CENTRAL PARK

CRA PLAN UPDATE

2024

City of Tampa Florida

TAMPACRA
CENTRAL PARK

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CRA Staff

Cedric McCray, CRA Director

Courtney Orr, CRA Development Manager

Melissa Martinez, CRA Project Supervisor

Be Parks, CRA Communications & Project Coordinator

Bryce Fehringer, Urban Planner II, Community Redevelopment

Central Park CRA CAC

Thomas Murphy, CAC Chair

Ersula Odom, CAC Member

Danielle Joyce, CAC Member

David Hollis, CAC Member

Andrew Kunisch, CAC Member

Travis Malloy, CAC Member

USF Project Team

Theodore Trent Green, AIA, Project Manager / Lead Urban Designer

Ayse S Guneroglu, Research Assistant, MUCD

Darrail Abercrombie, Research Assistant, MArch

Yaroslav Senyk, Research Assistant, MArch

Jalessa Blackshear, Research Assistant, MURP

Beneetta Mary Jose, Research Assistant, MURP

Aditi Sugeerappa Hoti, Research Assistant, MURP

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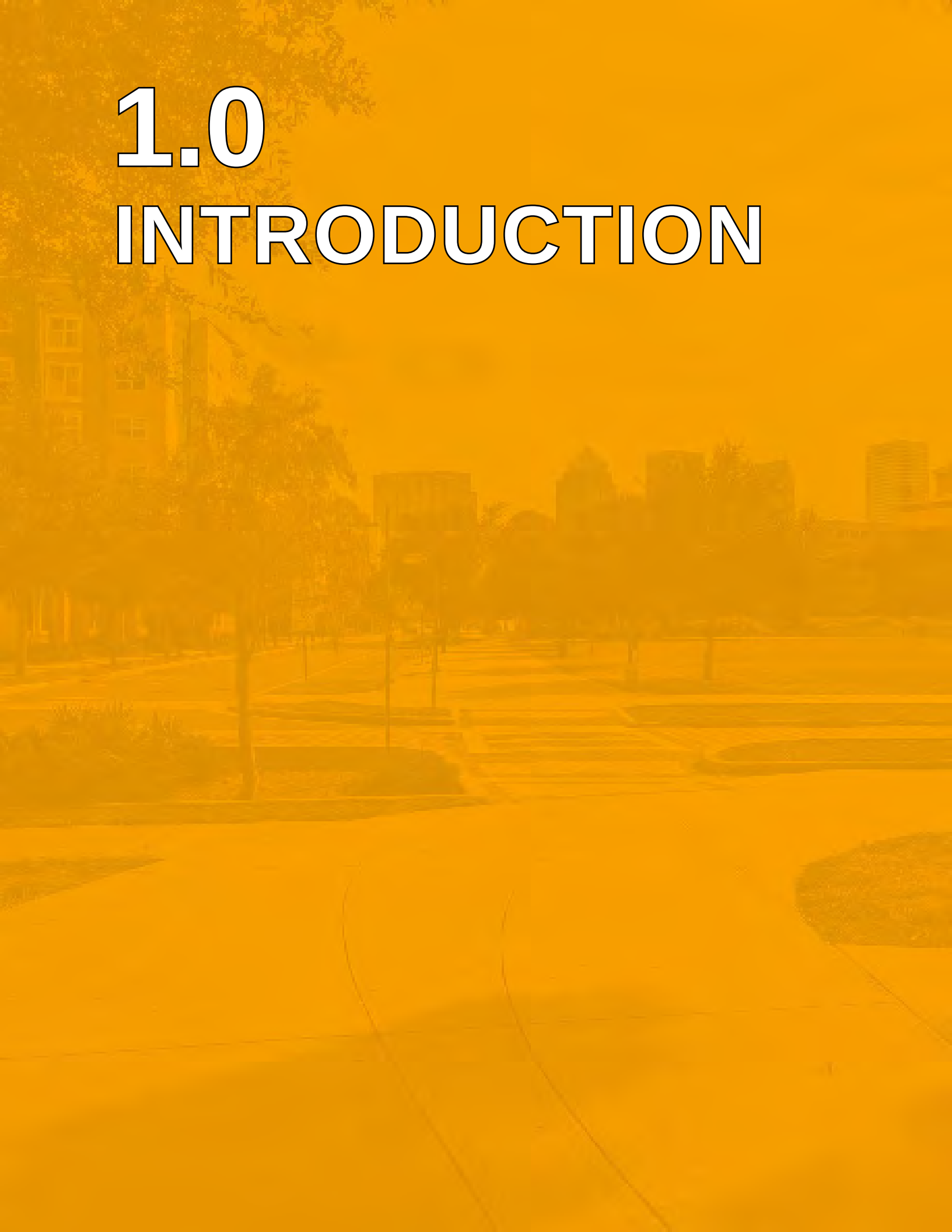
1.0 INTRODUCTION



1.0 INTRODUCTION

1.1 Central Park CRA Plan Update

The Central Park Community Redevelopment Area (CRA) Plan Update is the first update for the CRA Plan since it was initially adopted in 2006. Since adopted, the original CRA Plan has not been amended. This Plan Update incorporates all of the provisions of the original CRA Plan and describes how redevelopment activity in the Central Park CRA is fulfilling the intended purpose of this designation. This Update also describes redevelopment accomplishments within the district to date, an overview of current redevelopment activity and provides information on future redevelopment potentials within the CRA until its sunset in 2036. Additionally, the Update provides a snapshot of how the Central Park CRA tax increment finance (TIF) trust fund has performed since inception and projections for future TIF revenues.

The CRA Plan Update process has been completed in compliance with State of Florida Statute 163 Part III, the City's Imagine 2040 Comprehensive Plan, and other local regulatory requirements. It has been developed with input from key stakeholders, local organizations, and residents living in the area, as well as the CRA's Citizens Advisory Committee (CAC), coordination efforts with the CRA Board, and staff from other City of Tampa departments.

Like other parts of the City during the mid to late 20th century, physical conditions in this area just north of Downtown were deteriorating and showing signs of economic and physical decline. The Central Park area was largely characterized by a 1940's public housing community that

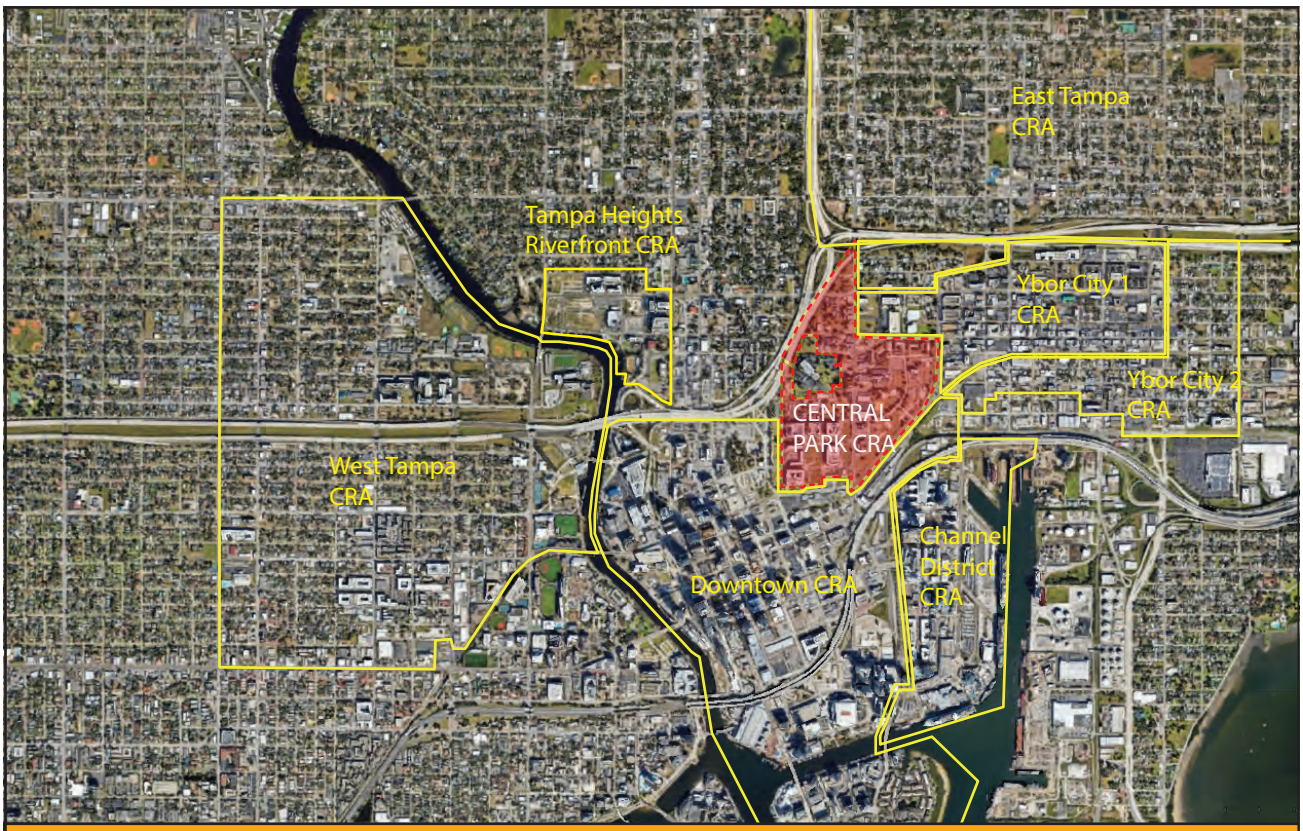


FIGURE 1.1: **CENTRAL PARK CRA RELATIONSHIP TO OTHER CRAS**

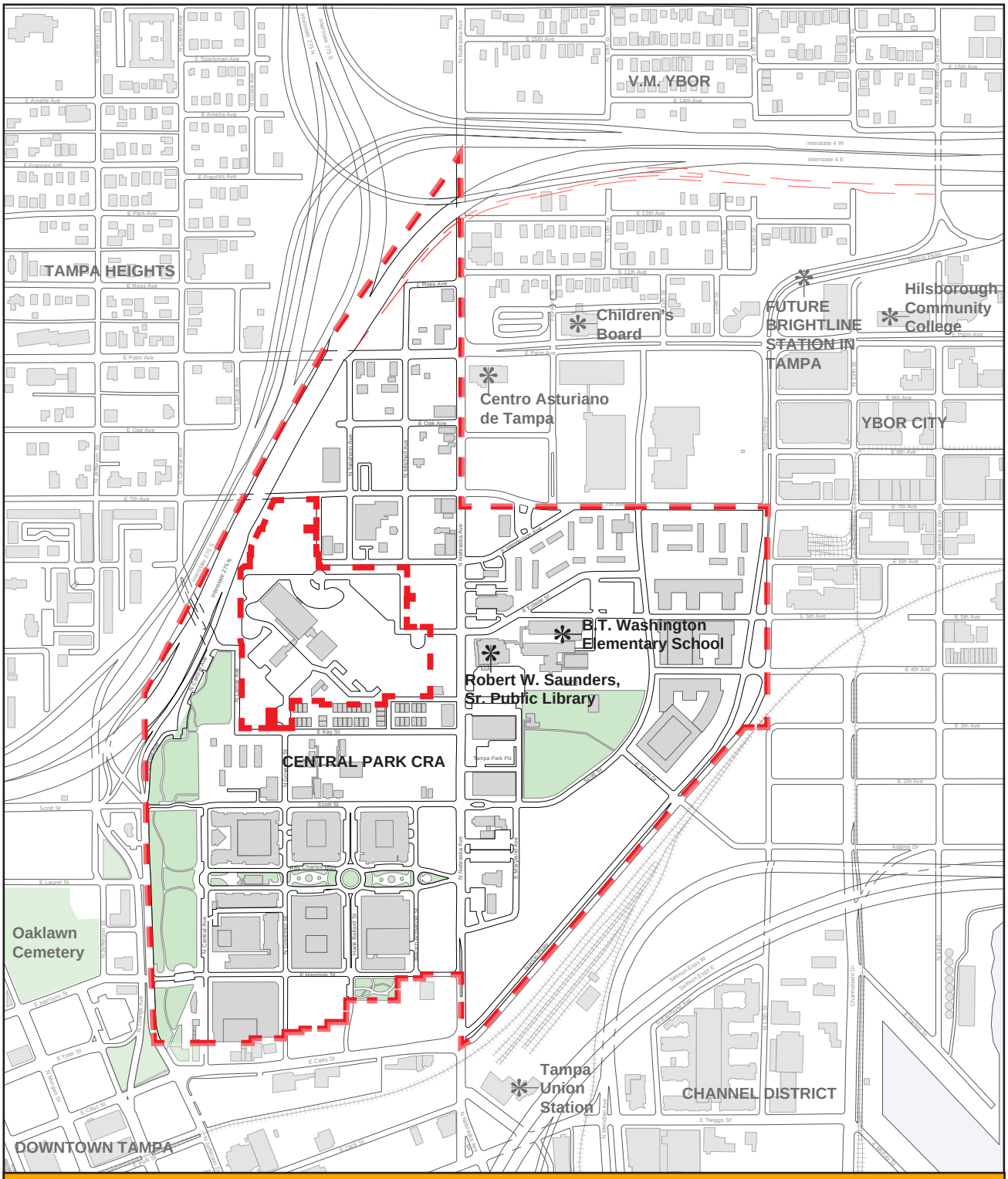


FIGURE 1.2: **CENTRAL PARK CRA**

was managed by the Tampa Housing Authority. By the early 2000's, this property had fallen into disrepair and was slated for demolition and redevelopment as a modern, mixed-income, multi-generational community.

Prior to the construction of the Central Park housing development, the area was largely occupied by one of Tampa's largest African American communities during the era of legal segregation. Called "The Scrub", this community

was also home to a significant commercial corridor with a concentration of many of the City's African American-owned businesses. The Central Avenue corridor proliferated from the mid-1880's until the mid- 1960's, until events such as civil unrest, Urban Renewal and the introduction of Interstate highways led to its demise. Both the former African American community and the Central Avenue corridor hold an enduring legacy in the Central Park CRA's history. To stimulate growth in the area, Tampa City Council adopted the Central Park CRA Plan in June of 2006.

1.2 Findings of Slum and Blight from the Initial Central Park CRA Plan: Existing Conditions Report

Prior to adopting the Central Park CRA plan, the Central Park Village Study Area: Existing Conditions Report determined that slum and blight conditions existed in the area as defined by Chapter 163, Part II, Florida Statutes. The area was primarily characterized as economically disadvantaged and marked by deteriorating physical conditions in the former Central Park Village public housing project and the Tampa Park Apartment complex. Conditions along Nebraska Avenue, from East Cass Street north

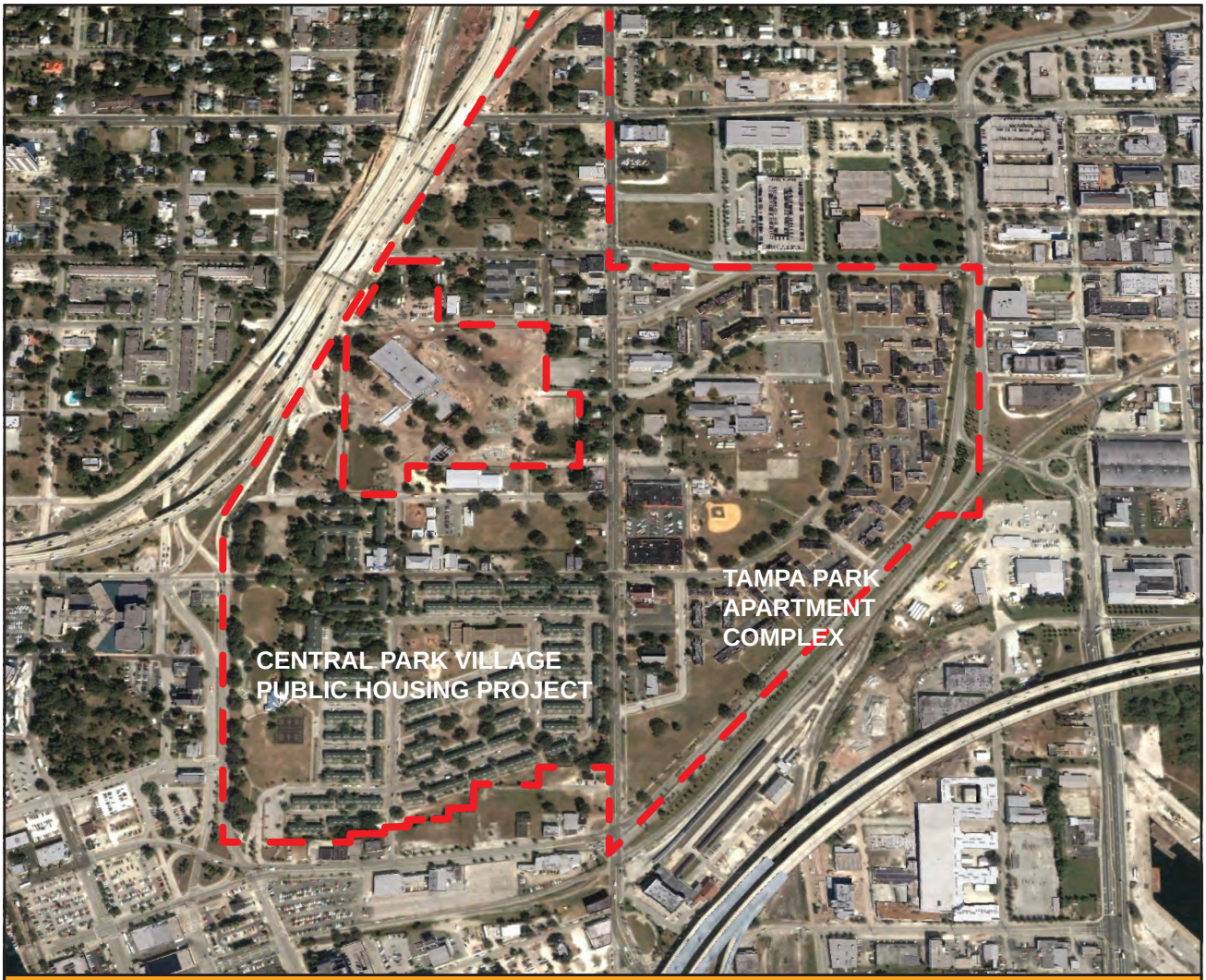


FIGURE 1.3: **CENTRAL PARK AREA CA. 2003 WITH CENTRAL PARK CRA BOUNDARIES**

to Interstate-275 also showed signs of decline in terms of vacant property, buildings exhibiting a poor state of repair and a general lack of visual character. Social conditions in the area, such as poverty rates, crime and public sanitation also contributed to the findings of slum and blight. The area had already experienced two waves of instability before the initial Central Park CRA Plan was adopted. Additionally, construction of the Interstate-4/275 junction and later demolition as part of Tampa's urban renewal program in the mid 1950's also had a significant adverse impact on the area.

Twenty-eight years later, the Central Park Village public housing project has been replaced by the ENCORE! development and a portion of the Tampa Park Apartments has been replaced by the first phase of the Gas Worx development. While these and other redevelopment initiatives have been implemented in the CRA to begin its transformation, there are still remnant conditions that are associated with the earlier findings of slum and blight. These include a number of scattered vacant parcels, with some along North Nebraska Avenue, and other underutilized buildings in the remaining vacant multi-family residential buildings in the Tampa Park Apartments complex. Given the amount of redevelopment that has taken place in the CRA over the last decade, these conditions stand in stark contrast to the physical changes under way.

This CRA Plan Update is intended to fulfill the mission of the Tampa Community Redevelopment Agency by achieving the following Goals:

- Demonstrate how the Central Park CRA Plan ensures continued compliance with all State and local statutory and regulatory requirements.
- Summarize the level of economic development in the area since the Central Park CRA was established.
- Identify remaining redevelopment opportunities within the CRA Focus Areas such as attainable housing, connectivity, community engagement, quality of life, and economic development that could further support redevelopment activity in the area.
- Illustrate the future redevelopment and growth potential in the area prior to the 2036 CRA sunset date.
- Describe how the Central Park CRA Plan can serve as a framework for strengthening the area between Downton and Ybor City.

After adoption by the Community Redevelopment Agency this document will guide ongoing redevelopment priorities in the area, provide a framework for public-sector redevelopment initiatives and recommendations for use of the Central Park CRA's tax increment finance (TIF) trust fund.

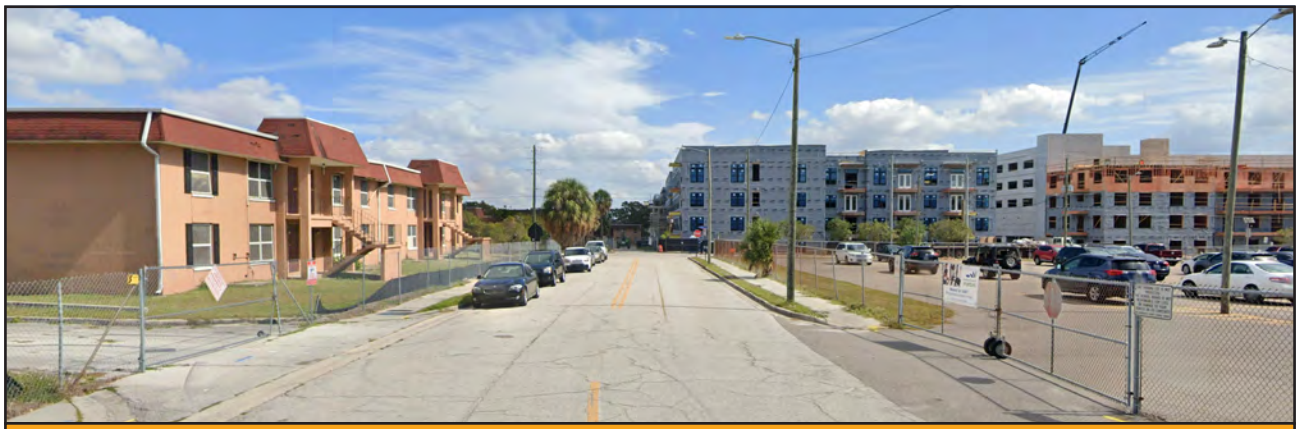
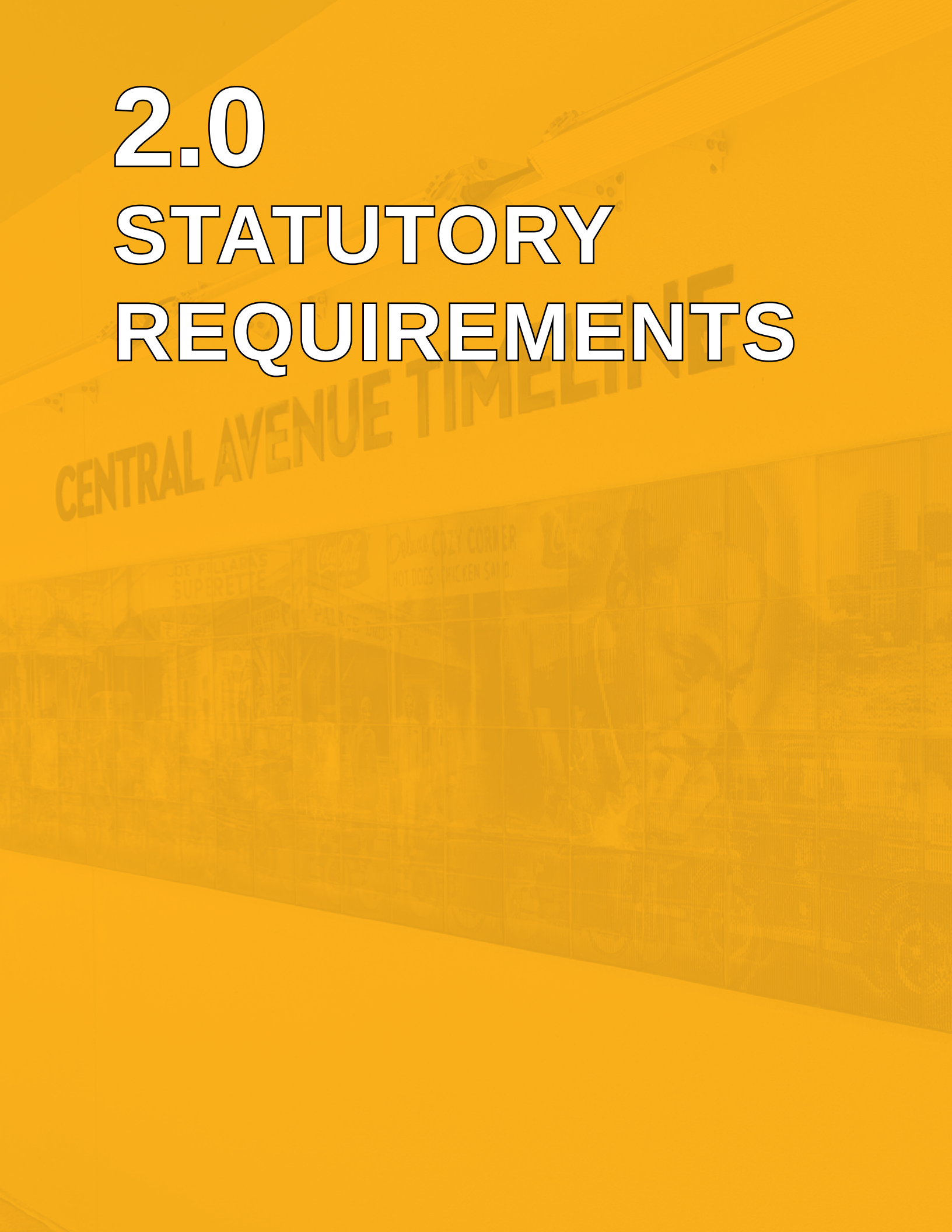


FIGURE 1.4: **VIEW OF VACANT TAMPA PARK APARTMENTS AND NEW CONSTRUCTION OF GAS WORX PHASE 1 DEVELOPMENT**

2.0 STATUTORY REQUIREMENTS



2.0 STATUTORY REQUIREMENTS

2.1 Florida Statute 163, Part III

The Community Redevelopment Act of 1969 (Florida Statutes Chapter 163, Part III) was enacted to provide city and county governments with the tools to undertake redevelopment activities at the local level. This Statute included the establishment of Community Redevelopment Agencies, granted certain redevelopment abilities to local authorities, defined CRA requirements and parameters, and allowed for the administration of community redevelopment plans.

Chapter 163.362 Florida Statutes outlines specific requirements for all community redevelopment plans. These requirements are concentrated in three broad categories: General Requirements, Content, and Approval Process. The following table indicates all statutory requirements that this plan complies with. The left column indicates the specific statutory requirement, the middle column summarizes its intent, and the right column indicates where this statute is addressed in the Plan. Only provisions of the Statute that are applicable to the Central Park CRA Plan are indicated.

