereafter, on October 20, 2025.



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Prepared by Planning and Development Department,
Right of Way & Mapping Section



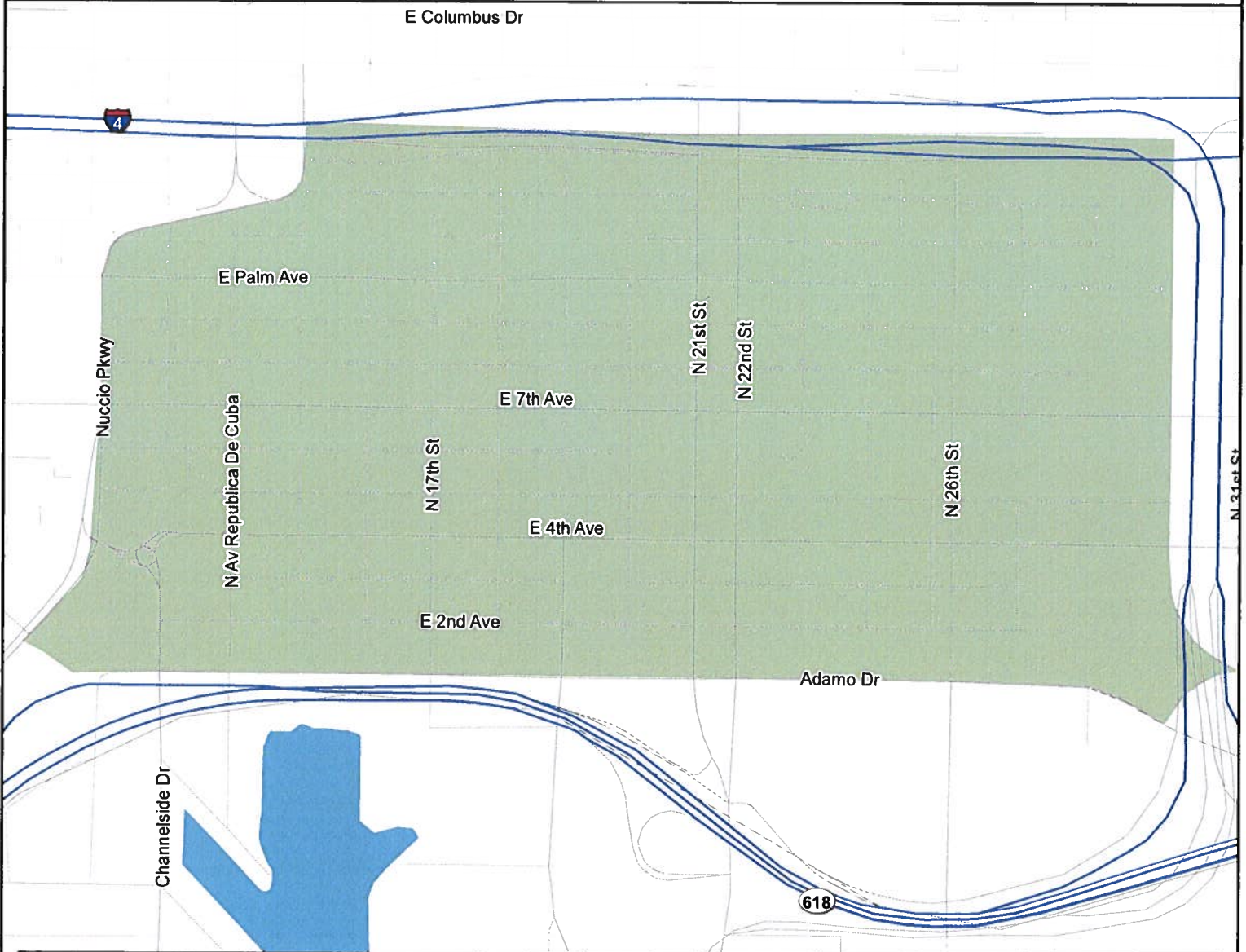


Multi-Modal Transportation Impact Fee Districts Ybor City Zone 25.11



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Right of Way & Mapping Section



9.2.2020

NOTICE OF PUBLIC HEARING

THIS VIRTUAL MEETING OF THE CITY COUNCIL WILL BE HELD IN ACCORDANCE WITH DECLARATIONS AND PROVISIONS OF THE GOVERNOR'S EXECUTIVE ORDERS 20-69 AND 20-179, AS THEY MAY BE FURTHER EXTENDED, AND EMERGENCY RULES OF PROCEDURE AS ADOPTED AND AMENDED BY THE CITY COUNCIL. IT WILL BE CONDUCTED BY REMOTE PARTICIPATION OR VIDEO TELECONFERENCING, WHICH IS REFERRED TO BY STATE OF FLORIDA STATUTES AND RULES AS "COMMUNICATIONS MEDIA TECHNOLOGY" ("CMT").

ON **October 22, 2020 @ 10:00 A.M.**, or immediately following the Council's Workshop Meeting VIA COMMUNICATIONS MEDIA TECHNOLOGY (GOTOWEBINAR) A PUBLIC HEARING WILL BE HELD BY THE TAMPA CITY COUNCIL TO CONSIDER THE FOLLOWING ORDINANCES FOR ENACTMENT:

File No. E2020-8 CH 25

An ordinance of the City of Tampa, Florida, relating to extending time of Ybor City and East Tampa No Fee Zones for Multi-Modal Transportation Impact Fees, and other general corrections; amending Article III Technical Provisions, Exhibit IV, No Multi-Modal Transportation Impact Fee Zones, replacing Maps 25.1G and 25.1I; providing for repeal of all ordinances in conflict, providing for severability; providing an effective date.

SAID ORDINANCES MAY BE INSPECTED AT THE OFFICE OF THE CITY CLERK, CITY HALL, 3RD FLOOR CITY HALL, 315 E. KENNEDY BLVD., TAMPA, FL, DURING REGULAR BUSINESS HOURS, 8:00 A.M. TO 5:00 P.M., MONDAY THROUGH FRIDAY.

ANY PERSON WHO DECIDES TO APPEAL ANY DECISION OF THE CITY COUNCIL WITH RESPECT TO ANY MATTER CONSIDERED AT THIS MEETING WILL NEED A RECORD OF THE PROCEEDINGS, AND FOR SUCH PURPOSE, MAY NEED TO HIRE A COURT REPORTER TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, WHICH RECORD INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT AND SECTION 286.26, FLORIDA STATUTES, PERSONS WITH DISABILITIES NEEDING SPECIAL ACCOMMODATION TO PARTICIPATE IN THIS MEETING SHOULD CONTACT THE CITY CLERK'S OFFICE AT LEAST FORTY-EIGHT (48) HOURS PRIOR TO THE DATE OF THE MEETING.

INTERESTED PARTIES MAY APPEAR AND BE HEARD AT SAID HEARING.

SHIRLEY FOX-KNOWLES, CMC
CITY CLERK

10/9/20LG 1T

Ord. No. 2020-141