TABLE 1: FLORIDA STATUTES, CHAPTER 163, PART III, COMMUNITY REDEVELOPMENT PLANS

GENERAL REQUIREMENTS		
STATUTORY REQUIREMENTS	**STATUTORY INTENT**	**CRA PLAN REFERENCE**
Chapter 163, Part III, 163.360.1	**Redevelopment plans in areas experiencing a shortage of affordable housing for low or moderate-income residents, including the elderly, necessitating sustainable solutions and collaborative efforts among stakeholders to address the pressing housing needs effectively. The escalating demand for affordable housing underscores the critical importance of strategic interventions and partnerships to ensure access to suitable housing options for vulnerable populations in the community.**	**Section 5.2.2.2**
Chapter 163, Part III, 163.360.2a	**Requirement for community redevelopment plans to align with the comprehensive plan of county or municipality in accordance with the Community Planning Act, to maintain coherence with overarching planning goals.**	**Section 5.2.1**
Chapter 163, Part III, 163.360.2b	**Requirement for a detailed outline of proposed redevelopment activities and improvements to guide effective implementation of development initiatives.**	**Section 5.2.1**

CONTENT REQUIREMENTS		
Chapter 163, Part III, 163.362.1	**Inclusion of a legal description outlining the boundaries of the community redevelopment area, along with the rationale for establishing these boundaries.**	**Section 10.1**
Chapter 163, Part III, 163.362.1a, 163.362.1b, 163.362.1c, and 163.362.1d	**Requirement for visually representing key elements of the Plan such as the allocation of open spaces, street layouts, building restrictions including type, size, heights, intended uses, and an approximate count of residential units. Additionally, the plan should outline areas designated for public parks, recreational spaces, streets, public utilities, and various public improvements to ensure a comprehensive and well-structured approach to redevelopment within the designated area.**	**Section 5.2.1**
Chapter 163, Part III, 163.362.3	**Requirement for a neighborhood impact component detailing the effects of the redevelopment on residents within and around the area. This element should comprehensively address aspects such as relocation, traffic flow, environmental standards, access to community amenities and services, impact on school demographics, and other factors influencing the overall physical and social fabric of the neighborhood.**	**Section 6.5**
Chapter 163, Part III, 163.362.4	**Specify any public funded capital projects slated for implementation within the community redevelopment area.**	**Section 5.2.3**
Chapter 163, Part III, 163.362.5	**Include sufficient measures to ensure that the redevelopment activities are executed in accordance with the plan.**	**Section 5.2.1**
Chapter 163, Part III, 163.362.8	**Incorporate a residential component within the redevelopment area and how the Plan addresses the lack of affordable housing for low or moderate and elderly residents.**	**Section 5.2.2**
Chapter 163, Part III, 163.362.9	**Comprehensive breakdown of anticipated expenses associated with redevelopment and budget allocations for publicly funded projects.**	**Section 9.2**
Chapter 163, Part III, 163.362.10	**Deadline for the completion of all redevelopment projects within 30 years.**	**Section 9.1**

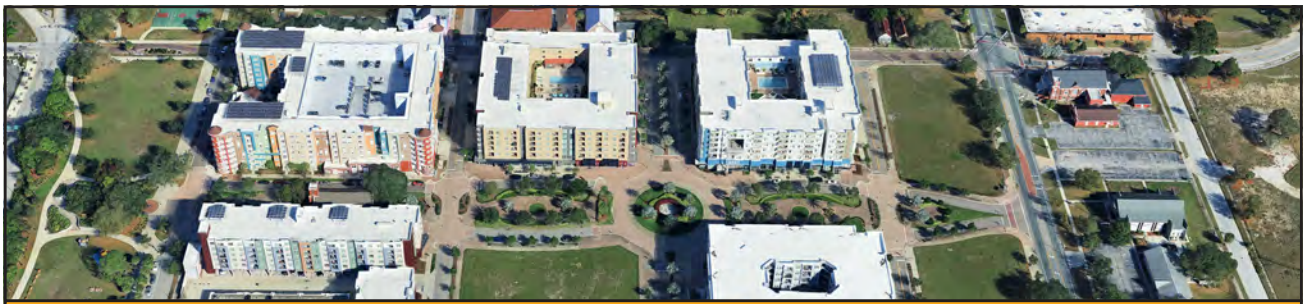


FIGURE 2.1: **VIEW OF RAY CHARLES BOULEVARD AT THE ENCORE! DEVELOPMENT**

APPROVAL PROCESS FOR THE PLAN		
Chapter 163, Part III, 163.360 (4)	Authorization for a public entity to prepare a redevelopment plan and for a 60-day review period to provide recommendations on its conformity with the area's comprehensive plan.	Section 2.2
Chapter 163, Part III, 163.360 (5)	CRA Plan approval, submission to local governing body and all local taxing authorities and required public hearing.	Section 2.3
Chapter 163, Part III, 163.360 (6)(a)	Public hearing notification requirements including advertisement in local newspaper describing the time, date, place, purpose, general area covered by the plan, and its overall scope.	Section 2.3
Chapter 163, Part III, 163.360 (6)(b)1	Written notice by the county to the municipality and CRA within 30 days of receiving the CRA's recommended plan, stating that the county has competing policy goals and plans for the public funds required for the CRA trust funds.	Section 2.3
Chapter 163, Part III, 163.360 (6)(b) 2	If such notice is provided, the county and municipality must hold a joint public hearing within 90 days to discuss the competing policy goals. The county can propose an alternative redevelopment plan at least 30 days before the hearing.	Section 2.3
Chapter 163, Part III, 163.360 (6)(b) 3	If required notice is given, the municipality cannot adopt the plan until 30 days after the joint hearing, unless the county fails to schedule or attend the hearing within 90 days.	Section 2.3
Chapter 163, Part III, 163.360 (6)(b) 4	The county and municipality may voluntarily use the dispute resolution process established in chapter 164 to attempt to resolve any competing policy goals related to the CRA, but neither can require the other's participation.	Section 2.3

FIGURE 2.2: **PUBLIC EVENT AT PERRY HARVEY, SR. PARK**

REPORTING REQUIREMENTS		
Chapter 163, Part III, 163.371 (1)	**By January 1, 2020, each community redevelopment agency must publish digital maps on its website that depict the geographic boundaries and total acreage of the agency. If any changes are made to the boundaries or acreage, the agency must post updated maps within 60 days.**	**Section 4.3**
Chapter 163, Part III, 163.371 (1)	**Beginning March 31, 2020, and annually thereafter, a community redevelopment agency must file a report with the county/municipality that created it and publish the report on its website. The report must include:** • **The most recent complete audit report of the redevelopment trust funds.** • **Performance data for each plan the agency oversees, including the number of projects started and completed, total expenditures, original and current assessed property values, and total affordable housing expenditures.** • **A summary of the agency's progress in achieving the goals set out in its community redevelopment plan.**	**Sections 9.2**

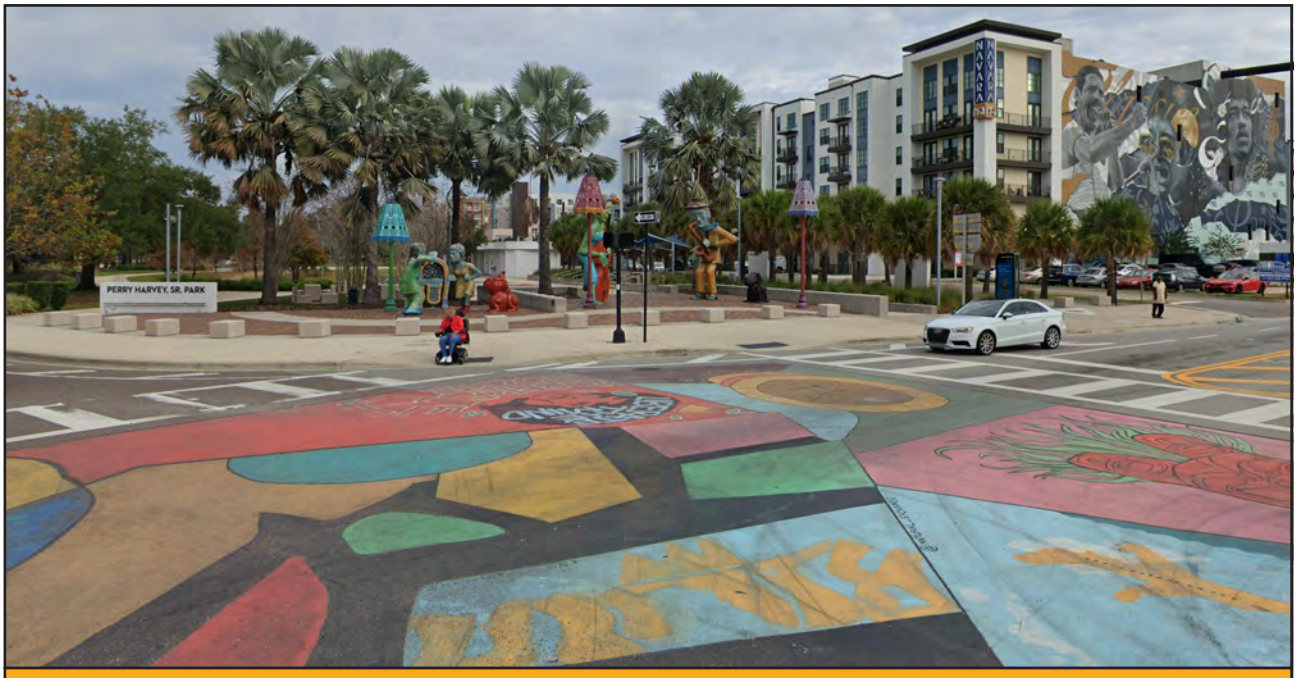


FIGURE 2.3: **GATEWAY CONDITIONS AT EAST CASS & NORTH JEFFERSON STREET**

2.2 Authority to Undertake Community Redevelopment

The authority to undertake redevelopment initiatives in the Central Park CRA is authorized under Florida Statute 163.410. It establishes the basis for an interlocal agreement between the City of Tampa's Community Redevelopment Agency and Hillsborough County to create CRA districts, establish a tax increment finance (TIF) trust fund, and undertake redevelopment activities within the established boundaries of the Central Park CRA. Community Redevelopment Agency staff works with the CRA Board to fulfill the mission of the agency and coordinate redevelopment priorities in all of the City's nine CRA districts.

The Community Redevelopment Agency is also assisted by a Citizens Advisory Committee (CAC). The CAC is comprised of appointed representatives of all stakeholder groups within or adjacent to the Central Park CRA. The purpose of an Advisory Committee is to ensure that the interests of residents, property owners, businesses and other stakeholders in the area are represented in key decisions relating to the CRA Plan and the Tax Increment Finance (TIF) budget for the area.

2.3 Reporting Requirements

As a requirement of Florida Statute 163. Part III, the Central Park CRA Plan and any amendments to it must be reported to the local planning authority for review and compliance with the Imagine 2040 Tampa Comprehensive Plan. This review authority is with the Hillsborough County City-County Planning Commission (Plan Hillsborough). The other reporting requirement is to the CRA Board for final review and adoption.

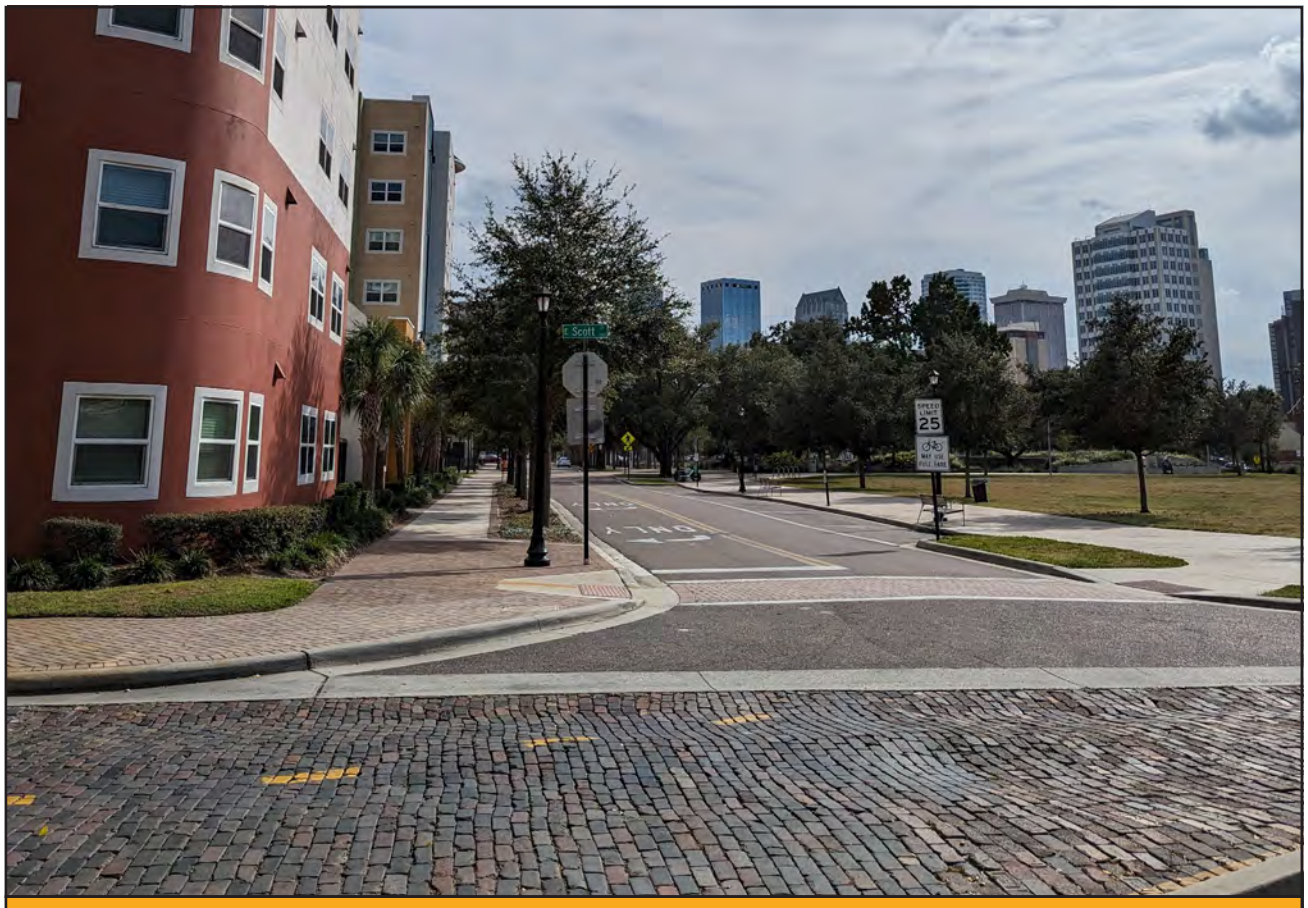


FIGURE 2.4: **EAST SCOTT STREET LOOKING SOUTH DOWN NORTH CENTRAL AVENUE**

3.0 COMPLIANCE WITH LOCAL REGULATIONS & CONSISTENCY WITH OTHER PLANS

3.0 COMPLIANCE WITH LOCAL REGULATIONS AND CONSISTENCY WITH OTHER PLANS

3.1 City of Tampa Community Redevelopment Agency

In addition to compliance with State regulations, this CRA Plan Update complies with the mission of the Community Redevelopment Agency, as well as existing regulations.

The Tampa City Council serves as the Community Redevelopment Agency Board. The Board administers all public redevelopment projects, programs, and funding programs on each of the City's nine different CRA's. All CRA's are managed by a Community Redevelopment Agency Staff Manager. Assisting with these efforts is the Central Park CRA Community Advisory Committee (CAC). This committee is comprised of private citizens appointed by the CRA Board to provide ongoing advice on redevelopment activities within the CRA. In this capacity, the CAC serves as a liaison between CRA staff, private investors and the community.

CRA Mission Statement

Through planning, collaboration, and innovation, Tampa's Community Redevelopment Agency (CRA) aims to enhance and develop communities by creating thriving and inclusive neighborhoods that foster economic growth, enhance their quality of life, and preserve their unique character.

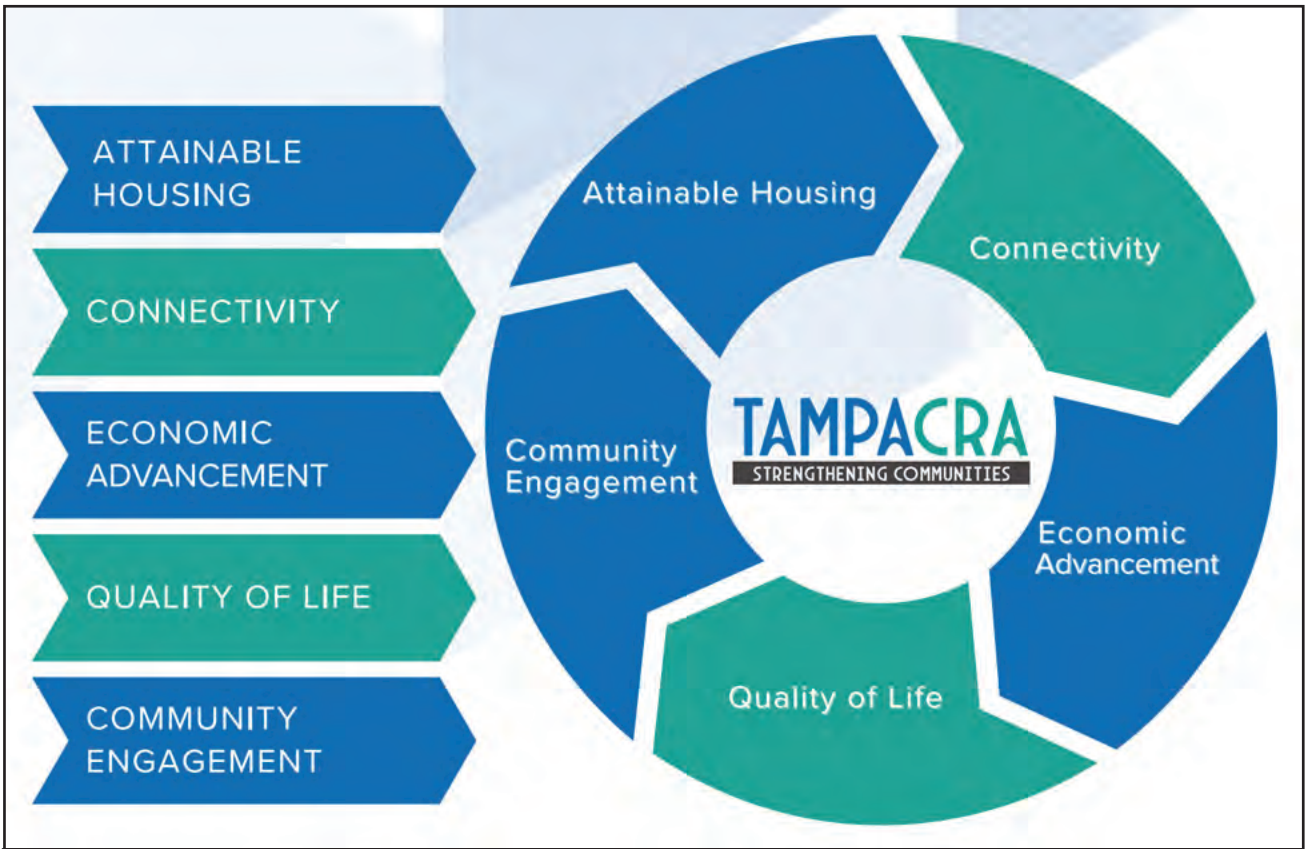


FIGURE 3.1: **TAMPA COMMUNITY REDEVELOPMENT AGENCY KEY OBJECTIVES**

Vision Statement:

The Tampa CRA champions a future where vibrant neighborhoods and businesses flourish through proactive preservation and redevelopment efforts that strengthen communities in an equitable, diverse, and sustainable way.

To complete this mission, the Agency focuses on the following goals:

- *Develop and maintain effective working relationships and community partnerships with residents, stakeholders, and businesses.*
- *Identify potential developments or investment opportunities with long-term economic development benefits.*
- *Maintain financially secure budgets for each one of the Community Redevelopment Areas annually.*
- *Provide transparent communication to the public regarding CRA programs, projects, and progress.*
- *Identify and develop effective community partnerships to contribute to a better community.*
- *Work with the City to anticipate future infrastructure needs and proposed CRA partnership projects.*

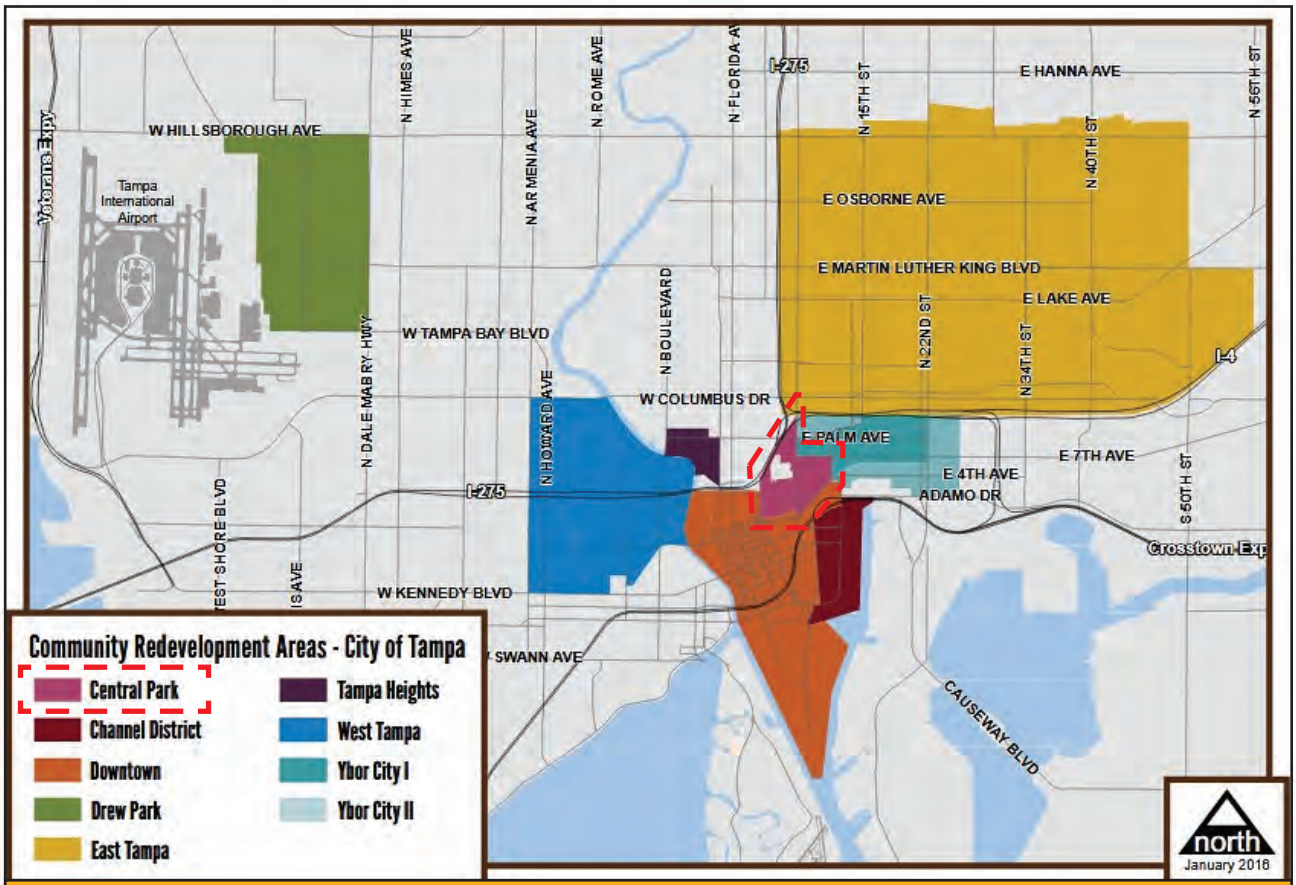


FIGURE 3.2: **CITY OF TAMPA COMMUNITY REDEVELOPMENT AREAS**

The philosophy of the Central Park CRA Plan Update adheres to the mission, vision and objectives established by the Community Redevelopment Agency Board and reflects them wherever possible in this document. With input from the Citizen's Advisory Committee (CAC), City staff, and the Central Park community, this Update is intended to provide a framework for advancing the Agency's economic redevelopment and community strengthening objectives in this part of the city.

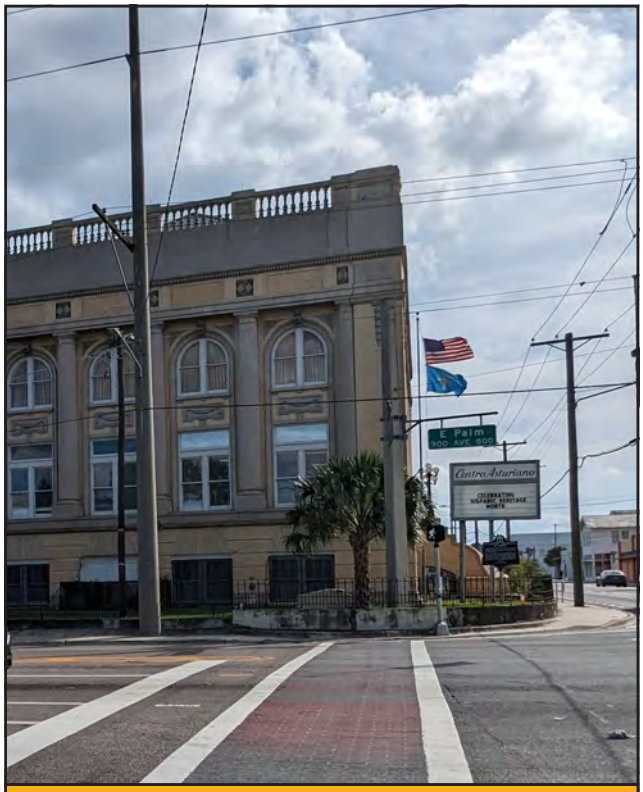


FIGURE 3.3:
INTERSECTION AT NEBRASKA & PALM AVE

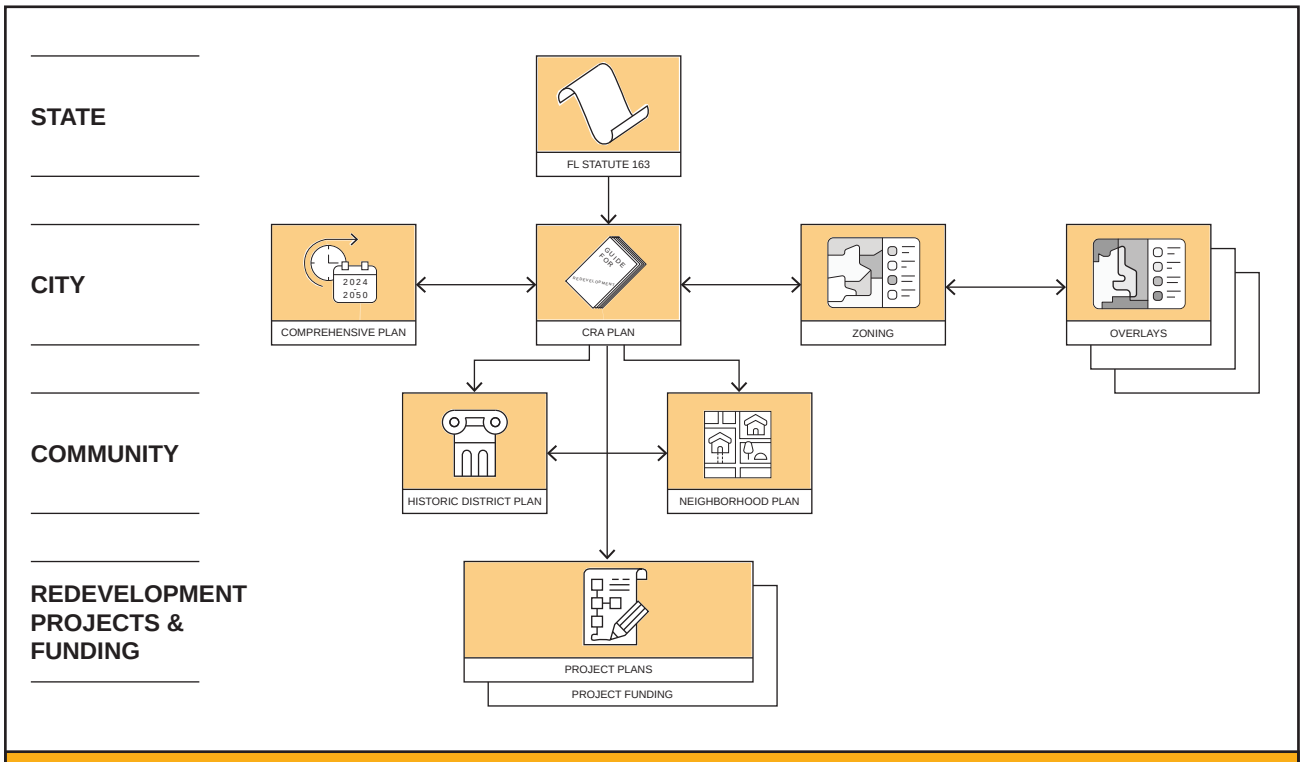


FIGURE 3.4: **CRA PLAN HEIRARCHY**

3.2 City of Tampa Comprehensive Plan

In accordance with Section 163.360(4) of Florida State Statute, the Local Planning Agency (Hillsborough County City-County Planning Commission) is required to review and provide a formal consistency recommendation for amendments to the Community Redevelopment Area Plan and provide findings to the Tampa CRA Board and Tampa City Council. Consistency with the adopted Comprehensive Plan shall ensure that redevelopment in the area is guided by adopted long-range planning Policies, Goals, and Objectives.

FIGURE 3.5: **CITY OF TAMPA IMAGINE 2040 COMPREHENSIVE PLAN**

3.3 Zoning

Zoning in the Central Park CRA is varied across most of the district. Larger portions of the area are in a PD zoning district, which are associated with the area's multi building complexes. Overall, zoning is primarily limited to the following four general district categories:

RM-24: Residential Multi-Family. This designation provides primarily for medium density multiple-family residential development. Areas within the CRA with this zoning district include the northern most part of the CRA between Nebraska Avenue and Interstate-275 north and south of Palm Avenue with several small house-parcels (some vacant and) some improved, have this designation. The block where the St. Peter Claver Catholic School is located, the St. Peter Claver Catholic Church, Tampa Park Playground and the portion of the Gasworx project along the Nuccio Parkway also have this zoning designation.

PD: Planned development designations are approved primarily for multiple- family residential uses. The northern portion of the Gasworx project south of Lily White Court, and on the west side of North Nebraska Avenue the ENCORE development and several smaller parcels between East 7th Avenue and East Henderson Avenues have this zoning designation.

YC-2 Residential: Ybor City-2 designations comprise land devoted to residential development, including single-family and multi-family dwellings. The regulations are intended to preserve and conserve this predominately single-family and two- family housing form, and to encourage the development of vacant tracts suitable for residential uses. Booker T. Washington Elementary School, the Robert W. Saunders, Sr. Library and the remaining blocks of the Tampa Park Apartments have this zoning designation.

YC-5: General commercial subdistricts comprise land used and designated for retail and commercial service operations primarily to serve the residents of the immediate area.

CG: Commercial-general district provides areas where a variety of retail and commercial service activities can be conducted compatible with surrounding uses and residential districts.

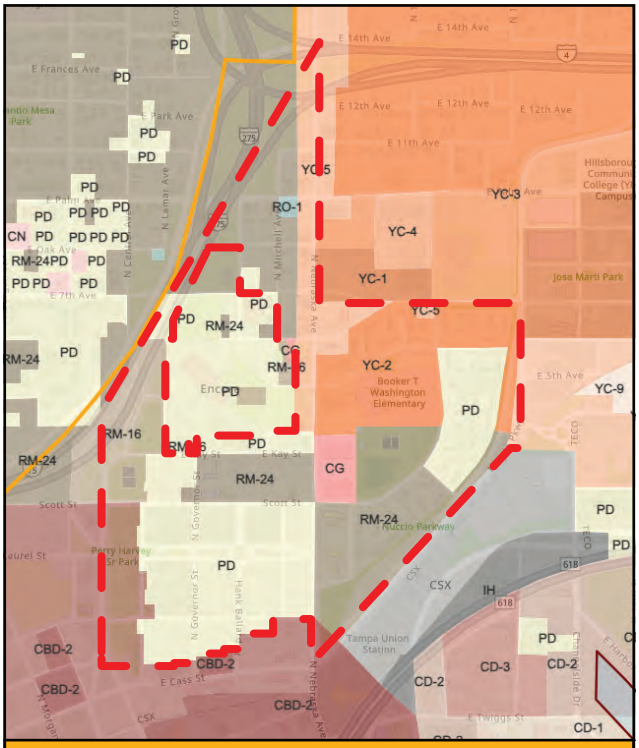


FIGURE 3.6:
CENTRAL PARK CRA ZONING MAP

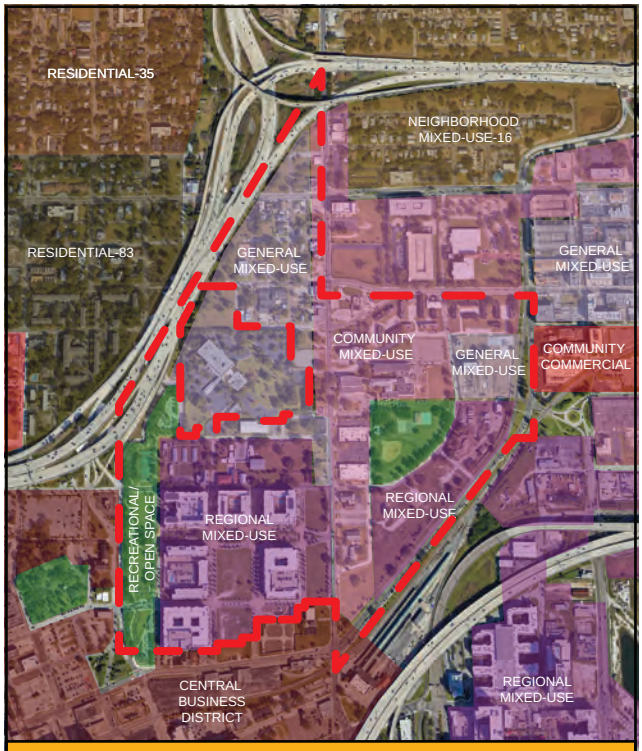


FIGURE 3.7:
CENTRAL PARK CRA FUTURE LAND USE MAP

3.4 Ybor City Historic District

A portion of the Central Park CRA is within the Ybor City Local Historic District boundaries. This includes the western frontage of North Nebraska Avenue, from Interstate-4 south to East 3rd Avenue and the northeastern portion of the district bounded by North Nebraska Avenue, East 7th Avenue and the Nuccio Parkway. As such, redevelopment in this portion of the district would be subject to design review by the Barrio Latino Commission.

FIGURE 3.8:
VIEW OF YBOR CITY 7TH AVENUE GATEWAY

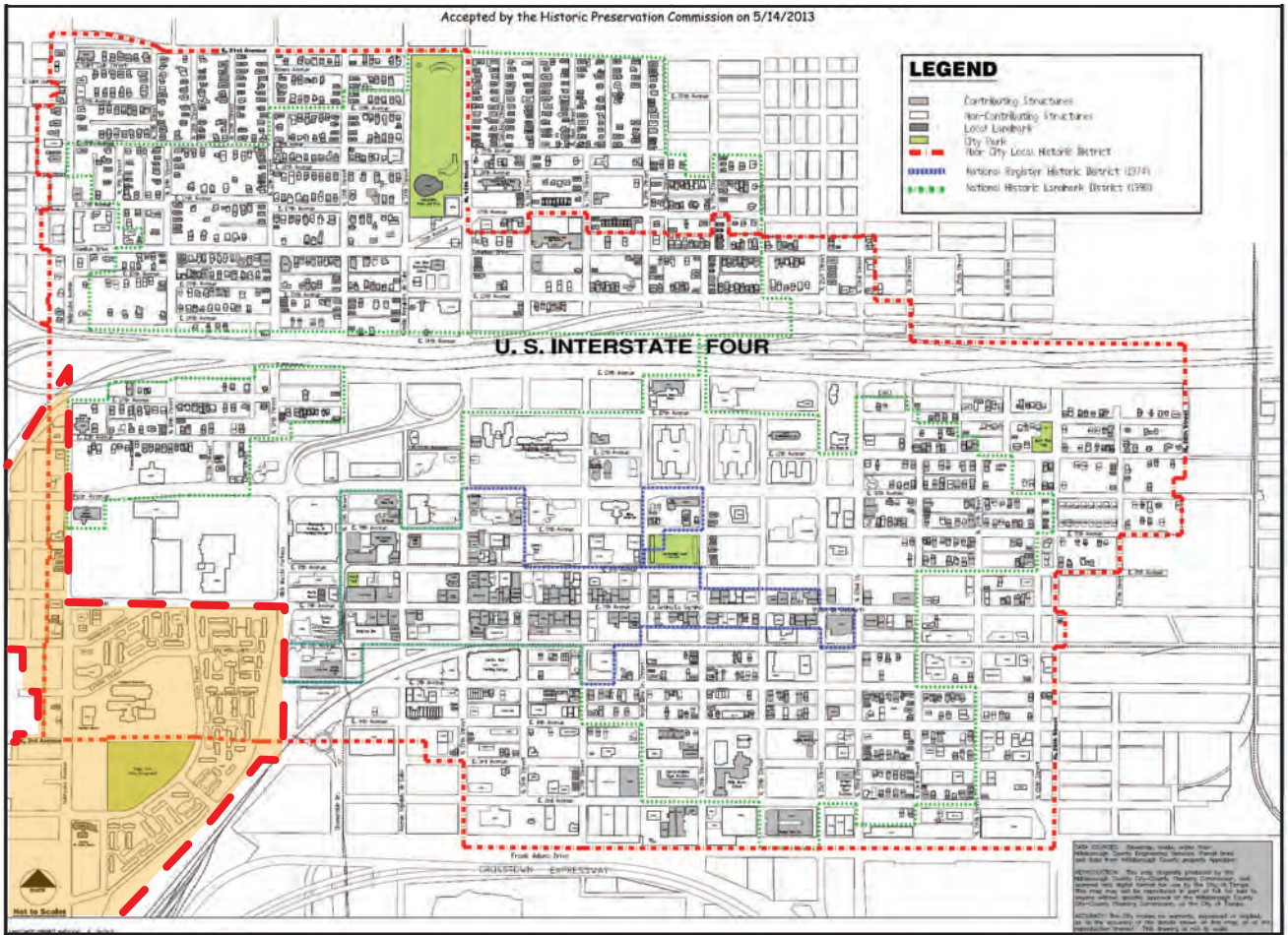


FIGURE 3.9: **CRA RELATIONSHIP TO YBOR CITY HISTORIC DISTRICT DESIGNATIONS**
SOURCE: HILLSBOROUGH CITY-COUNTY PLANNING COMMISSION

3.5 Urban Core Opportunity Zone

The entire area of the Central Park CRA is within Downtown's Urban Core Opportunity Zone. This is a federally approved program that provides tax incentives to individuals and private-sector businesses that make long-term investments in designated underserved areas. Opportunity Zone Funds generated from this program are typically used to foster community revitalization, job creation and spur growth in disadvantaged neighborhoods. This program does not appear to be in use by investors in the Central Park CRA.

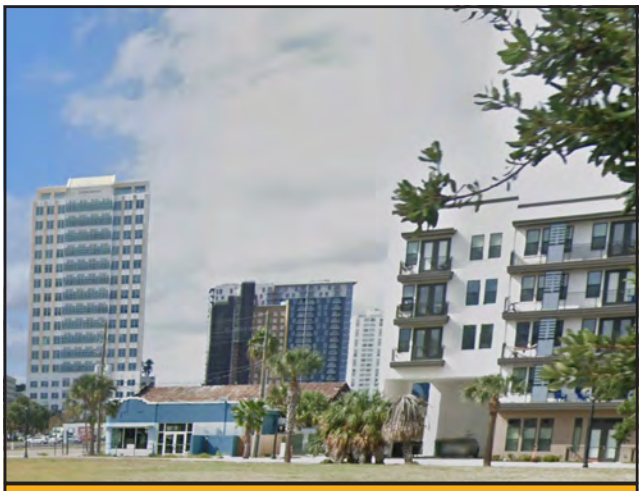


FIGURE 3.10: **VIEW FROM CENTRAL PARK CRA TO DOWNTOWN URBAN CORE**

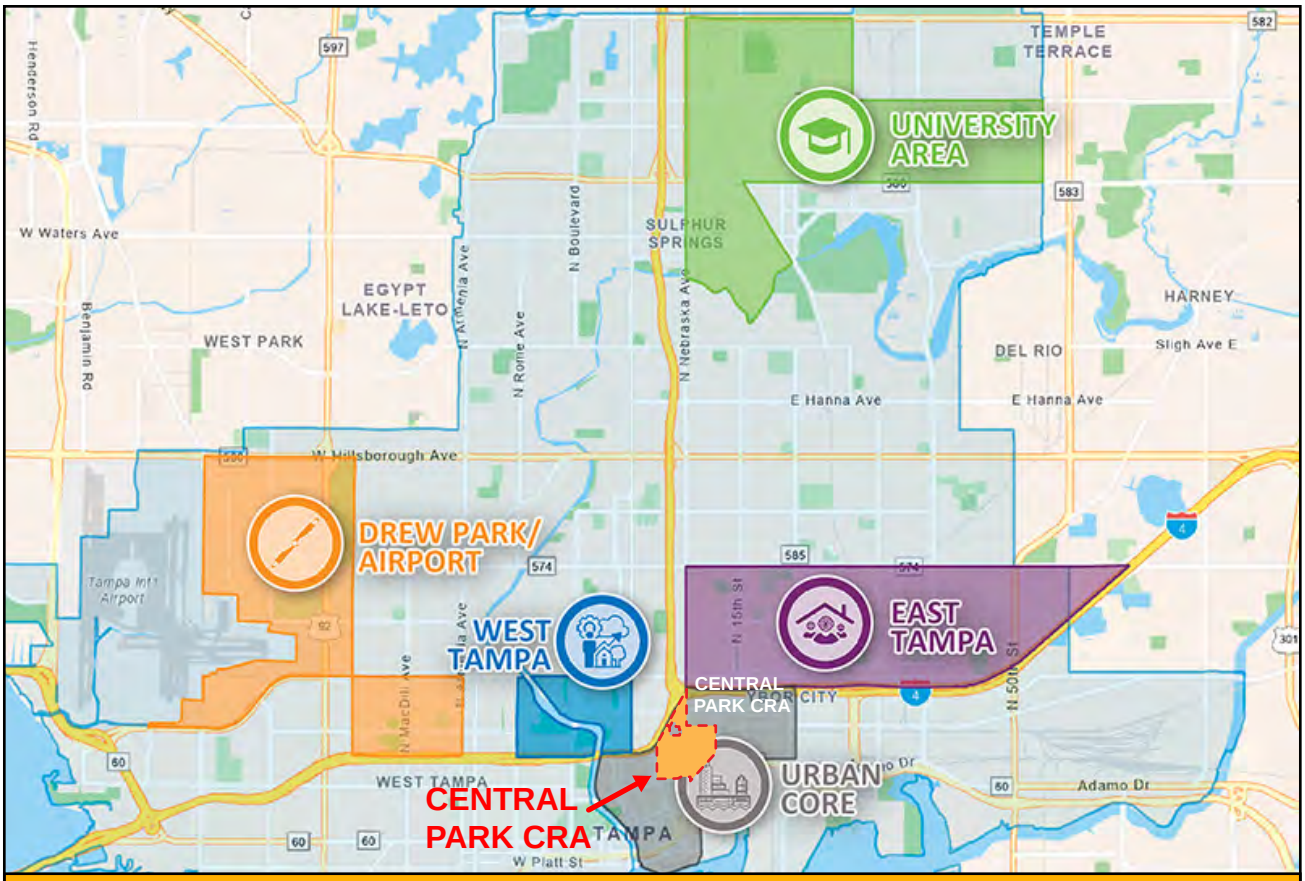


FIGURE 3.11: **CENTRAL PARK CRA WITHIN THE URBAN CORE OPPORTUNITY ZONE**

3.6 Tampa Center City Plan – InVision Tampa

The Tampa Center City Plan was a major vision planning and urban design strategy for the Downtown and adjacent areas with a focus on " … a community of livable places, connected people, and collaborative progress that embraces and celebrates" the Hillsborough River. This plan was generated in 2012 and sought to reimagine and refocus the Downtown waterfront, create strong and livable center city neighborhoods, foster a vital mix of uses, create strong pedestrian environments in the Downtown core, create livable community linkages between neighborhoods and Downtown, and develop urban patterns that supports transit and mobility options. The City has been working to implement a number of recommendations from this Plan since it was completed.

The scope of the Tampa Center City Plan was ambitious, spanning the Downtown Core, northeast to Ybor City, Armenia Avenue on the west, and north along Nebraska Avenue to Hillsborough Avenue. Another purpose of this plan was to define a long-range vision for growth and economic prosperity for a large portion of the City – all through the perspectives of improving community residents' quality of life and creating vibrant urban places. The Tampa Center City Plan is based on five Building Blocks or themes for the future: a re-imagined and refocused waterfront, livable connections, urban patterns that support transit, strong and livable neighborhoods, and a mixed-use, walkable urban core. To date, several components of these building blocks have been implemented by the City. The most notable of these is the East Cass Street – Nuccio Parkway Cycle Track , which is part of the East West Green Spine concept for these streets at the southern and eastern edges of the CRA. Although the scope of this plan includes the Central Park CRA, it does not make any specific recommendations for the CRA. However, the last four Building Blocks of this plan are consistent with the Central Park CRA's long-term redevelopment objectives.

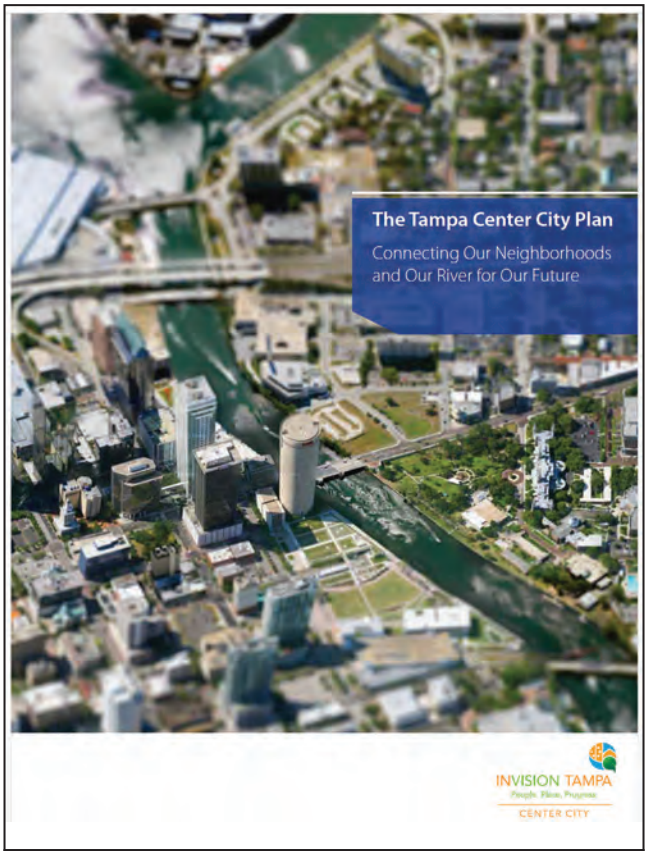


FIGURE 3.12:
INVISION TAMPA CITY CENTER PLAN

3.7 Hillsborough and Nebraska Corridor Master Plan

The Hillsborough and Nebraska Corridor Master Plan was completed in 2013 to examine the redevelopment potential of the North Nebraska and East Hillsborough Avenue corridors. while both streets are designated transit corridors in the City's transportation plan, only a ¾ mile portion of North Nebraska Avenue is in the Central Park CRA. This planning effort was part of the larger InVision Center City Tampa Plan initiative and recommends a number of site-specific redevelopment interventions along North Nebraska Avenue that address four urban and community design topics. The corridor-neighborhood topic focuses on adequately sized commercial properties along North Nebraska Avenue that support reinvestment while protecting adjacent neighborhood areas. The second topic focused on the street environment and the need for enhancements that support public safety and greater pedestrian, cyclist and transit ridership. The third topic focused on branding and identity, while the fourth topic focused on future capital project and public infrastructure.

The Central Park CRA Plan Update supports many of the recommendations from the Hillsborough-Nebraska Corridor Master Plan as they apply to the portion of North Nebraska Avenue that is within the CRA boundaries. The CRA Plan identifies opportunities for small-scale mixed-use infill development along the western edge of the North Nebraska Avenue corridor where these types of structures have historically provided a number of neighborhood-serving commercial and residential uses. The CRA Plan also identifies supportive redevelopment opportunities along the North Nebraska corridor that could enhance public safety, contribute to more pedestrian-friendly conditions and supports the identity and heritage of the area. In addition to these, the CRA Plan acknowledges the need to support ongoing infrastructure and capital projects in anticipation of future redevelopment on and adjacent to the North Nebraska Avenue corridor.

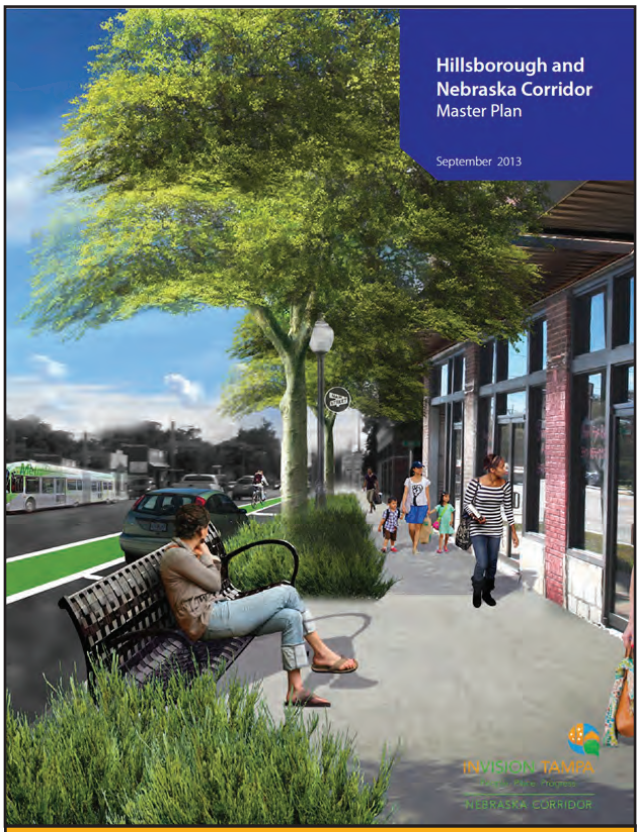


FIGURE 3.13: **HILLSBOROUGH & NEBRASKA CORRIDOR MASTER PLAN**

3.8 Tampa Downtown Partnership Special Services District (SSD)

The Tampa Downtown Partnership administers a Special Services District (SSD) that encompasses seven Downtown neighborhoods – overlapping with several CRA districts. In partnership with the City of Tampa, the Special Services District operates as a business improvement district (BID) program throughout seven Downtown neighborhoods. The SSD provides additional services to the business community that " … go above and beyond the standard services provided by the City of Tampa". The boundary of the SSD incorporates only the southwest portion of the Central Park CRA, essentially the ENCORE development. The SSD is proposing a place-branding program in this area that would see the installation of visual elements in this part of the CRA. This program is intended to support a unique visual experience and capture the heritage of the area with a series of visual identity elements. These could include features such as signage, pole-mounted banners, information kiosks and other graphic element, all within the public realm. These features should be coordinated with other visual elements that currently exist and are proposed to be installed in the Central Park CRA for a cohesive look to public realm conditions in the larger community.

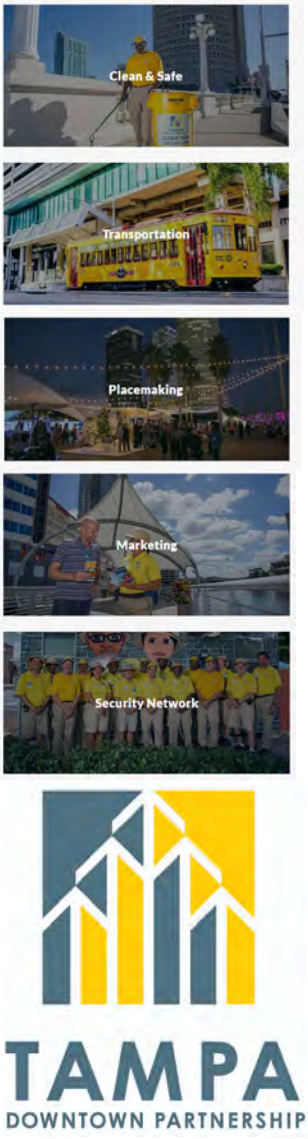
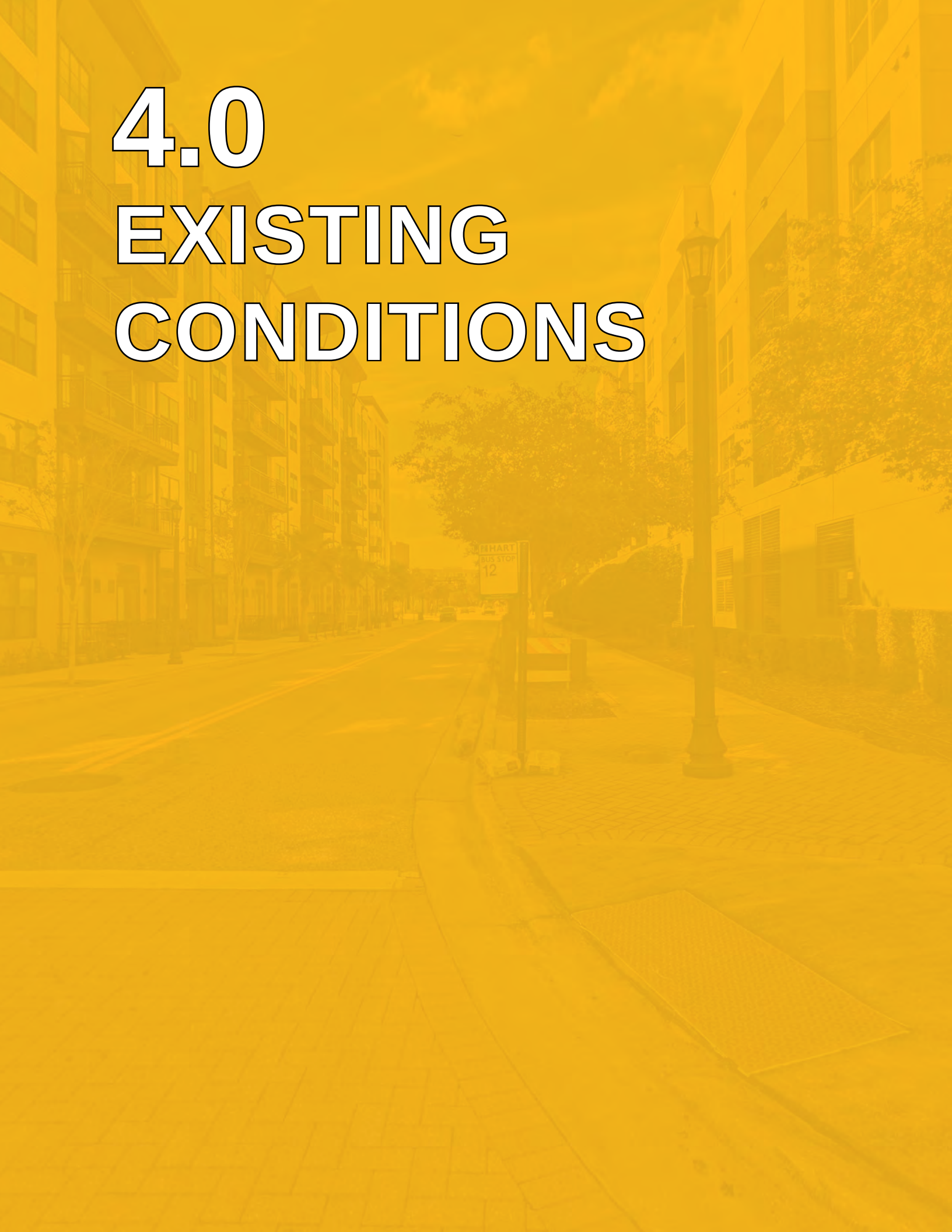


FIGURE 3.14: **TAMPA DOWNTOWN PARTNERSHIP SPECIAL SERVICES DISTRICT (SSD) & DOWNTOWN NEIGHBORHOOD BOUNDARIES**

4.0 EXISTING CONDITIONS



4.0 EXISTING CONDITIONS

4.1 CRA Land Area, Context and Character

The Central Park CRA is one of smallest of the nine designated community redevelopment areas in the City of Tampa. It consists of 143-acres of contiguous land and is situated just northeast of the Downtown core and west of Ybor City. The district has an eclectic mix of buildings, uses and densities. The area's building stock includes contemporary structures, historic structures and buildings currently under construction. Building types include medium-density multi-family apartment buildings, town houses, civic buildings and institutions. Commercial uses in the area are anchored by the Tampa Park Plaza complex and several standalone neighborhood-service uses along North Nebraska Avenue.

Community and civic institutions include the ENCORE Job Training Center, Ybor City Center for Rehabilitation and Healing, Robert W. Saunders, Sr. Public Library, Booker T. Washington Elementary School, St. Peter Claver School and Catholic Church, Greater Mt. Moriah Primitive Baptist Church, Greater New Salem Primitive Baptist Church, St. James at ENCORE and the Meachum Urban Farm. All buildings in the CRA range in height from one to six stories. Public open spaces withing the CRA include the Perry Harvey, Sr. Park and the Tampa Park Playground. The Central Park CRA is within the Downtown Core Opportunity Zone. A portion of the district is within the Tampa Downtown Partnership's Special Services District (SSD).

The CRA's northwestern boundary is defined by Interstate-275 as it curves to meet the Interstate-4 junction. The lower western edge of the district is bordered by North Orange Avenue. North Orange Avenue is classified in the City of Tampa Code of Ordinances Section 27-182 as a Type B - Transit and Mobility Street. This

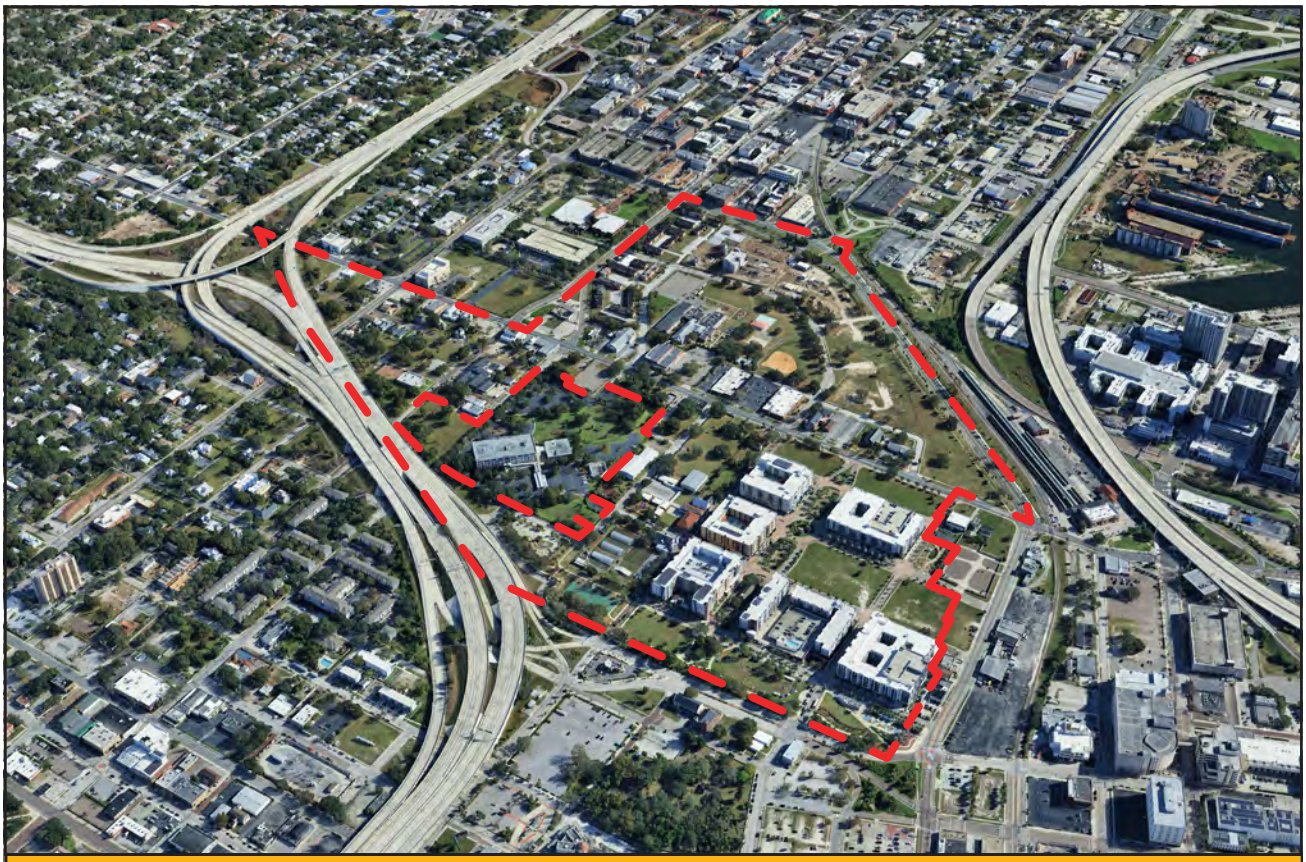


FIGURE 4.1: **AERIAL VIEW OF CENTRAL PARK CRA LOOKING NORTHEAST**

street is one of two main entrances into and out of the Downtown core from Interstate-275. On the east side of North Orange Avenue is Perry Harvey, Sr. Park. This public open space extends north-south along most of the districts western edge and straddles the former historic Central Avenue commercial corridor.

A segment of the district's northern boundary is a portion of East 7th Avenue from north Nebraska Avenue east to the Nuccio Parkway. The eastern edge of the district is defined by the western frontage of a portion of North Nebraska Avenue from the Interstate south to east 7th Avenue, and a segment of the Nuccio Parkway from east 7th avenue south to the East Cass Street/ North Nebraska Avenue intersection. These edges of the district are directly abutting the Ybor City CRA's western boundary and the Downtown CRA's northern boundary. The southern edge of the district jogs along the southern edge of the ENCORE development at the back of parcels facing East Cass Street. Most of the district is bisected east-west by the North Nebraska Avenue corridor as it extends north-south from the Interstate into the Downtown core. The historic Tampa Union Station, which provides Amtrak passenger rail service to the city, is close to the southeast corner of the CRA. All of these features and conditions define the established context for ongoing redevelopment in the Central Park CRA.

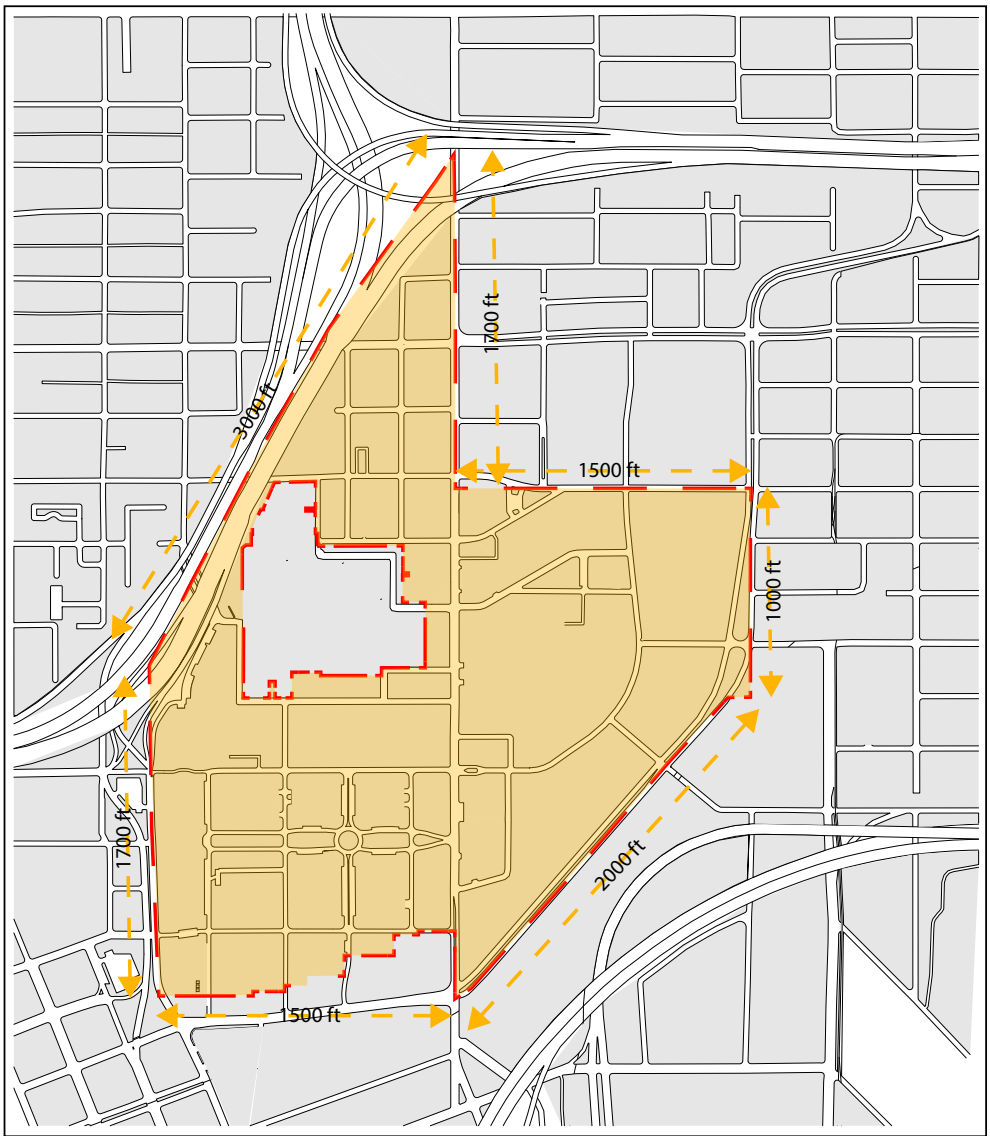
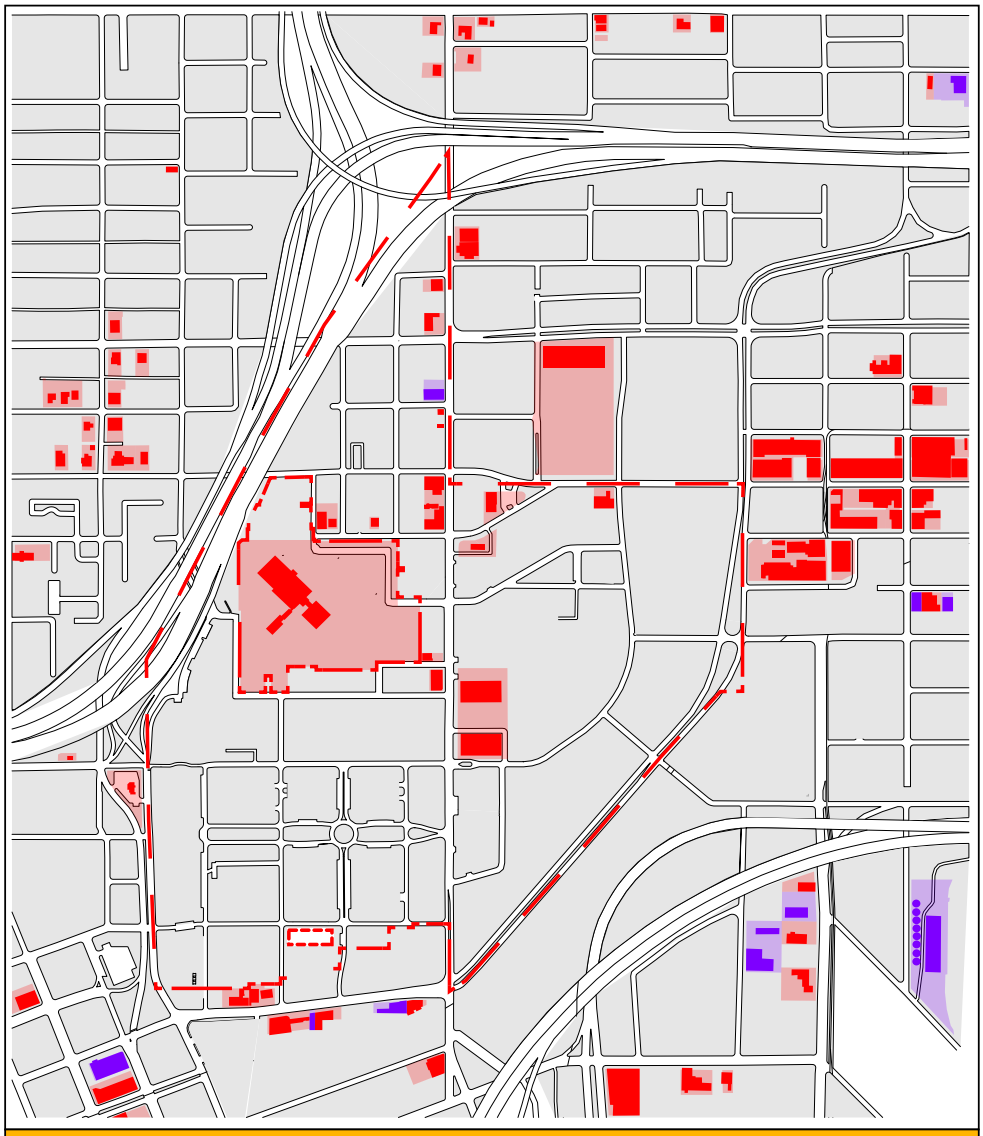
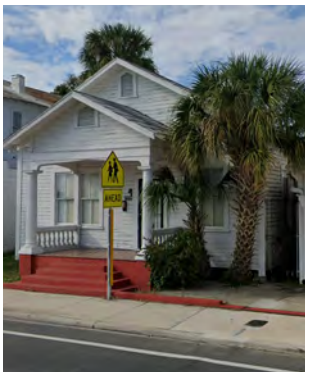


FIGURE 4.2: CRA AREA





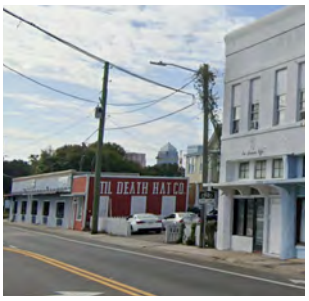
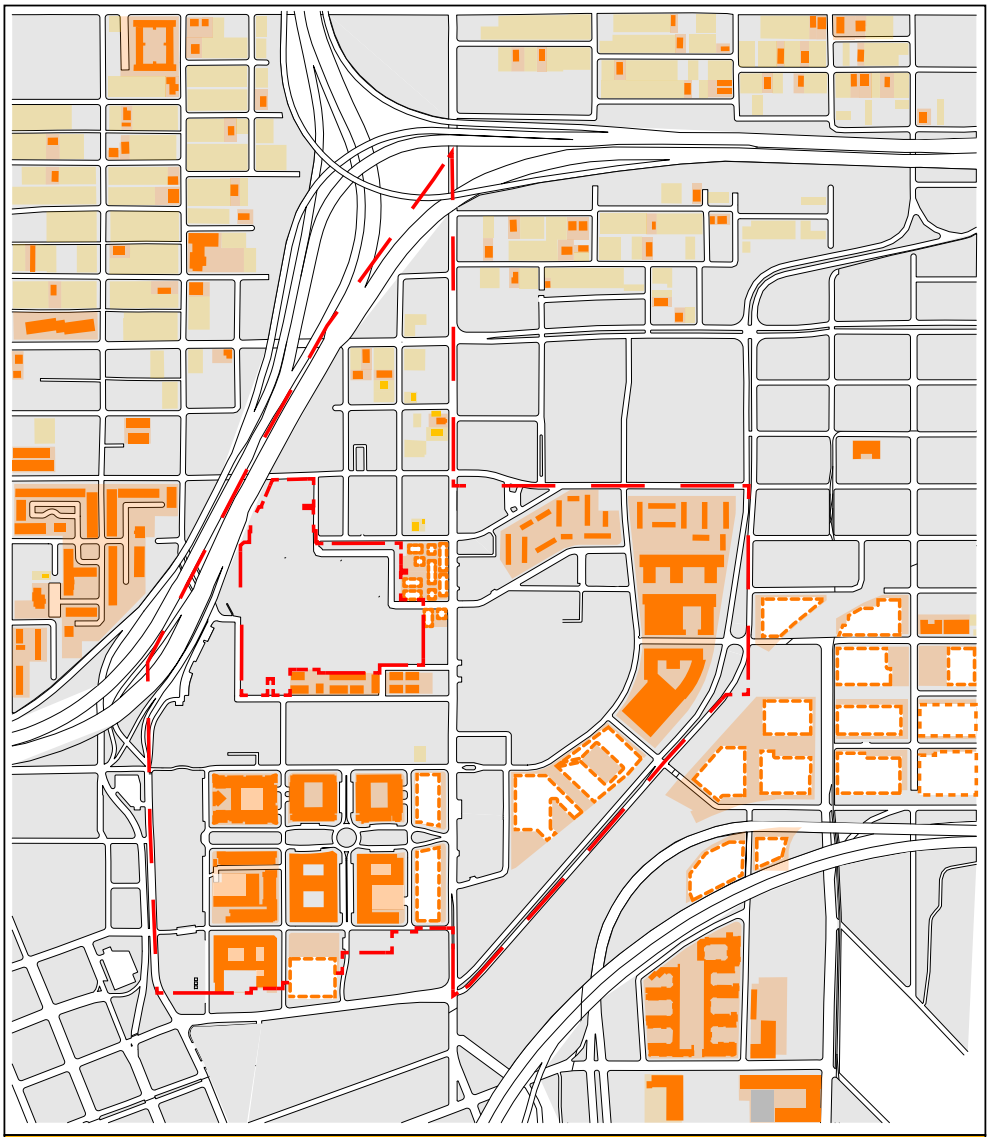


FIGURE 4.3: **COMMERCIAL BUILDINGS** **INDUSTRIAL BUILDINGS**
OFFICE & RETAIL 96 000 sqft COMMERCIAL **WAREHOUSE**



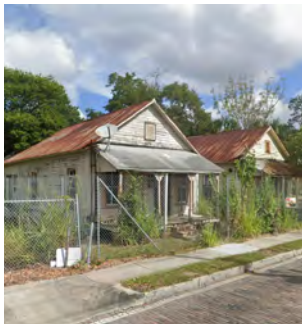


FIGURE 4.4: **RESIDENTIAL BUILDINGS**
MULTI & SINGLE FAMILY HOUSING

2150 dwelling units

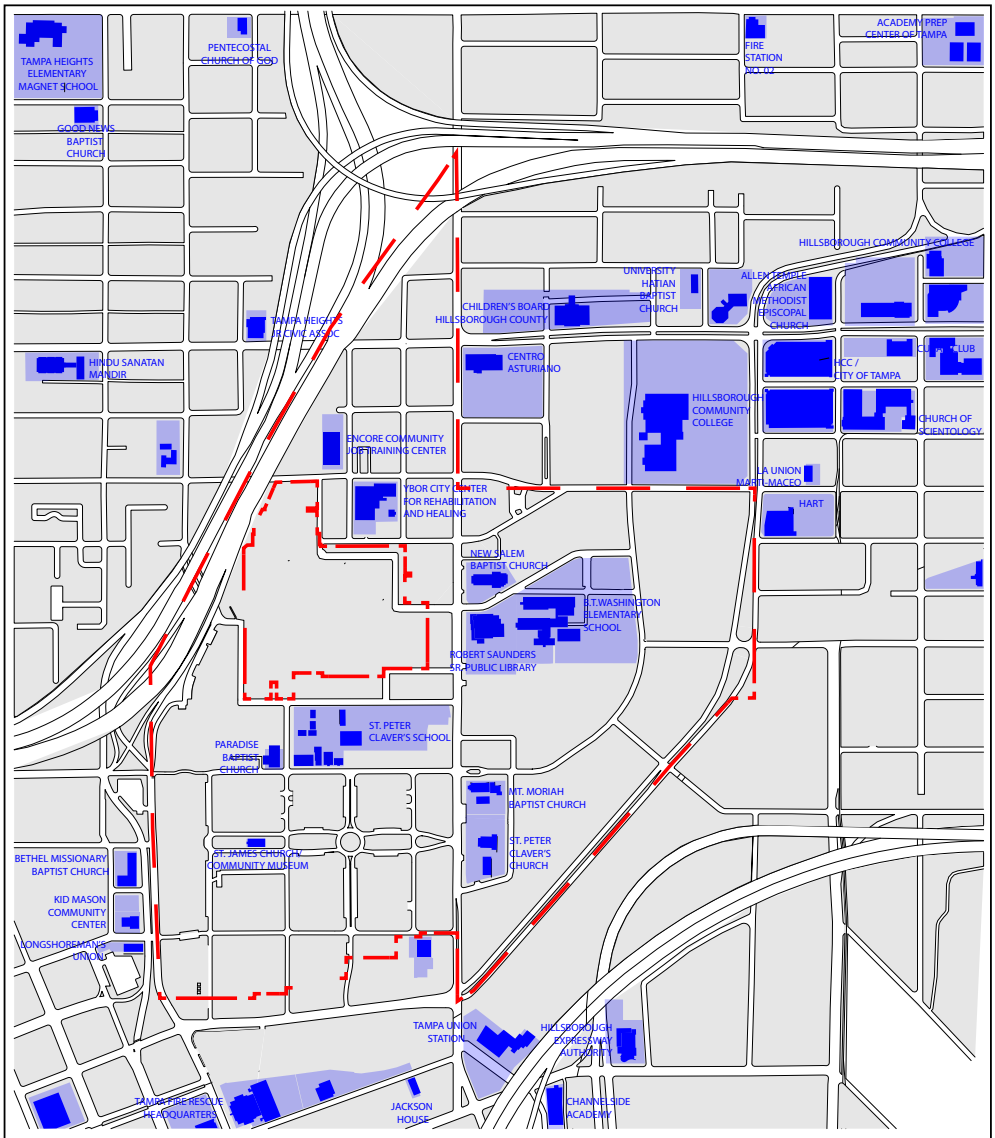


FIGURE 4.5: **INSTITUTIONAL BUILDINGS**
PUBLIC & PRIVATE

10 INSTITUTIONS

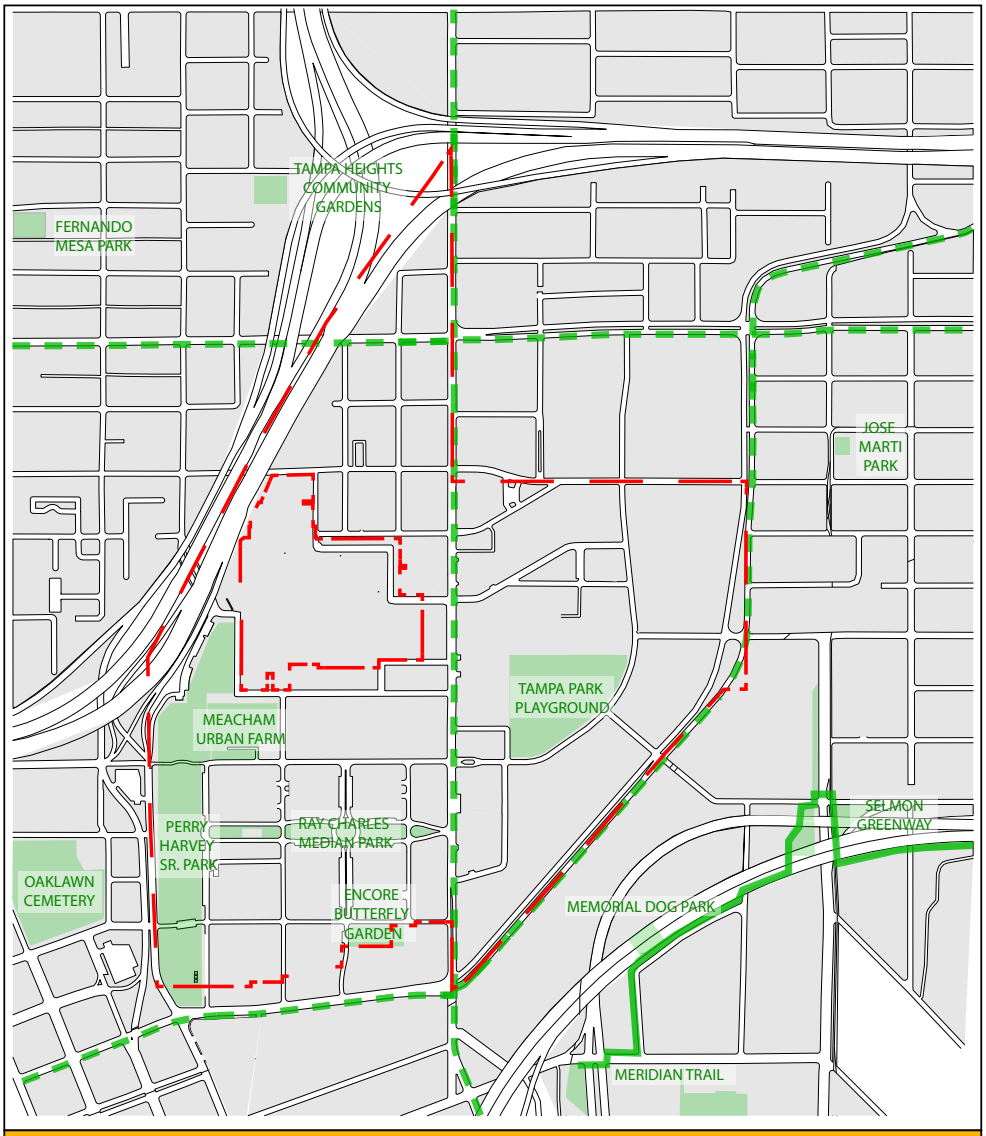


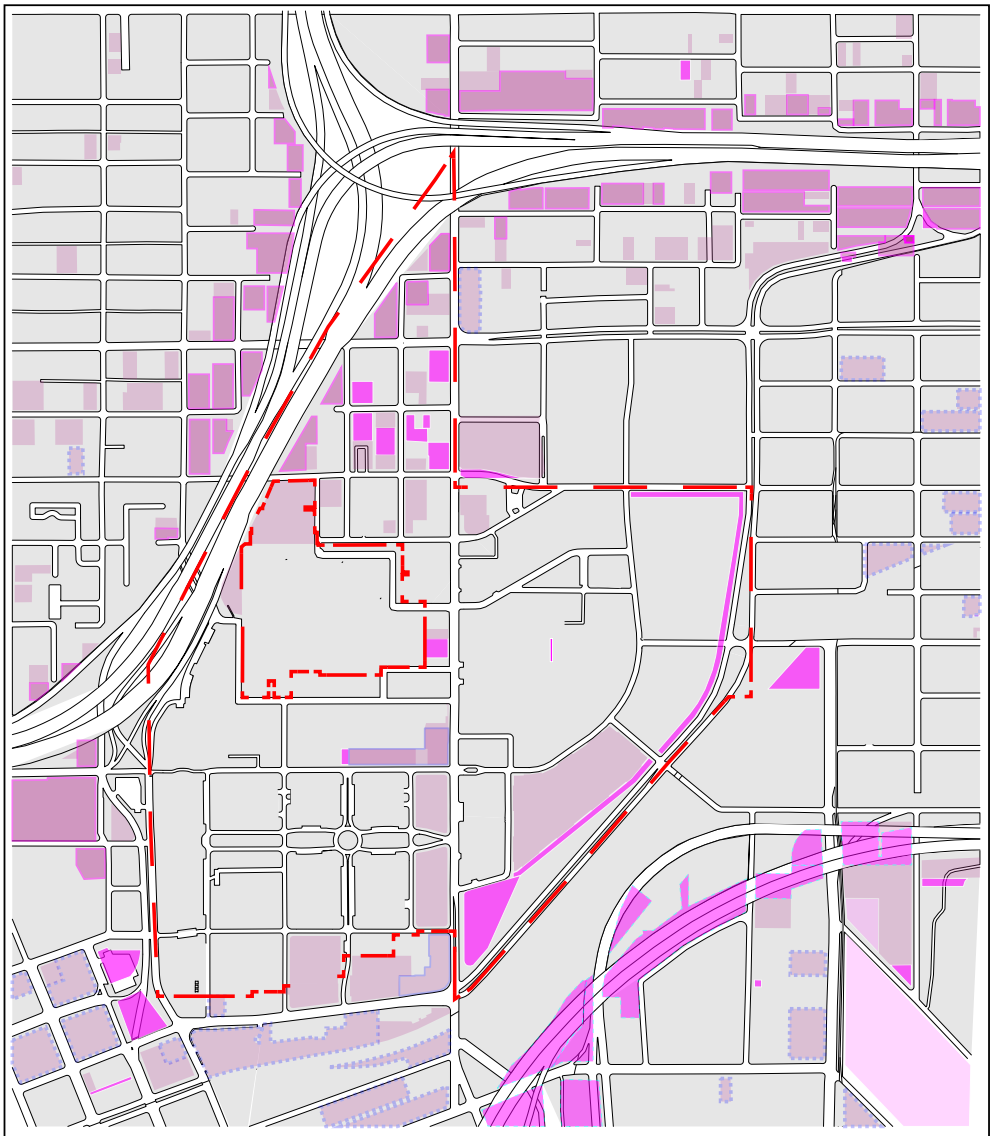
FIGURE 4.6:
OPEN SPACE, BIKE PATHS & TRAILS

17 acres
PUBLIC OPEN SPACE

Trail

Bike Path

Public Open Space



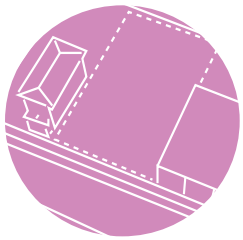


FIGURE 4.7:
VACANT PARCELS

20 acres VACANT

- DEPT OF TRANSPORTATION
- CITY OF TAMPA
- VACANT
- PROPOSED
- PARKING
- HOUSING AUTHORITY
- PORT AUTHORITY
- EXPRESSWAY AUTHORITY

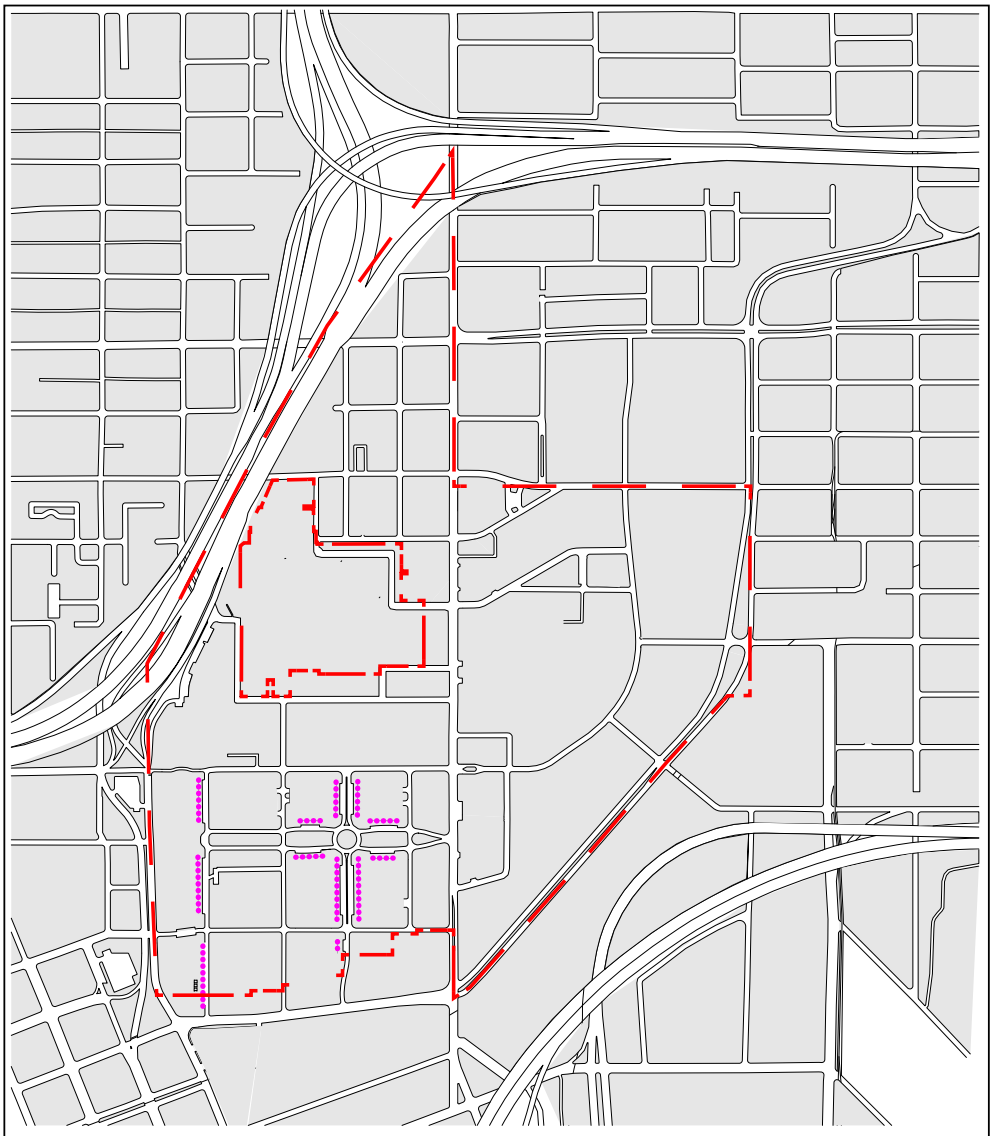
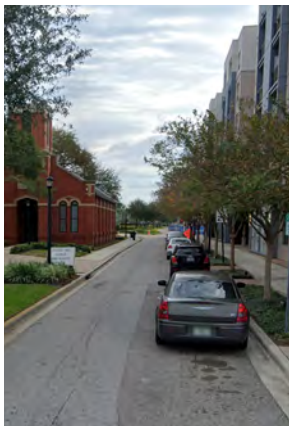
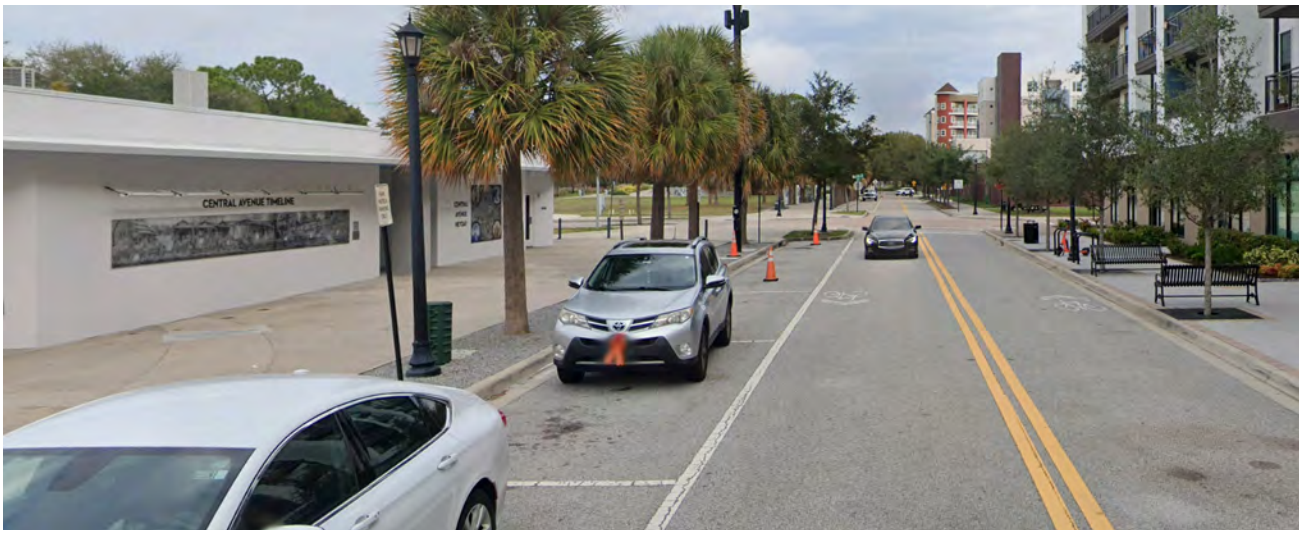
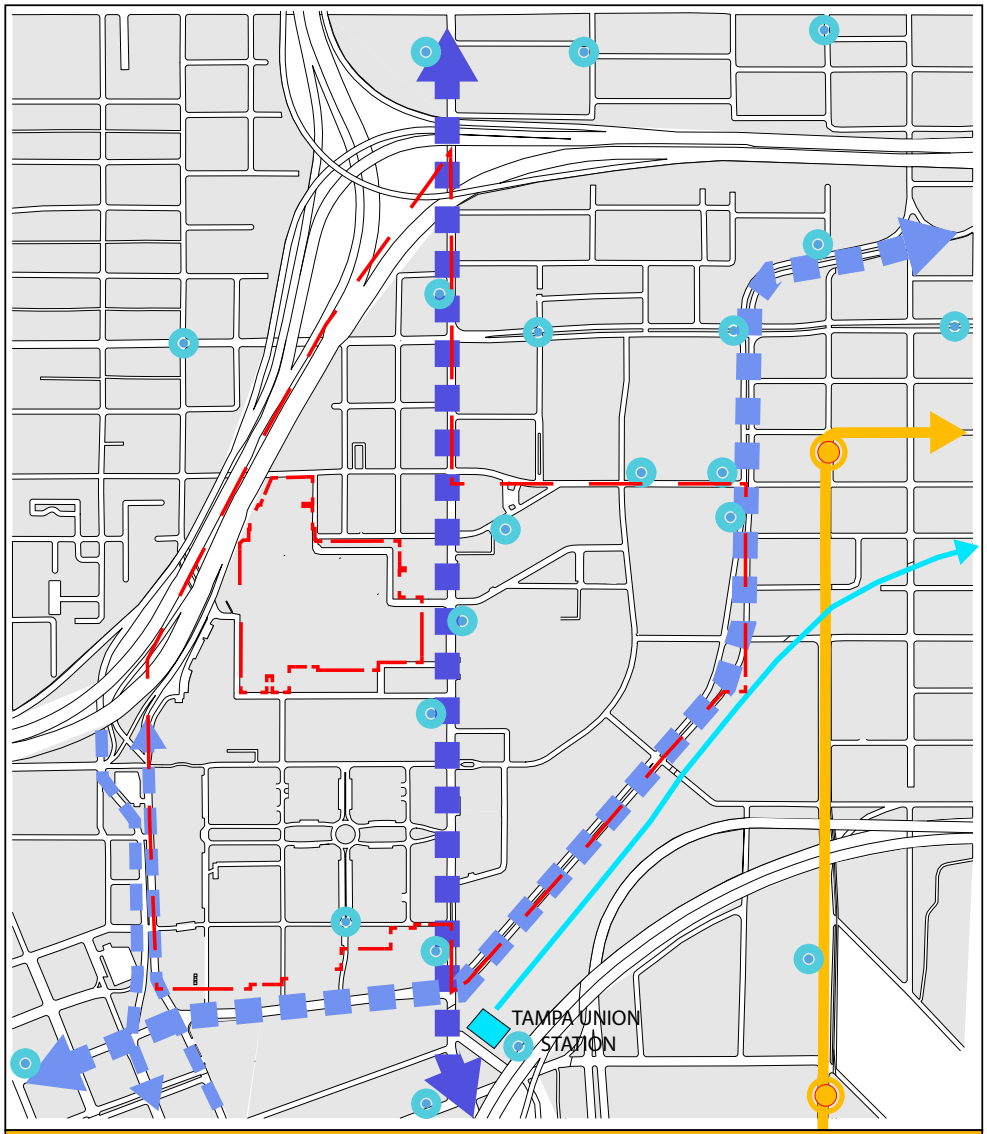


FIGURE 4.8: **PARKING** ••••• PUBLIC (ON-STREET) 83 spaces TOTAL







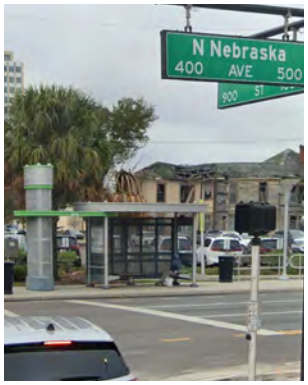


FIGURE 4.9:
TRANSPORTATION FEATURES

TECO STREETCAR

STREETCAR STOP

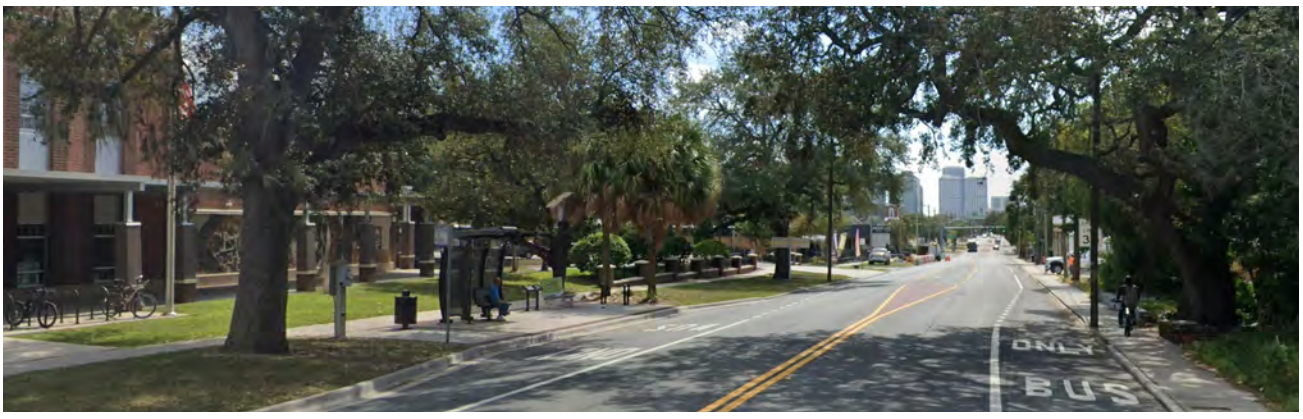
LOCAL COLLECTOR, HART METRO RAPID BUS LINE

HART BUS STOP

DOWNTOWN ACCESS

LOCAL ARTERIAL

CSX/ AMTRAK



4.2 Historic Central Avenue Commercial Corridor and the Scrub Neighborhood

Like several other redevelopment areas in the city, the Central Park CRA has a connection to one of Tampa 's early ethnic communities. A large portion of the CRA was previously home to the Central Avenue business and entertainment district and the City's first African American community called the Scrub. The community acquired its name from the palmetto scrub vegetation that grew in the area. At its height during the early part of the 20th century, the district had over 140 Black-owned businesses and other neighborhood-serving uses. The adjacent neighborhood, called the Scrub, was first settled during the post-Civil War era and became the heart of Black life in Tampa by the turn of the 20th century. The community was multi-ethnic and had over 8,000 residents by the 1920's. Except for many of its businesses and neighborhood institutions, the residential building stock in the area was mostly wood frame construction. As many of the community's residents lived in poverty, they were not able to adequately maintain their houses, and many fell into disrepair.

The area was subsequently declared blighted and was largely demolished during the Urban Renewal period. After this, the area was significantly impacted with the construction of the Interstate highways in Downtown and Ybor City. The Central Park Village public housing project was constructed on much of this land during the 1950's. This development was occupied for several generations until it was demolished in 2010. After this, the mixed-income ENCORE! development replaced the Central Park Village public housing project. Although many of the physical conditions of the former Central Avenue business district and the Scrub neighborhood are long gone, the legacy of the area's rich cultural history is woven into in many ways in the branding of the ENCORE! development and Perry Harvey, Sr. Park.

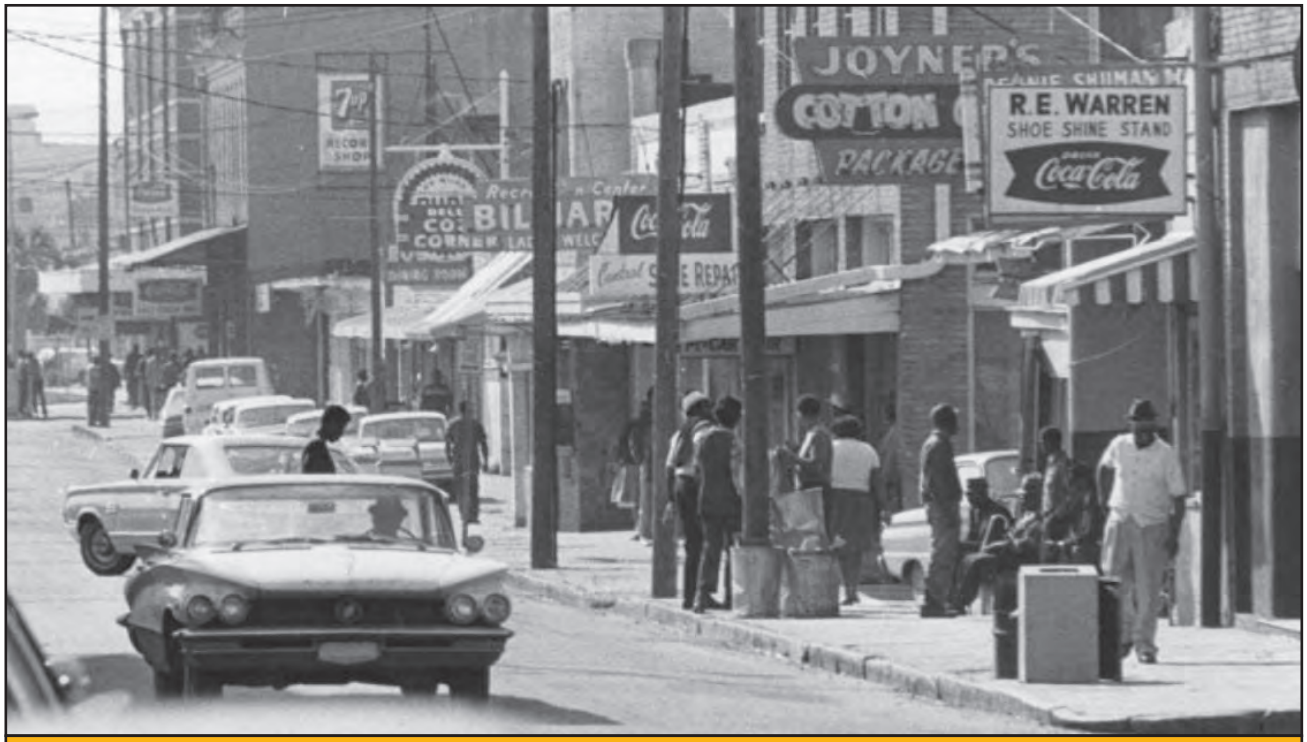


FIGURE 4.10: **CENTRAL AVENUE COMMERCIAL CORRIDOR CA. 1950's**
SOURCE:TAMPA BAY HISTORY CENTER

FIGURE 4.11: **THE SCRUB NEIGHBORHOOD CA. 1930's**
SOURCE:TAMPA BAY HISTORY CENTER

FIGURE 4.12: **AERIAL VIEW OF CENTRAL AVENUE & THE SCRUB COMMUNITY CA. 1951**
SOURCE:TAMPA BAY HISTORY CENTER

Several structures have been completed in the CRA over the past fifteen years. Ongoing redevelopment in the district is primarily mixed-use and single-use residential projects. Many of these projects also have secondary uses, such as commercial retail. Construction activity includes mid-rise multi-family apartment structures,

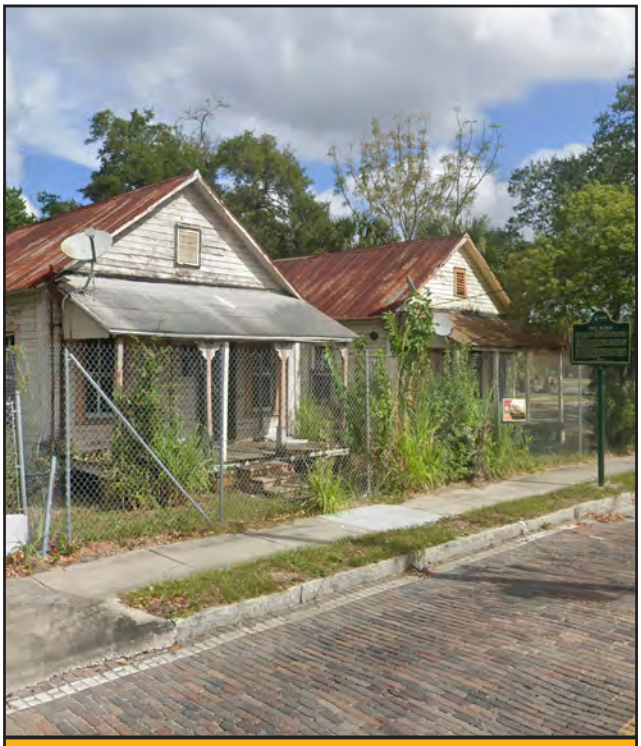


FIGURE 4.13: **VIEW OF HISTORIC SHOTGUN HOUSES FROM THE SCRUB NEIGHBORHOOD**

FIGURE 4.14: **ST. PETER CLAVER CATHOLIC SCHOOL ON EAST SCOTT STREET**

small commercial buildings townhouses and some single-family houses. Anchored by the multi-building ENCORE residential development, the CRA is also seeing vertical construction here with the first phase of the Gas Worx development. This is a large-scale, multi-phase, mixed use development located primarily in the adjacent Ybor City CRA, but straddles the Nuccio Parkway and the CSX railroad tracks into the Central Park CRA.

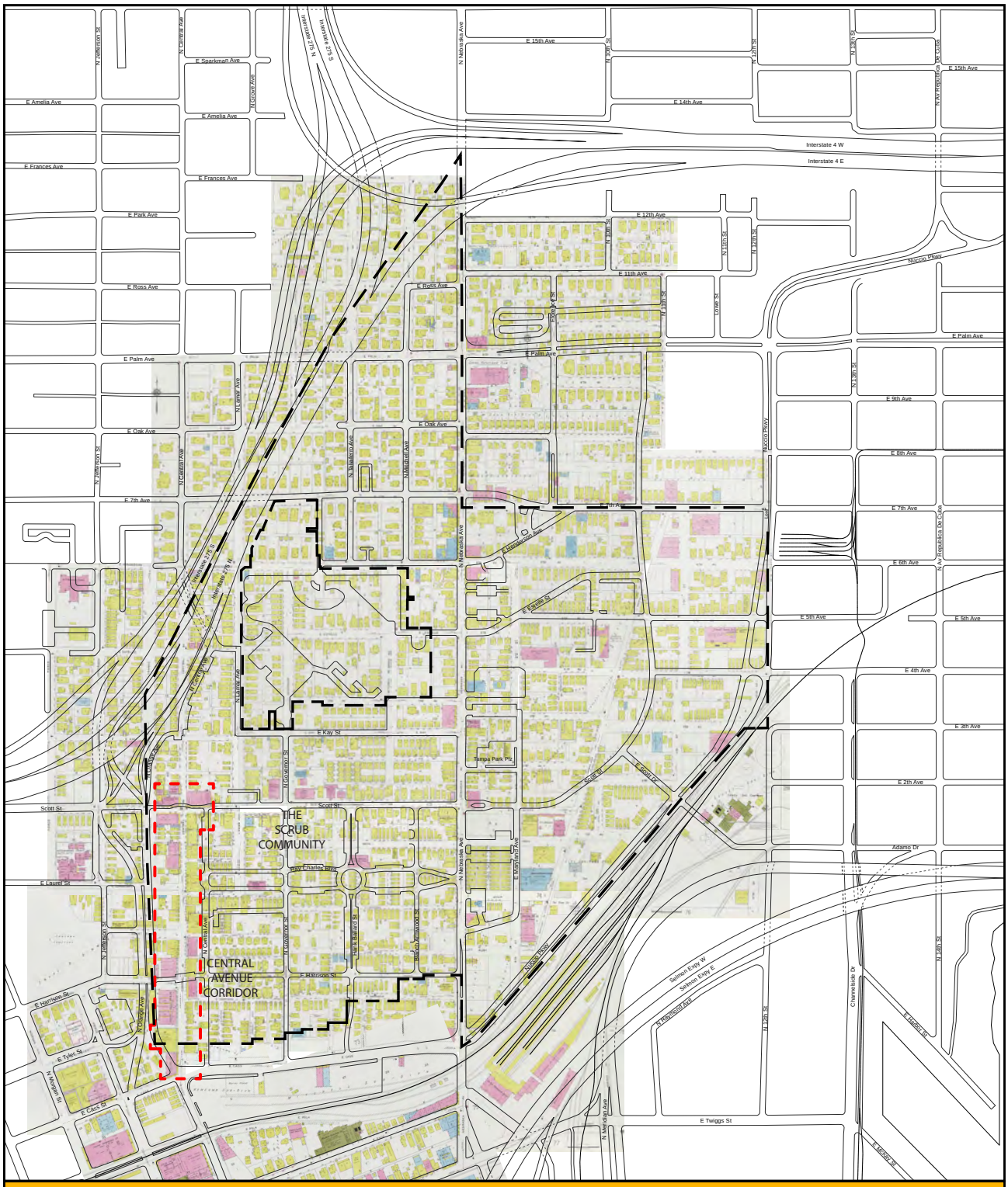


FIGURE 4.15: **CENTRAL PARK CRA OVERLAY WITH HISTORIC CENTRAL AVENUE CORRIDOR & THE SCRUB COMMUNITY**

4.3 Adjacent CRA's

The Central Park CRA abuts both the Downtown Core and the Ybor City CRA's. The proximity of these redevelopment areas to the Central Park CRA has a number development-related implications on how the edges of these areas will evolve. In many instances, boundaries between separate CRA's are drawn down the middle of a street. In other instances, boundaries are drawn between different zoning districts. In both instances, development patterns and building types may vary or be altogether different. Zoning differences along shared boundaries would not affect redevelopment opportunities in the Central Park CRA. However it could influence urban and community design conditions in terms of building type, density, form, massing and height along a common street between two CRA's.

FIGURE 4.16:
HISTORIC GERMAN AMERICAN CLUB AND CENTRO ASTURIANO

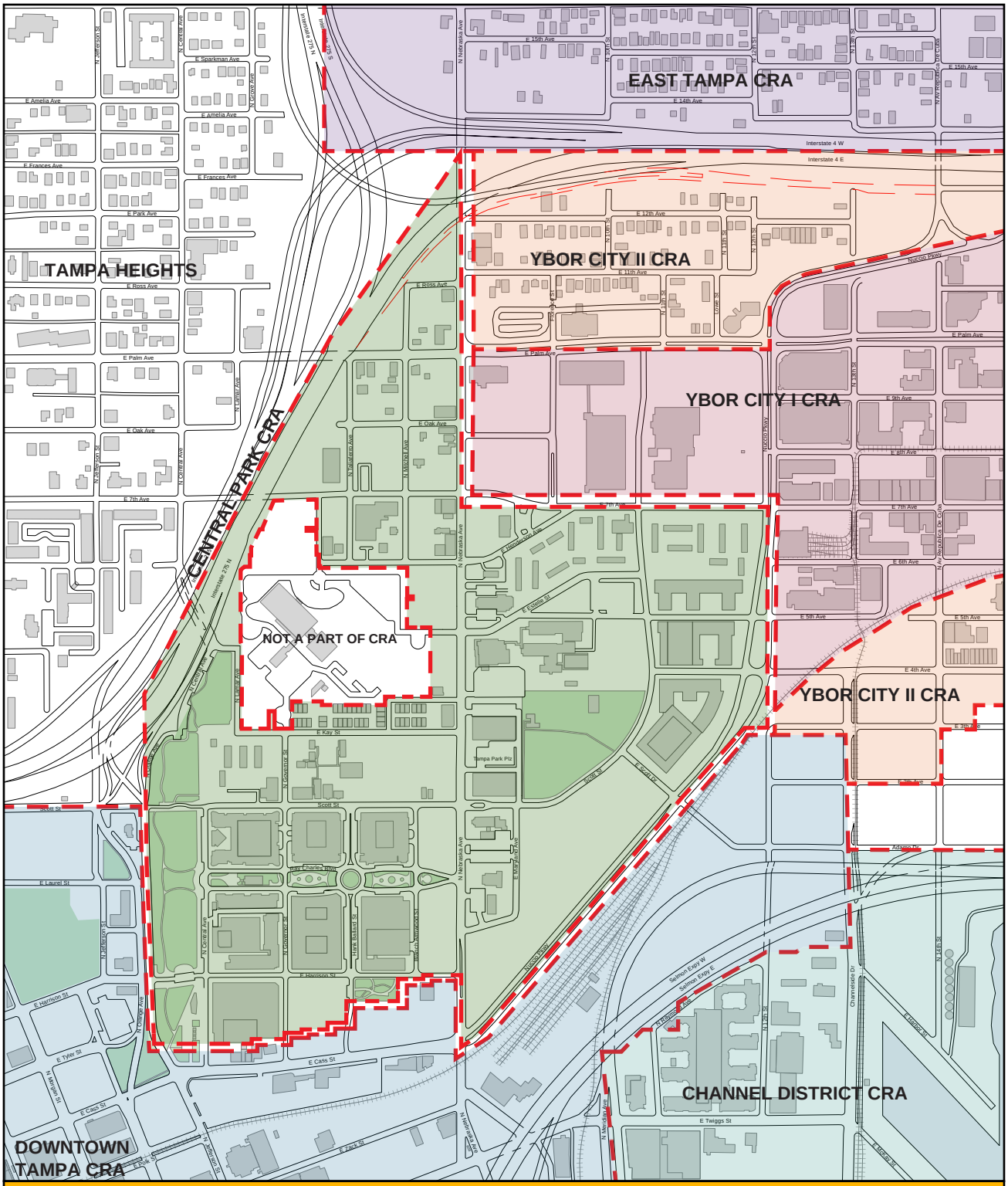


FIGURE 4.17: **CENTRAL PARK CRA & ADJACENT CRA BOUNDARIES**

4.3.1 Downtown CRA

The Central Park CRA abuts the Downtown CRA along a portion of its western, southern and southeastern boundaries along Orange Avenue, just north of East Cass Street and along the edge of the Nuccio Parkway. A major distinction in these adjacencies is the convergence of several different zoning districts at these locations. Although these edges of the Central Park CRA are zoned PD and RM-24, future development in the adjacent Downtown CRA is expected to be characterized by taller and denser structures.

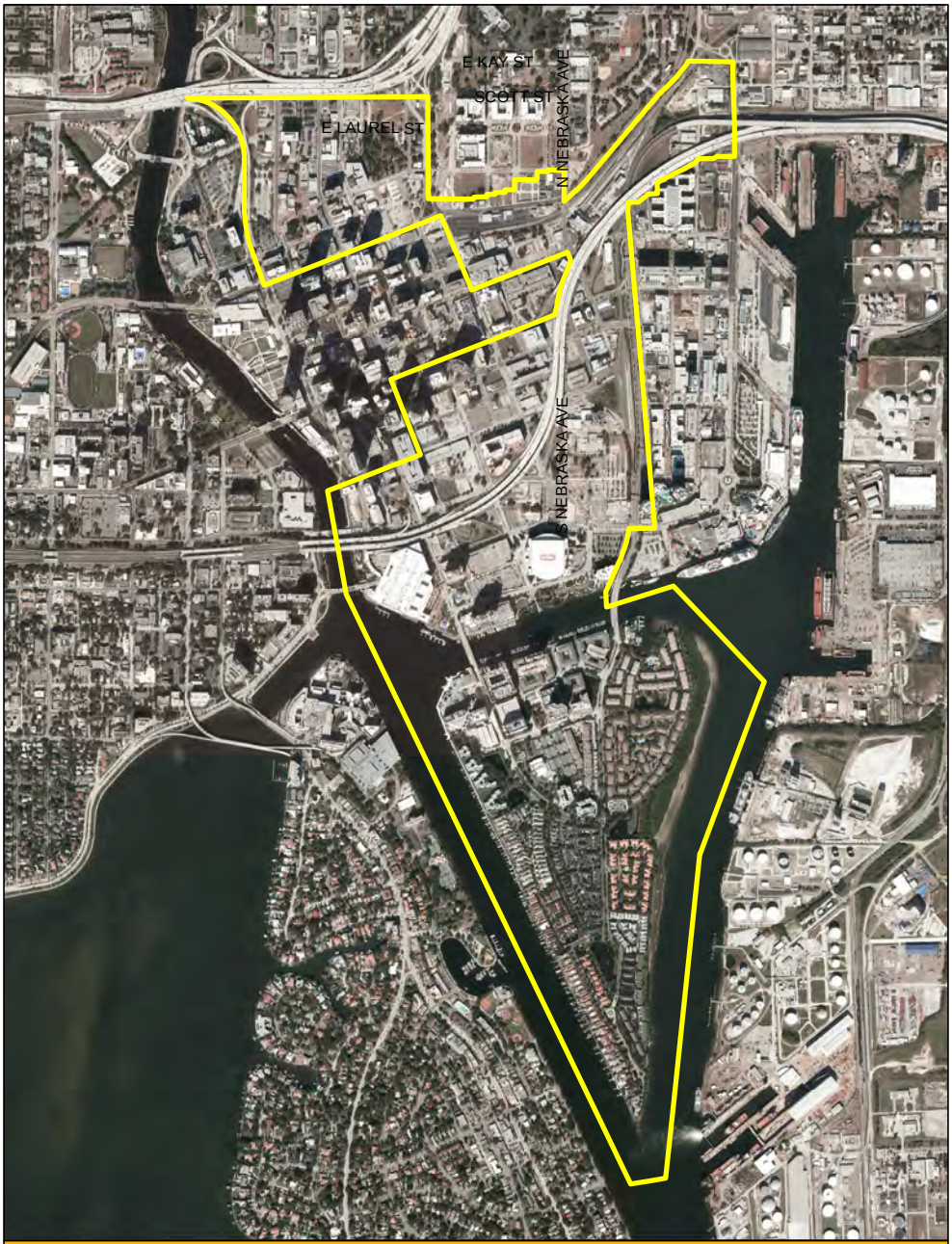


FIGURE 4.18: **DOWNTOWN-CORE CRA BOUNDARIES**

4.3.2 Ybor City-1 and 2 CRA's

The Central Park CRA is bordered by the Ybor City-1 CRA along its eastern edge. Portions of the Central Park CRA overlap with the boundaries of the Ybor City Historic District. This includes the west side of North Nebraska Avenue, from Kay Street up to Interstate-4, and the area south of 7th Avenue and west of the Nuccio Parkway. Much of Ybor City was designated a National Historic Landmark district in 1990 and is one of the City's most vibrant neighborhoods.

FIGURE 4.19: **YBOR CITY-1 CRA BOUNDARIES**

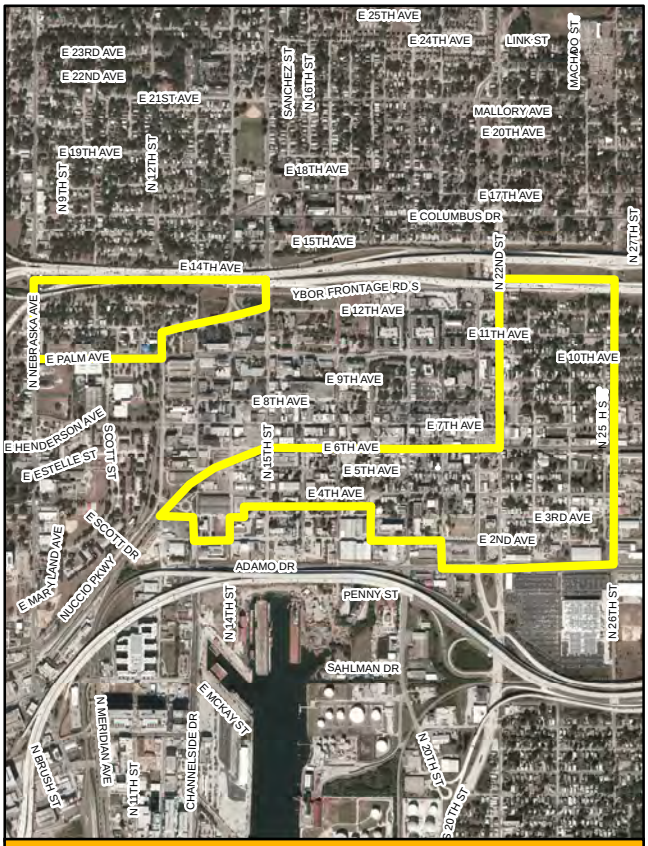


FIGURE 4.20:**YBOR CITY-2 CRA BOUNDARIES**

5.0
NEED FOR REDEVELOPMENT

5.0 NEED FOR REDEVELOPMENT

5.1 District Needs Assessment and Remaining Redevelopment Opportunities

The need for redevelopment in the Central Park CRA is manifold. Redevelopment in the district was initiated after this Plan was adopted in 2006. The following year, the Central Park Village public housing project was demolished and planning for ENCORE! project began. The initial CRA Plan was primarily focused on land occupied by the former Central Park Village public housing project and other adjacent properties within the vicinity of North Nebraska Avenue. The Tampa Park Apartments complex, situated between East Scott Street, the Nuccio Parkway and East 7th Avenue, also had a major presence in the area. Like the Central Park Village project, this residential complex also experienced physical decline and its residents relocated. Approximately 12 acres of the original complex were acquired, and 35 buildings were demolished to make way for a portion of the Gas Worx project proposal. Nineteen of the original buildings of this complex still remain but are no longer occupied.

While multiple redevelopment initiatives are well underway in transforming the CRA into a vibrant mixed-use district, the broader economic development vision for this area has not fully materialized. Multiple efforts to revitalize the CRA are aimed at eliminating most of the slum and blight conditions identified in the original Central Park CRA Plan. However, the area still has pockets of vacant land and derelict buildings. Additionally, most of the public realm conditions outside of the ENCORE! development and Perry Harvey, Sr. Park lack in visual enhancements that reflect on the area's history, and its connectivity to Downtown and Ybor City. Additionally, parts of the public realm are devoid of pedestrian-scale features that could support redevelopment efforts, enhance the market appeal of the area and foster greater activity throughout the Central Park CRA. These features could include additional enhancements to the Perry Harvey Sr. Park, as well as bus transit facilities, small "pocket parks",

FIGURE 5.1: **VIEWS OF REMAINING TAMPA PARK APARTMENTS**

and public gathering spaces. Enhancements along the A-Street/green spine designated East Cass Street/Nuccio Parkway connector, as well as graphics, signage, public art features, and other features that enrich the public realm conditions.

One of the most significant redevelopment opportunities in the Central Park CRA is the remainder of the former Tampa Park Apartments complex. This property is zoned Ybor City-2 Residential (YC-2) and is intended for residential development. The six acres of land that the structures occupy are within the Ybor City Local Historic District. The site has 19 two-story buildings between East 7th Avenue, the Nuccio Parkway and East Estelle Street and has security fencing around them. These buildings have approximately 76 dwelling units that are no longer in use and not being maintained. These buildings are in a prominent location at the juncture of the Central Park and Ybor CRA district boundaries and the ceremonial east 7th Avenue entrance to Ybor City. This site is directly adjacent to a portion of the first development phase of the proposed Gas Worx project and a few blocks from the proposed Brightline Rail Station located in Ybor City. The physical condition of these structures is contributing to the remaining slum and blight in the area. The 6 acres of land that these structures occupy present one of the last major redevelopment opportunities in the Central Park CRA.

Additionally, other vacant lots in the area create voids in the urban fabric of the Central Park CRA and diminish the consistency of improved physical conditions. Most of these parcels are in the northern part of the Central Park CRA, adjacent to Interstate-275 and located along East Scott Street across the street from ENCORE!. Vacant parcels in the northern part of the Central Park CRA are typically small house-lots that have public/institutional use/ ownership. Altogether, these parcels equate to over 4.5 acres and provide opportunities for small-scale infill development as the CRA evolves.

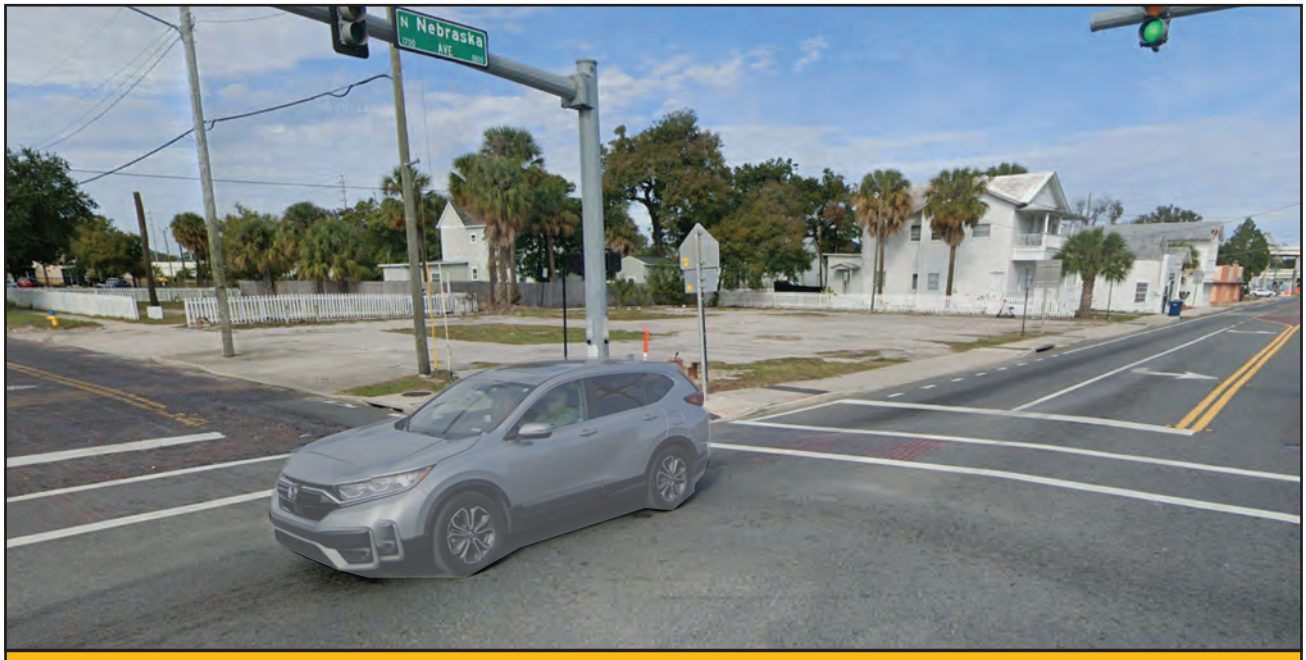


FIGURE 5.2: **CITY-OWNED VACANT PARCEL ALONG NORTH NEBRASKA AVENUE**

The Central Park CRA has a number of one and two-story commercial storefront buildings with small businesses and vacant lots. They are located on the west side of North Nebraska Avenue, from East Henderson Avenue north the Interstate. These structures have a range of different uses including, food service establishments and vehicle repair. Although this portion of North Nebraska Avenue provides high visibility from motorists and pedestrians, many of these structures are lacking in façade character and maintenance and do very little to activate the sidewalk. This commercial frontage is not consistent with the improved character of other structures being developed in the district and could benefit from a façade improvement (grant) program similar to those in other CRA's.

An additional need in the CRA is to expand the inventory of affordable housing. To date, the CRA been successful in realizing a number of new residential dwelling units stemming from the ENCORE! and Gas Worx developments. Other smaller-scale residential infill development generated by the Canvas City Homes townhouse project is also contributing to the housing options available in the district. While most of these are market-rate rental and owner-occupied dwelling units, the ENCORE! development is the only project that has an affordable/workforce and elderly housing component of rental apartments. To realize the housing objectives of the Community Redevelopment Agency, the City of Tampa's Administration, and fulfill other statutory requirements within the Central Park CRA, a new strategy for including additional affordable housing in the CRA is warranted. In addition to current methods, this approach could include the consolidation and repurposing of all available City-owned parcels and the acquisition of other available privately-owned parcels in the CRA that could be allocated for this purpose.

FIGURE 5.3: **COMMERCIAL FRONTAGE ALONG NORTH NEBRASKA AVENUE**

5.2 Ongoing Redevelopment

5.2.1 ENCORE! Master Plan

ENCORE! is the largest redevelopment project in the Central Park CRA and has been a catalyst for ongoing redevelopment in the CRA. This development was initiated as a public-private partnership between the Tampa Housing Authority and the Bank of America Community Development Company, LLC. Future phases of development will involve similar partnerships with other private-sector investors. ENCORE! is a 40-acre master planned, mixed-use, mixed-income community that is organized on a rectangular street grid that encompasses 13 block/parcels.

FIGURE 5.4: **ENCORE! MASTER PLAN**

The evolution of this project is rooted in the history of two previous eras of land tenure in the area. The first decade comprised of the Scrub community's existence up to the mid-20th century. The next period was the existence of the Central Park Village public housing project, which replaced one-third of the former Scrub community when it was built in 1954. This development had 438 dwelling units and was the forerunner to the current ENCORE! development. Like many public housing projects around the country, Central Park Village suffered from a number of physical deficiencies and fell into disrepair prior to the turn of the century. This contributed to the blighted conditions in the area prior to adoption of the Central Park CRA Plan in 2006. Recognizing the need for change and the potential to redevelop this property, the Tampa Housing Authority demolished Central Park Village in 2007 to make way for the ENCORE! development.

From its inception, ENCORE! has been steeped in the history of the former African American neighborhood and the Central Avenue business corridor. The ENCORE name pays homage to the rich musical legacy of the area that emerged during the decades prior to and after WWII. This heritage is also reflected in the names of several buildings and streets in the development.

Initiated as a public-private partnership between the Tampa Housing Authority and the Bank of America Community Development Corporation (BACDC), ENCORE! began construction in 2009.

After weathering a major downturn in the real estate development market from 2007 to 2009, the ENCORE! redevelopment plan was initiated by the Tampa Housing Authority and its private-sector partner Bank of America Community Development Corporation (BofA CDC). After securing a $38 million NSP2 grant from the United States Department of Housing and Urban Development (HUD) in 2009 and another $30 million Choice neighborhoods grant in 2012, ENCORE! had a secure financial basis to move forward. Since then, this project has generated a significant amount of redevelopment momentum in the Central Park CRA. This project is expected to have an estimated $425 million impact on the area at full build-out.

FIGURE 5.5: **ENCORE! AERIAL VIEW OF EXISTING DEVELOPMENT**

Since then, the project has produced seven residential structures, some with ground-floor commercial space, and a central chiller plant facility. ENCORE! has four remaining parcels to be developed. The master development plan for ENCORE! is configured with regular-shaped block/parcels that vary in size from 1.1 acres to 2.8 acres. Most of these parcels are bordered by a new right of way that was created as part of the master plan. The entire development is bordered by a new Central Avenue road alignment on the west, East Scott Street on the north, North Nebraska Avenue on the east and East Cass Street on the south. The new Central Avenue alignment is situated between ENCORE! and Perry Harvey Sr. Park. This public open space extends north-south along the entire western edge of ENCORE! giving this development a distinctive urban edge. Three buildings along this edge define a street wall or backdrop to the Park.

Perpendicular to the Park and extending east-west through the ENCORE! development from Central Avenue to North Nebraska Avenue is Ray Charles Boulevard. This is a median divided, axial street with four public open spaces and a central vehicular round about. The alignment of this street creates an axis through the entire development with the historic St. James Church at its western end and St. Peter Claver Catholic Church at its eastern end. This street functions as a prominent urban design feature and connotes both a neighborhood center and a roadway hierarchy within the larger grid of streets.

The ENCORE! development replaces 438 dwelling units in the former Central Park Village public housing project. By the end of 2024, the ENCORE! development will have produced 1,482 new rental residential units – an increase of over 150% in the replacement of housing. To date, approximately 675 of these are classified as affordable housing units.

As an economic catalyst in the Central Park CRA, the ENCORE! development is expected to exceed is $ 425 million in market value at buildout. It will create an estimated 4,000 jobs during construction and produce over 1,000 permanent jobs when completed.

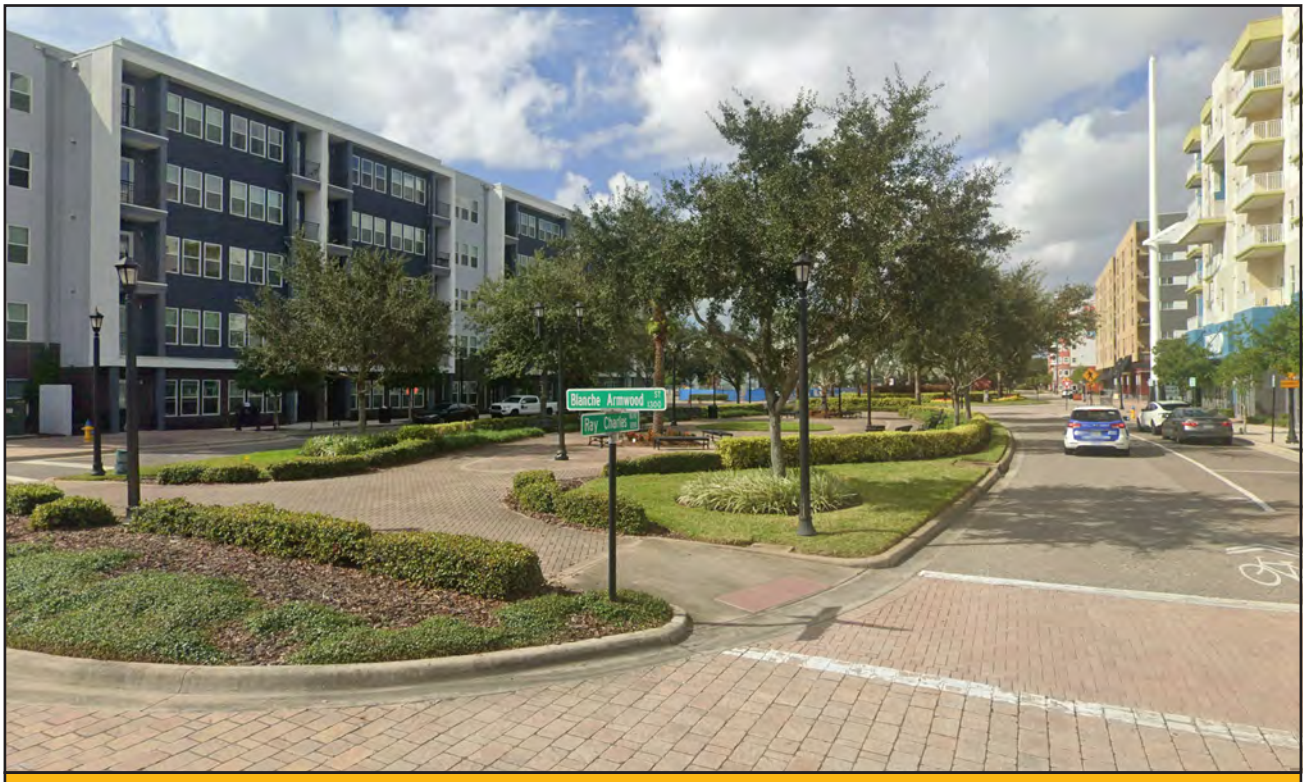


FIGURE 5.6: **VIEW OF RAY CHARLES BOULEVARD**

5.2.2 ENCORE! Community Development District (CDD)

The Encore Community Development District was created as a local unit of special-purpose government under the provisions of Chapter 190 of the Florida Statutes. It was adopted by Ordinance 2010-129 by the Tampa City Council in 2010. The CDD encompasses approximately 30 acres of land and provides an alternative method of planning, financing, constructing, operating and maintaining public features and community facilities in the ENCORE! development. The CDD provides services critical to ongoing redevelopment and well-being of the ENCORE! community with responsibilities extending to the maintenance of the community's appearance, its recreational facilities and infrastructure features. These features of the ENCORE! development were financed by the CDD through tax-exempt bonds.

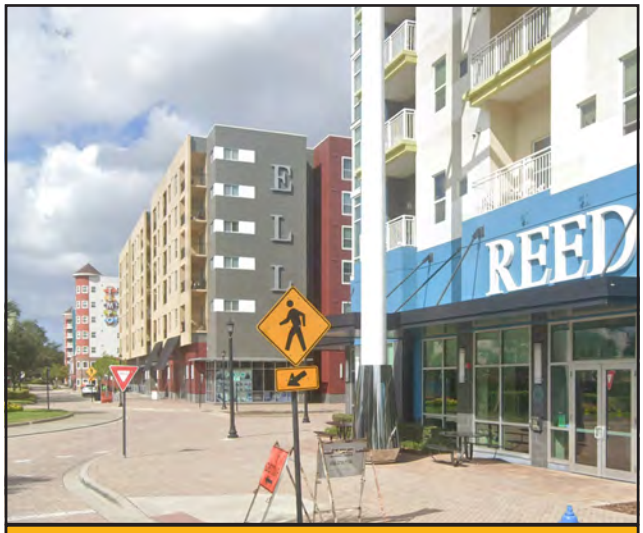


FIGURE 5.7: **VIEW OF ENCORE BUILDINGS STREET WALL**

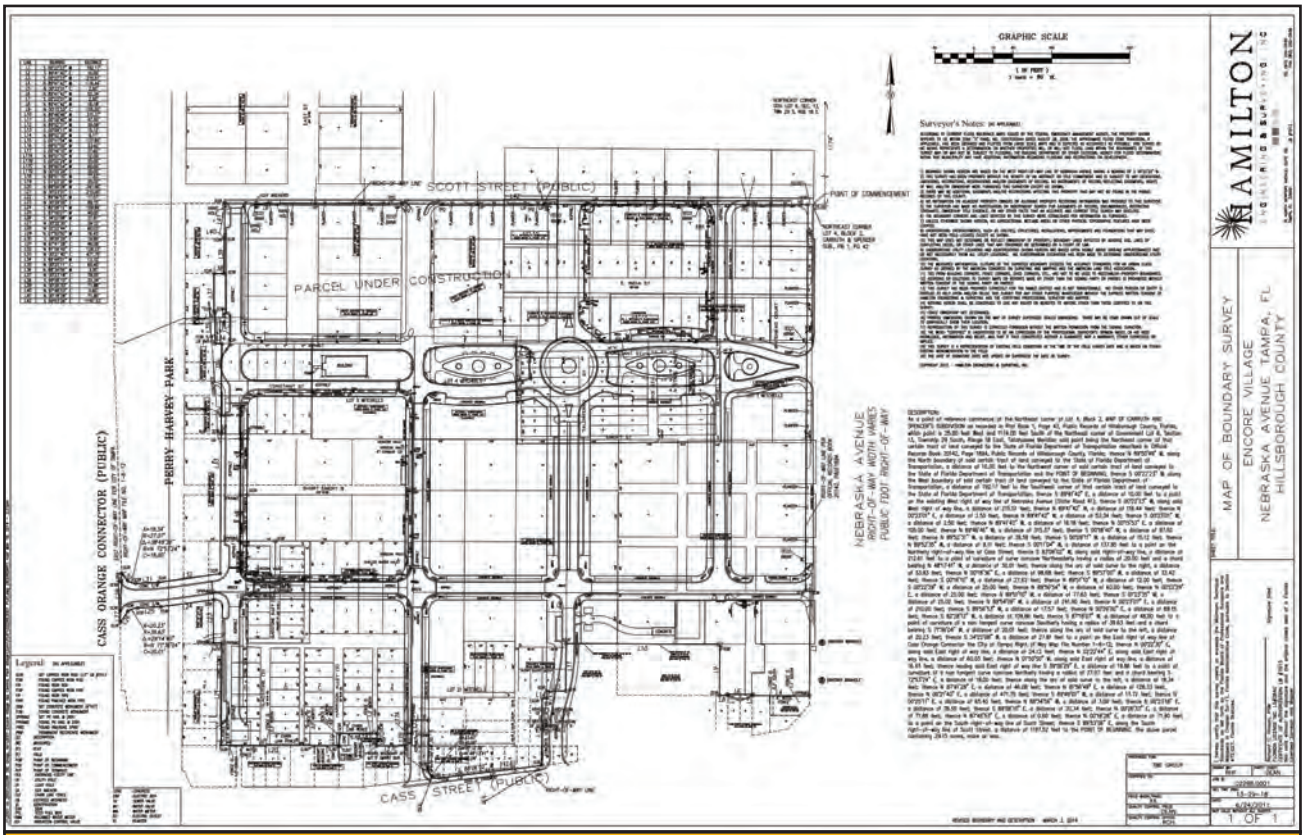


FIGURE 5.8: **MAP OF ENCORE! COMMUNITY DEVELOPMENT DISTRICT**

5.2.3 Gas Worx Phase 1 Development

The first phase of the Gas Worx development (Ybor South Phase 1) is within the Central Park CRA. This part of the Gas Worx development occupies 7.92 acres of the former Tampa Park Apartments complex. It is part of a Planned Development – Alternative (PD-A) zoning district and has an allowable floor area ratio (FAR) of 1.98. This phase of development includes two mid-rise, multi-family, market-rate apartment building complexes that range in height from four to six stories. Gas Worx buildings W1 A & B are connected structures that are situated between Lily White Court on the north and a new section of East 4th Avenue on the south. This connected structure will eventually straddle an extension of East 5th Avenue. Gas Worx building W2 will be located between the East 4th Avenue extension and East Scott Drive to the south. This

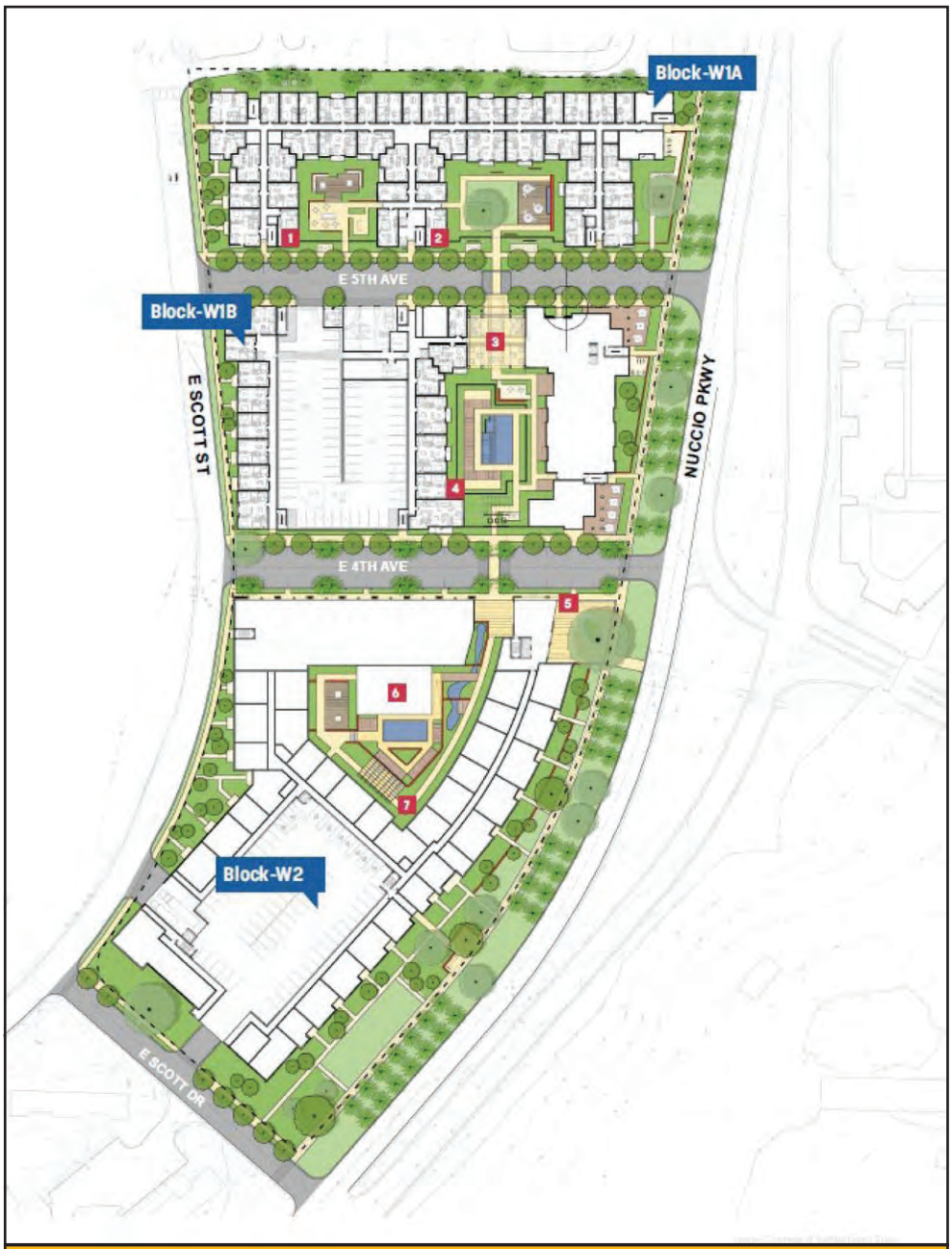


FIGURE 5.9: **GAS WORX PHASE 1 DEVELOPMENT BUILDINGS W1A, W1B & W2 WITHIN THE CENTRAL PARK CRA**

will be a mixed-use structure and will contain approximately 20,000 square feet of ground-floor commercial space at the corner of East Scott Street and the East 4th Street extension. Altogether, this first phase of the Gas Worx development will produce up to 724 dwelling units in the Central Park CRA.

This portion of the Gas Worx development will define the eastern edge of the Central Park CRA. Future buildings of the Gas Worx development that are in the Central Park CRA will be compatible in scale and height with completed buildings in the nearby ENCORE! development. When all structures are completed in his initial phase of development, they will create contiguous street wall along East Scott Street and the Nuccio Parkway. Both of the two street extensions within this development will align to the east with East 5th Avenue and East 4th Avenue in Ybor City. They will provide direct connectivity across the Nuccio Parkway from the Central Park CRA to the Ybor City CRA.

FIGURE 5.10: **AERIAL VIEW OF GAS WORX PHASE 1 BUILDINGS ALONG THE NUCCIO PARKWAY**

5.2.4 Canvas GWX

The Central Park CRA currently has one small-scale infill, multi-family residential project that is under development. This is the Canvas GWX townhouse development. Its first phase will deliver 40 townhouse (condominium) units in a series of three, four and five-unit buildings along East Kay Street. These will be, market-rate townhouses available for ownership that have sufficient floor area to accommodate families with children. Each unit in this project will have a rear-loaded, ground-floor parking garage accessible by an internal motor court. The second phase of this development will have 39, townhouse (condominium) units at the southwest corner of North Nebraska Avenue and East Henderson Avenue. Both phases of this development are projected to be the only for-sale housing in the Central Park CRA.

FIGURE 5.11: **CANVAS GWX TOWNHOUSE DEVELOPMENT ON EAST KAY STREET**

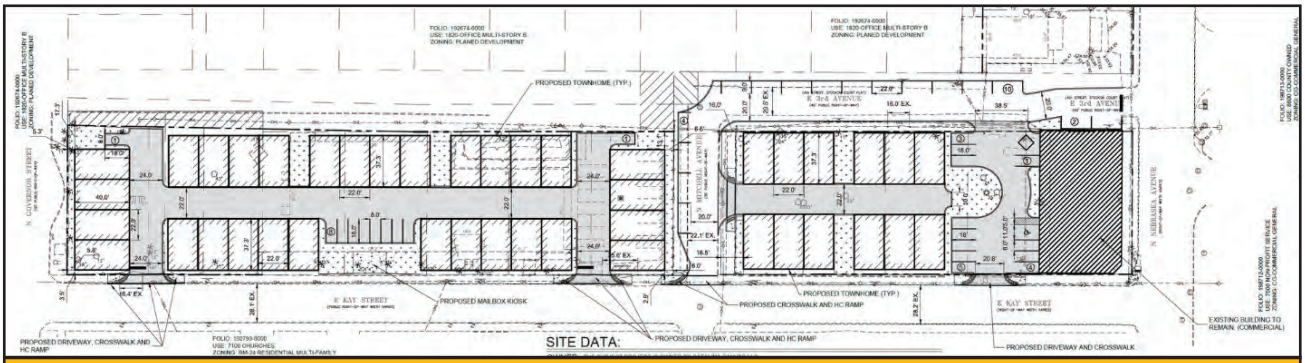


FIGURE 5.12: **CANVAS GWX TOWNHOUSE DEVELOPMENT PLAN**

5.2.5 Market-Rate Housing

To date, a number of market-rate housing projects have been completed in the Central Park CRA. For the most part, these include rental apartments. However, some for-sale townhouses have also been completed in the area. Most of the rental apartments are part of the ENCORE! and Gas Worx developments.

The ENCORE! development currently has a total of seven residential apartment buildings, including one that is currently under construction. Of these, four buildings are entirely market-rate rental apartments. These include the Legacy, Navarra and Modera complexes. These complexes have a total of 961 market-rate rental apartments. Additionally, to these, the Tempo and Trio structures are classified as mixed-income, or a combination of both market-rate and affordable units. To date, the ENCORE! development has a total of 807 market-rate units and 675 affordable units, or a 5:4 ratio of market-rate to affordable dwelling units.

The first phase of the Gas Worx development is within the Central Park CRA and the Ybor City Local Historic District. This phase of development is nearing completion and is expected to deliver two rental apartment buildings to the market in the fourth quarter of 2024. These buildings are being constructed entirely as market-rate housing and will contain a total of 724 dwelling units.

Additionally, the planned 79-unit Canvas GWX development will also be market- rate housing. When completed, this infill development will occupy two separate sites in the Central Park CRA. The first phase of this development will generate 40 units of for-sale townhouses, while its second phase will contribute an additional 39 townhouse units.

The number of market-rate residential units in the Central Park CRA will increase significantly in the future as later phases of development of the ENCORE! and Gas Worx projects, as well as from redevelopment of several vacant and underutilized properties in the district.

FIGURE 5.13: **GAS WORX PHASE 1 UNDER CONSTRUCTION**

5.2.6 Affordable Housing

To date, all affordable housing in the Central Park CRA has been constructed entirely by the Tampa Housing Authority and their private-sector partners within the ENCORE! development. These affordable dwelling units are included in five different buildings and total 675 rental apartments. Three of these buildings are designated entirely as affordable elderly structures.

5.2.7 Commercial Development

There are no commercial structures that have been built in the Central Park CRA. While several residential buildings in both the ENCORE! and Gas Worx developments include commercial spaces as secondary uses, the district will likely realize additional commercial uses in future mixed-use buildings envisioned along the East Cass Street and North Nebraska Avenue corridors.

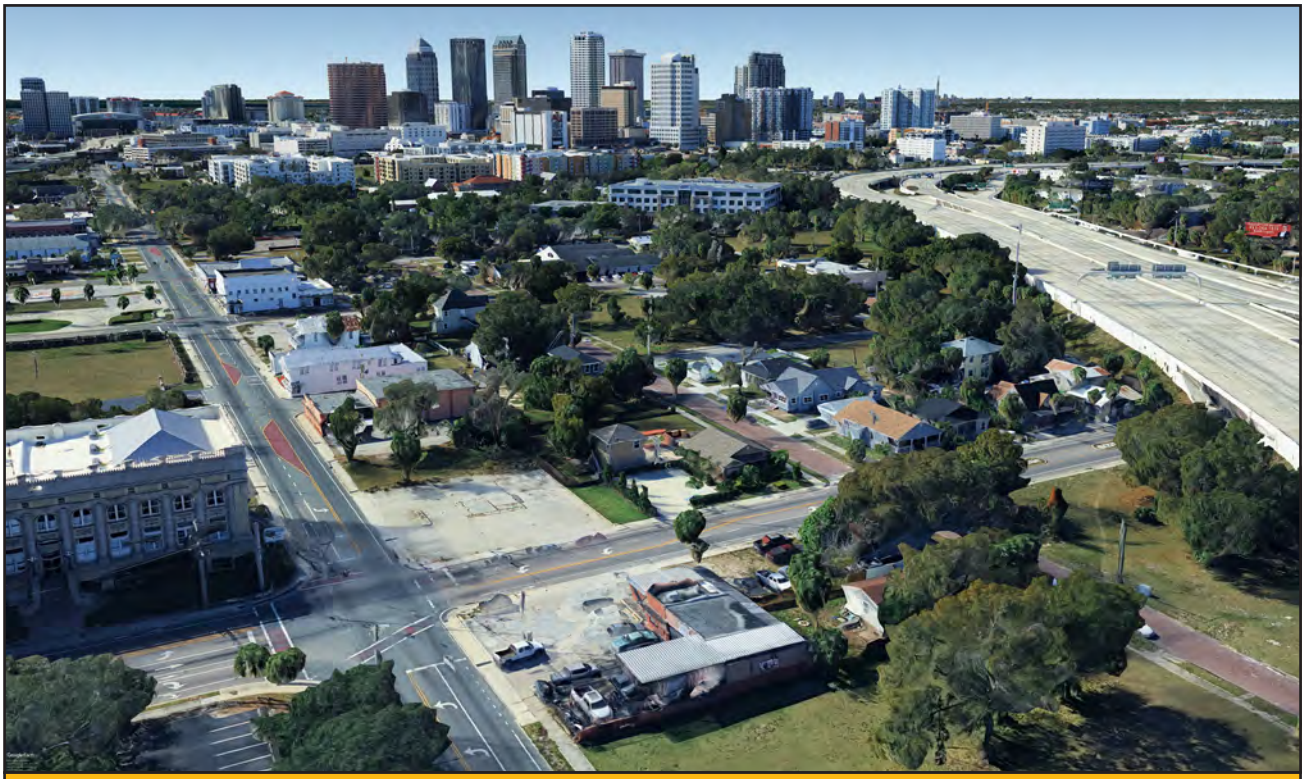


FIGURE 5.14: **AERIAL VIEW OF CENTRAL PARK CRA LOOKING SOUTH DOWN NEBRASKA AVENUE**

5.2.8 Public Open Space and Other Public Realm Investments

The Central Park CRA has several public open spaces that contribute to the local context. These include Perry Harvey, Sr. Park, ENCORE!'s pollinator garden, Meacham Urban Farm, and the Tampa Park Plaza Playground. Perry Harvey, Sr. Park is an 8.1-acre public open space that extends north-south, for over 1/3rd of mile between Orange Avenue, along the new Central Avenue. It is located on the western edge of the ENCORE! development and pays homage to its namesake. Perry Harvey, Sr. was a seminal figure in Tampa's African American community in the decades during the mid-20th century. He had a significant presence in the former Central Avenue business corridor. Considered a "legacy park", Perry Harvey Sr. Park also pays homage to other notable African Americans in the city, different eras and events in the Tampa's Black community, the former Scrub community and the musical legacy of the Central Avenue corridor. The park has commemorative features, public restrooms, public art, recreation/event areas, and a skate park. Although these amenities currently exist, workshop and survey participants indicated the desire for a number of additional features to further enhance park conditions and usability. Several small-scale infrastructure elements were also completed with development of the Park. These include the new Central Avenue right of way from East Cass to East Scott Streets, the extension of East Harrison Avenue through the Park, and roadway improvements around the skate park.

A smaller public open space feature in the CRA is the ENCORE! development's Pollinator Garden. This is a 17,600 square feet public open space that is integral with this development's underground

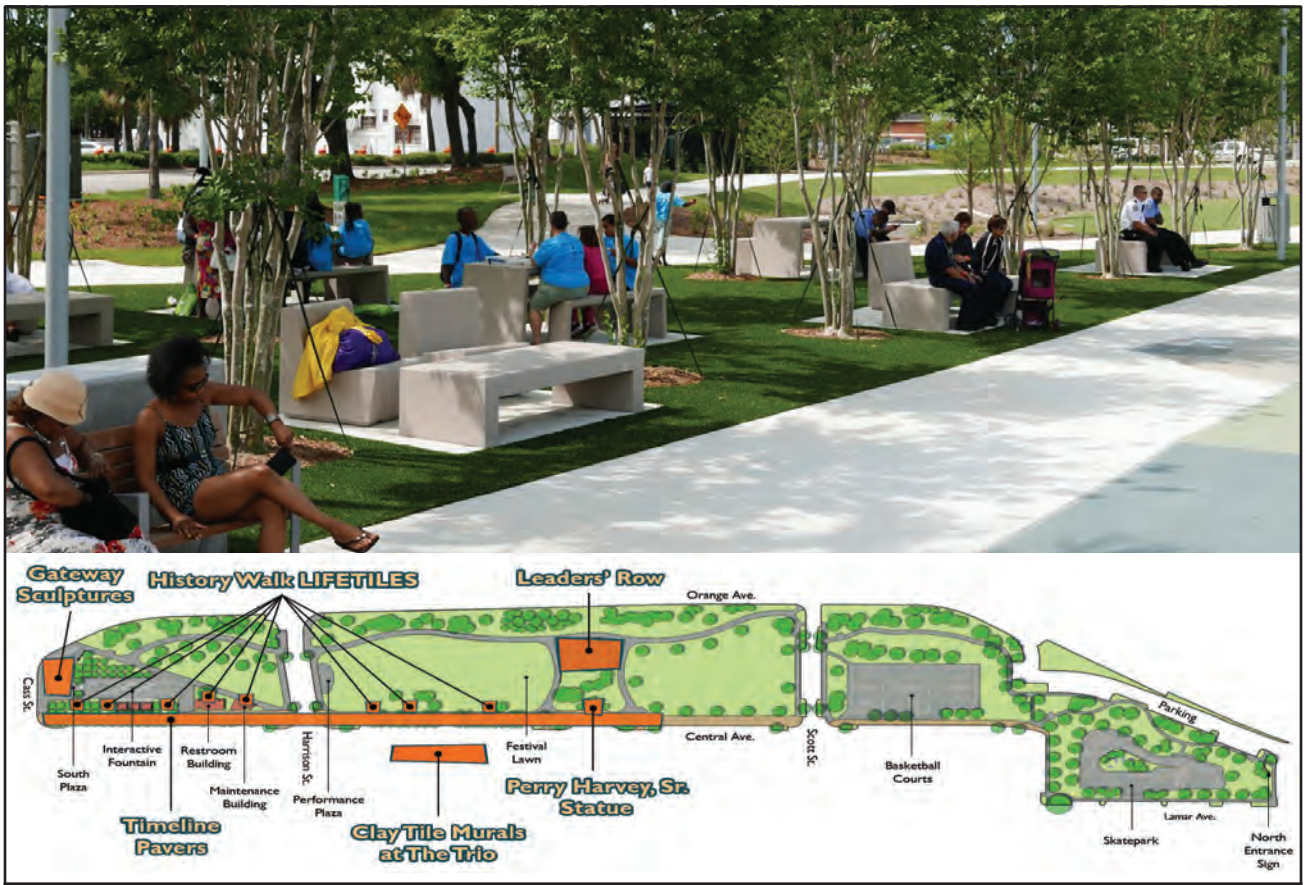


FIGURE 5.15: **PERRY HARVEY, SR. PARK FEATURES**

stormwater management vaults. This is a “pocket park” that has pedestrian features and native Florida vegetation intended to attract bees and birds to the area.

Another public open space feature in the Central Park CRA is the Tampa Park Plaza Playground. This is a 5-acre recreational facility along the western edge of East Scott Street and adjacent to the Booker T. Washington Elementary School. Amenities include ball fields, play courts, picnic areas, and a playground. This open space feature is currently stable but could require additional enhancements in the future.

Meacham Urban Farm is another public open space in the CRA. Opened in 2021, this is a 2.1-acre high-yielding, bio-intensive organic farm that’s accessible to the surrounding Tampa neighborhoods. The Farm was started as an interim facility to provide healthy food and produce tor area residents until a new grocery store is built in the area.

5.2.9 Infrastructure

A major infrastructure investment in the Central Park CRA was the ENCORE! development’s new rights of way, underground utilities and its Technology Park. Completed in 2021, the Technology Park is a 35,000 square foot portion of land at the southeastern corner of ENCORE! that’s dedicated to its central chiller plant, which provides cooling for all buildings in this development, a solar array for domestic hot water heating and other electrical needs, an underground stormwater vault system to manage ENCORE!’s stormwater runoff, a pollinator garden above the stormwater vaults, and electrical transformers. The ENCORE! Technology Park has received widespread attention for the incorporation of several sustainable infrastructure strategies that support urban redevelopment. A portion of this area at the corner of Hank Ballard and East Cass Streets is currently owned by TECO Energy Corporation and is slated for a new electrical substation.

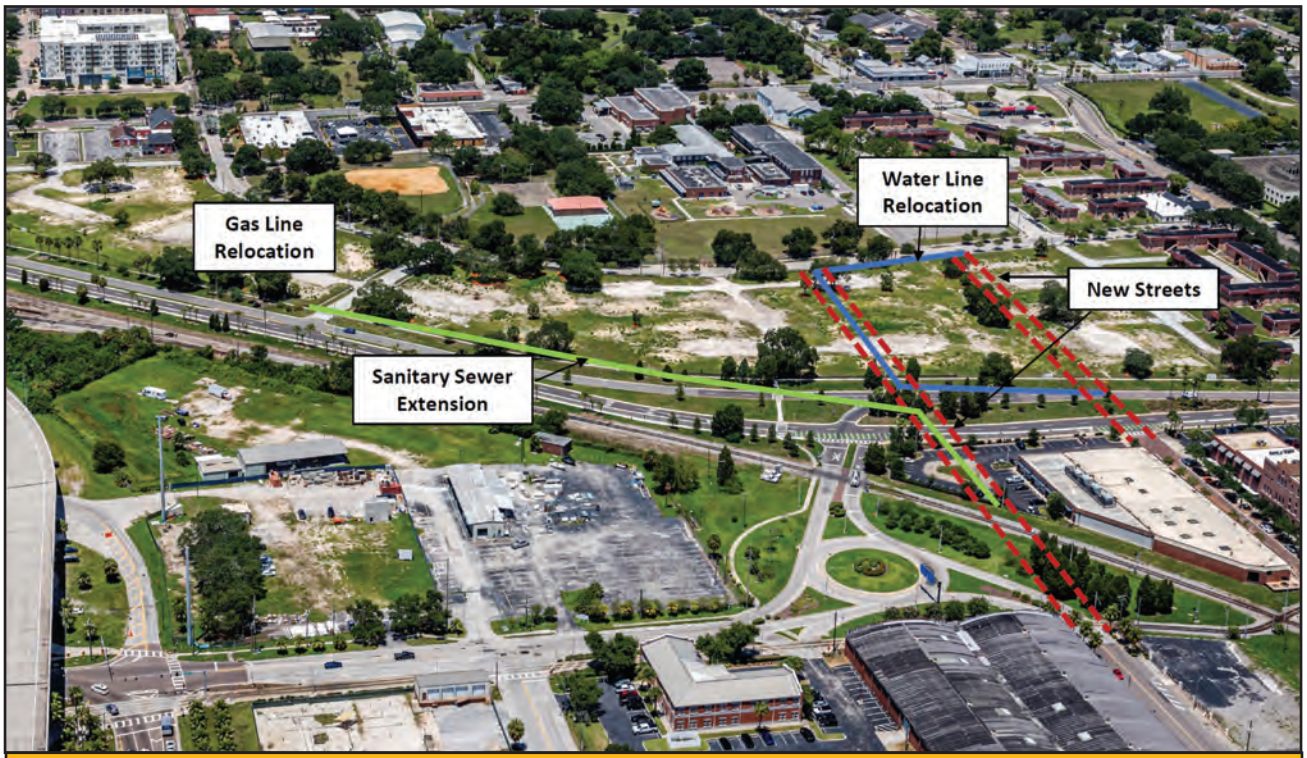


FIGURE 5.16: **INFRASTRUCTURE FEATURES ASSOCIATED WITH THE GAS WORX DEVELOPMENT**

Many of the proposed infrastructure features in the Central Park CRA are associated with the first phase of the Gas Worx development. The first phase and later phases of this project will skirt the eastern edge of the CRA with up to six structures. This part of the larger Gas Worx development will require the construction of two short sections of right of way at East 4th and East 5th Avenues, the relocation of a potable water line from the Nuccio Parkway to East Scott Street, and the extension of a gas line and sanitary sewer line along the Nuccio Parkway.

To date, a number of infrastructure features have been completed in the Central Park CRA. As the area evolves with planned and other potential redevelopment, additional infrastructure enhancements will be needed because of the age and adequacy of existing utilities. The table below indicates current and proposed capital improvement projects within the Central Park CRA.

TABLE 2: CURRENT AND PROPOSED CAPITAL IMPROVEMENT PROJECTS IN THE CENTRAL PARK CRA

PROJECT TYPE	PROJECT ID	DESCRIPTION
Wastewater/ Sanitary Sewer	1002465	Rehabilitation of 46 manholes and 9,844 linear feet of 8-inch and 10-inch diameter gravity sewers
	10002318	Rehabilitation of 480 manholes and 34,476 linear feet of 8-inch to 24-inch diameter gravity sewers
Potable Water	WTR-22-0004 (Proposed Gas Worx project)	Replacing and upgrading 17,694 linear feet of water mains ranging from 6 to 20 inches in diameter
Transportation	(Proposed Gas Worx project)	Roadway extension of East 5th and East 4th Avenues from East Scott Street to the Nuccio Parkway
Gas Line Relocation	(Proposed Gas Worx project)	Gas line relocation for the first and later phases of the Gas Worx development

5.3 Completed Redevelopment Projects

Several redevelopment projects have been realized in the Central Park CRA. Projects associated with the ENCORE! and Gas Worx developments have been completed in a phased or incremental manner. Throughout the CRA, these projects include mostly residential building types with secondary uses, open space features and infrastructure elements. The completion timing for all of the residential projects in the CRA reflects the cyclical nature of the local real estate development market, as well as other economic and community-related variables.

All redevelopment projects completed within the CRA boundaries since initial Plan adoption are indicated in the chart below. All of these projects are consistent with the redevelopment objectives of the Central Park CRA Plan, the City of Tampa Comprehensive Plan, and the City of Tampa Community Redevelopment Agency.

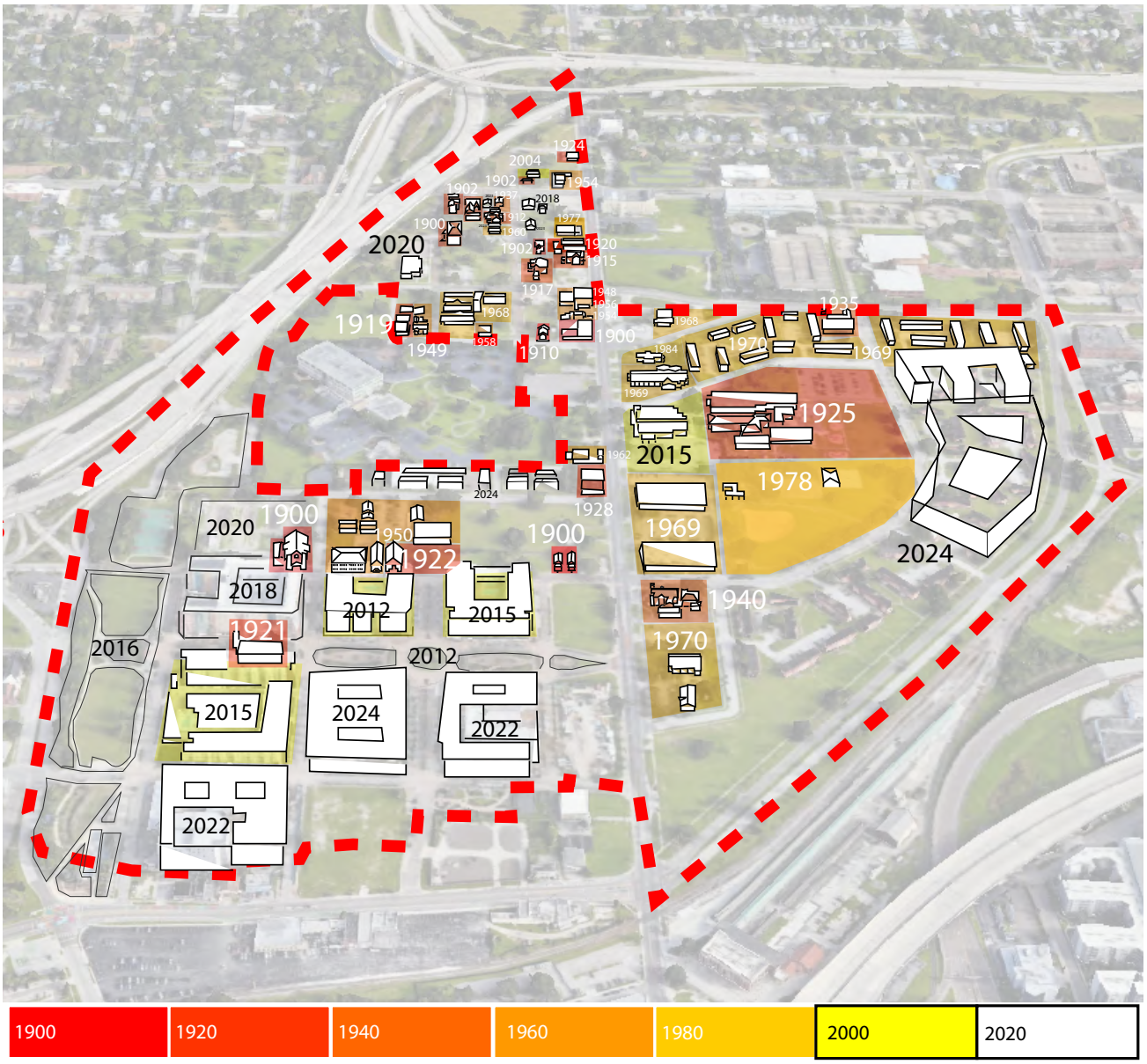
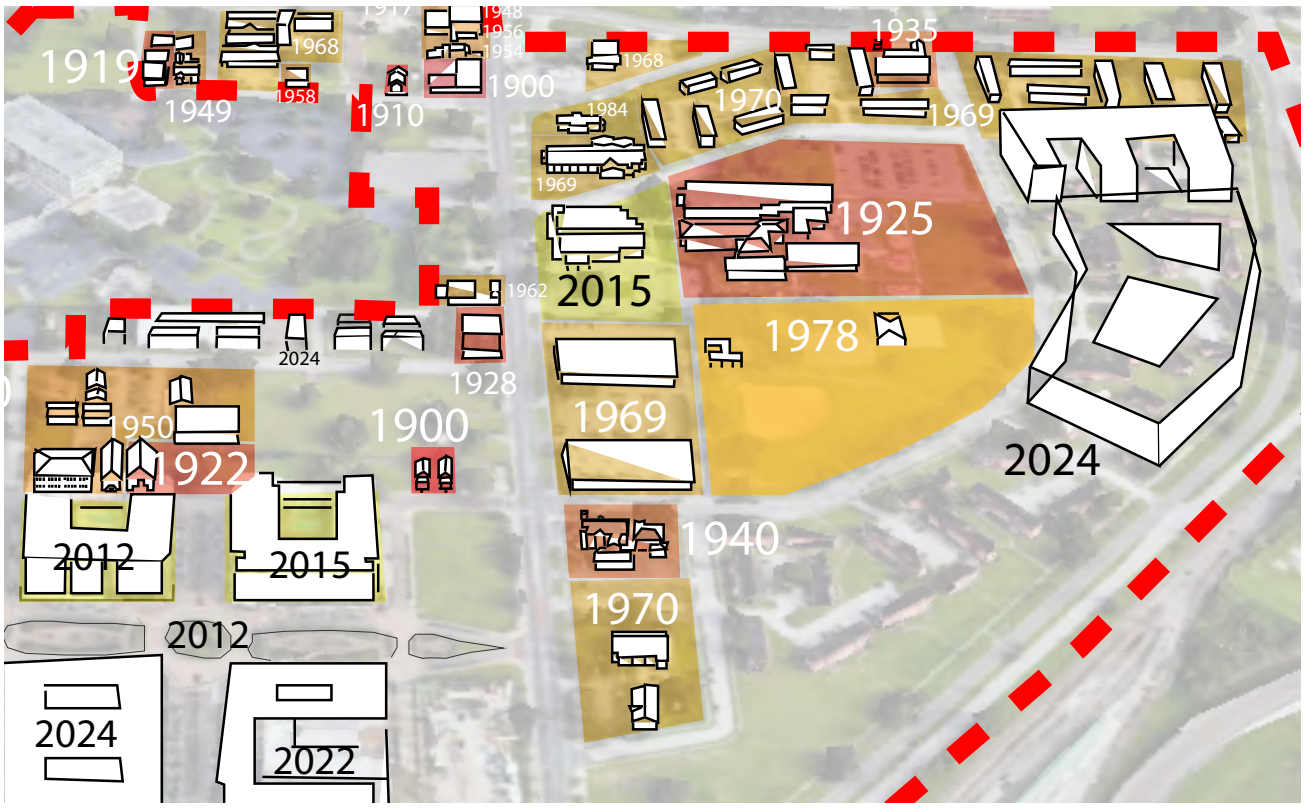


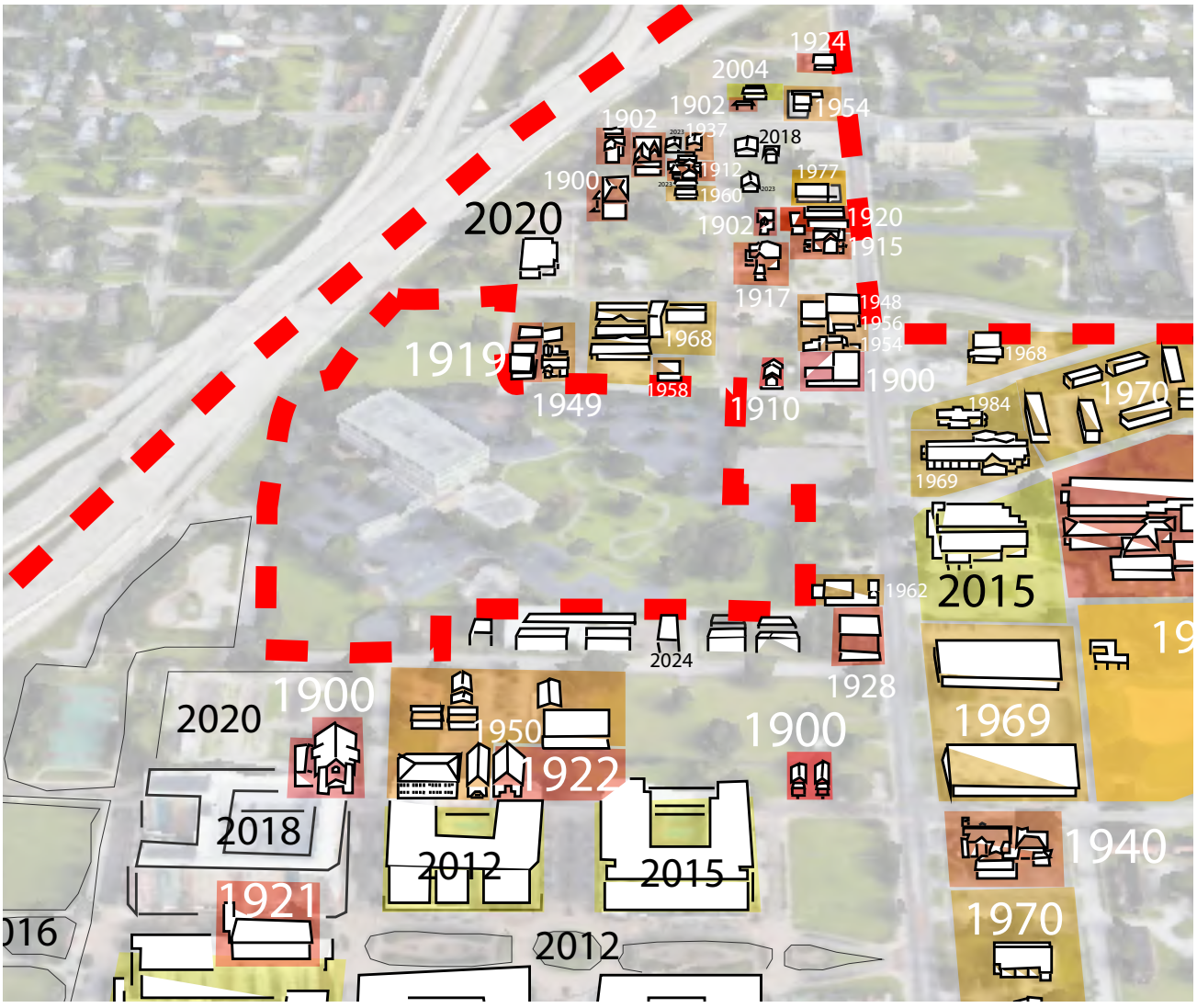
FIGURE 5.17: **DEVELOPMENT TIMELINE**

TABLE 3: CENTRAL PARK CRA - COMPLETED REDEVELOPMENT PROJECTS, 2007-2024		
PROJECT NAME	**DESCRIPTION**	**PROJECT STATISTICS**
RESIDENTIAL		
ENCORE – The Ella	7-story elderly multi-family, (affordable) rental apartment building	Year built: 2012 Number of dwelling units: 160 Retail space: 4,875 sq. ft. Parcel Size: 1.36 acres Total development costs: $26,011,901.00
ENCORE - Trio	One 6-story and two 4-story multi-family (mixed-income) rental apartment buildings	Year built: 2015 Number of dwelling units: 141 Parcel Size: 1.41 acres Total development cost: $29,000,000.00
ENCORE – The Reed	7-story elderly multi-family, (affordable) rental apartment building	Year built: 2015 Number of dwelling units: 158 Parcel Size: 1.4 acres Total development cost: $31,012,849,00
ENCORE - Tempo	7 – story multi-family (mixed-income) rental apartment building	Year built: 2018 Number of dwelling units: 203 Parcel Size: 1.81 acres Total Development cost: $ 77,000,000.00
ENCORE - Navarra	6 – story multi-family (market-rate) rental apartment building	Year built: 2022 Number of dwelling units: 288 Retail space: 2,300 sq. ft. Parcel Size: 2.17 acres Total development cost: $ 78,283,000.00
ENCORE - Legacy	5 – story multi-family (market-rate) rental apartment building	Year built: 2022 Number of dwelling units: 228 Parcel Size: 1.91 acres Total development cost: $44,397,647.00
ENCORE - Modera	8 – story multi-family (market-rate) rental apartment building	Year built: 2024 Number of dwelling units: 304 Parcel Size: 1.95 acres Total development cost:

PROJECT NAME	DESCRIPTION	PROJECT STATISTICS
Gas Worx – W1A	3 – 4 story multi-family (market-rate) rental apartment buildings	Year Built: 2024 Number of dwelling units: 314 Parcel Size: 1.76 4.18 acres
Gas Worx – W1B	5 - story multi-family (market-rate) rental apartment buildings	Year Built: 2024 Parcel Size: 2.42 acres
Gas Worx – W2	6 story multi-family (market-rate) rental apartment building	Year built: 2024 Number of dwelling units: 690 total Parcel Size: 2.73 acres
Canvas GWX	3 – story for-sale townhouse buildings	Year built: 2024 Phase 1: 40 dwelling units Phase 2: 39 dwelling units Parcel Size: .85 acres



PROJECT NAME	DESCRIPTION	PROJECT STATISTICS
INSTITUTIONAL		
Robert W. Saunders, Jr. Public Library	2 – story civic building	Year built: 2015 Parcel size: 1.93 acres
St. James @ ENCORE!	Adaptive re-use of historic church cultural museum/ exhibition space	Year renovated: 2020 Building area: 3,200 sq. ft.
ENCORE! Job Training Center	Adult education facility	Year built: 2020 Area: 7,500 sq. ft.



PROJECT NAME	DESCRIPTION	PROJECT STATISTICS
INFRASTRUCTURE		
Encore Rights of Way	Roadways, above and below-grade utilities/ infrastructure elements	Year built: 2012
Encore Central Chiller Plant	Central utility plant	Year built: 2012
East Scott Street Right of Way Enhancements	Green street stormwater management feature	Year built: 2012
PUBLIC OPEN SPACE AND AMENITIES		
Perry Harvey, Sr. Park	Historically branded public open space	Year built: 2016 Area: 8.1 acres
Ray Charles Boulevard	Grand boulevard occupiable median spaces	Year built: 2012 Area: 1.5 acres
Meacham Urban Farm	Organic produce farm	Year built: 2020 Area: 2.1 acres
ENCORE! Pollinator Garden/ Stormwater Park	Combined public open space amenity and stormwater management feature	Year built: 2012 Area: .52 acres

FIGURE 5.18: **MEACHAM URBAN FARM**

5.4 Remaining Redevelopment Opportunities

The Central Park CRA has over 10-acres of vacant and underutilized property, not associated with the master planned ENCORE! and Gas Worx projects, that provide redevelopment opportunities in the future. These are scattered parcels that vary in acreage and zoning but have development capacities for varying building densities ranging from small-scale infill to multi-family structures, to moderate-density multi-family residential structures similar to those that are already in the CRA.

Several of these are vacant parcels are located in the northwest corner of the Central Park CRA along North Taliaferro and North Mitchell Avenues, just north of East 7th Avenue. They range in size from 1/8th of an acre to over 1/3rd of and are in a Residential-Multiple Family (RM-24) zoning district. These parcels are suitable for either small-scale infill development or assemblage for townhouse development.

Additionally, there are several vacant parcels at the eastern edge of the Central Park CRA that front on North Nebraska Avenue. The remnant concrete floor slabs on these parcels, indicates that they were once occupied by small-scale commercial buildings. These parcels are in the Ybor Historic District Two of these parcels are at prominent corner locations on North Nebraska Avenue and were identified in the Hillsborough-Nebraska Avenue Corridor Master Plan as key gateway sites – connecting Tampa Heights to the Central Park CRA and over to Ybor City to the east. One of these parcels is at the southwest corner of the East Palm Avenue and North Nebraska Avenue intersection. This parcel is .39-acres in area and is zoned YC-5. The other parcel identified in this report is a key gateway feature at the northwest corner of the East 7th Avenue and North Nebraska Avenue intersection. This parcel is owned by the City of Tampa, is .31- acres in area and is in the YC-5 zoning district. If redeveloped, both of these parcels could accommodate buildings compatible with older mixed-use structures in the immediate area.

The most significant redevelopment opportunity in the Central Park CRA is the underutilized, two-block site of the former Tampa Park Apartments at the northeast corner of the CRA. These blocks are in a YC-2 zoning district and are in the Ybor City Historic District. Both blocks are fenced in and encompass over 6.5 acres. There are 19 two-story apartment buildings on these two blocks that have been vacant for several years. This condition detracts from the CRA's physical character and the 7th Avenue entrance into Ybor City. If these structures are not renovated in the future, this site has the potential to be redeveloped with a number of buildings similar in scale and density to the midrise structures directly south in the Gas Worx project.

FIGURE 5.19: **REMNANT STRUCTURES FROM THE SCRUB NEIGHBORHOOD ON EAST SCOTT STEET & BLANCHE ARMWOOD STREET**

Along East Scott Street facing the ENCORE! development, there are several small remnant house parcels from the Scrub neighborhood that are currently vacant. These parcels are mostly owned by the Tampa Housing Authority and the Greater Mt. Moriah Primitive Baptist Church. Although these parcels are too small for most contemporary residential building types, the Tampa Housing Authority has plans to acquire all of them and construct smaller "shot gun" style houses like the two existing ones along this street. If so, this could become a type of "heritage row" redevelopment initiative that acknowledges the history this part of the community. Another vacant parcel in this area is the 1.6-acre tract facing North Nebraska Avenue, between East Kay and East Scott Streets. This parcel is adjacent to the St. Peter Claver Catholic School and is owned by the Archdiocese of St. Petersburg. The Archdiocese does not have any current plans for redeveloping this property.

Another area that provides a redevelopment opportunity in the Central Park CRA is the vacant triangular-shaped parcel at the intersection of North Nebraska Avenue and the Nuccio Parkway. This parcel is owned by the City of Tampa and is approximately 1.5 acres in area. This parcel is just north of Tampa Union Station and is in a prominent location at the confluence of two major vehicular thoroughfares and the proposed East Cass Street/Nuccio Parkway Green Spine. This parcel is in a Residential Multiple family (RM-24) zoning district and is suitable for moderate-density multi-family housing, or as a public space feature that emphasizes this location as the juncture between Downtown, the Central Avenue district and Ybor City.

Altogether, these vacant and underutilized parcels in the Central Park CRA offer a number of redevelopment opportunities for different types of infill projects. In its current state, this property detracts from the district's physical conditions and its visual order. As much of this property is not maintained, it contributes to some of the extant conditions of slum and blight, and contrasts with the ongoing redevelopment initiatives and investments happening in the CRA.

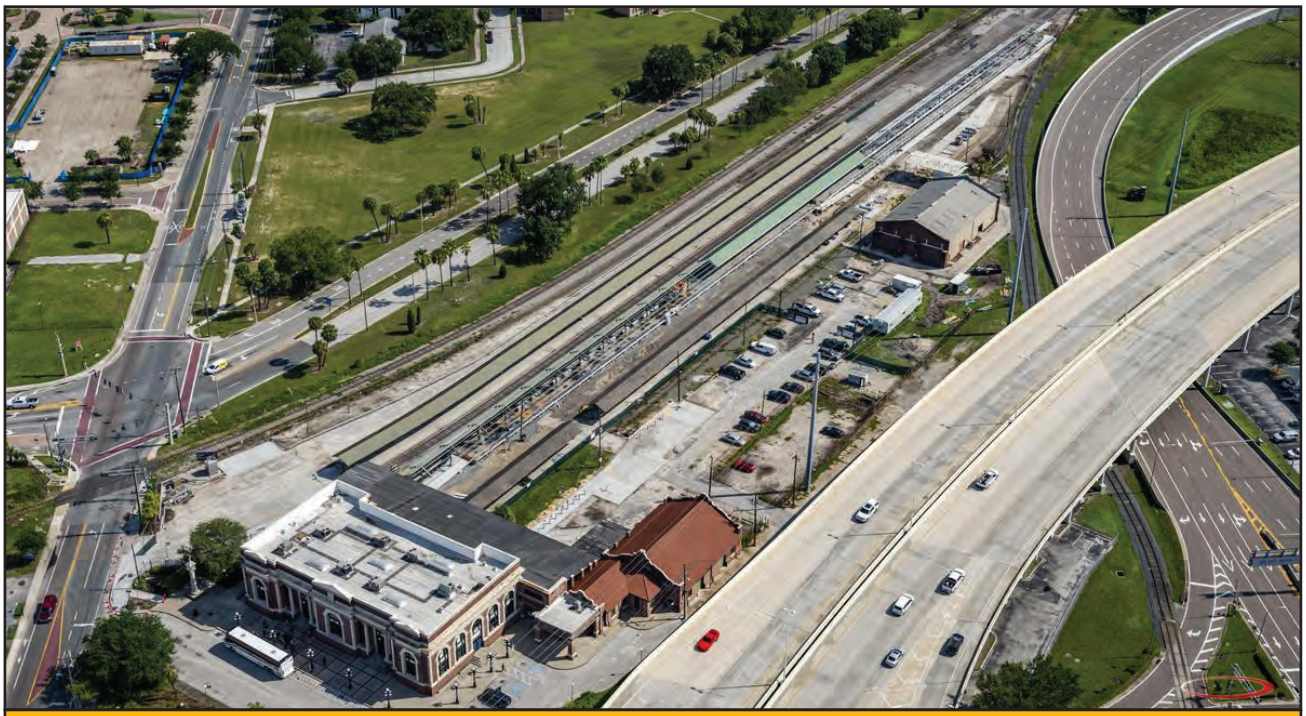


FIGURE 5.20: **AERIAL VIEW OF HISTORIC TAMPA UNION STATION**

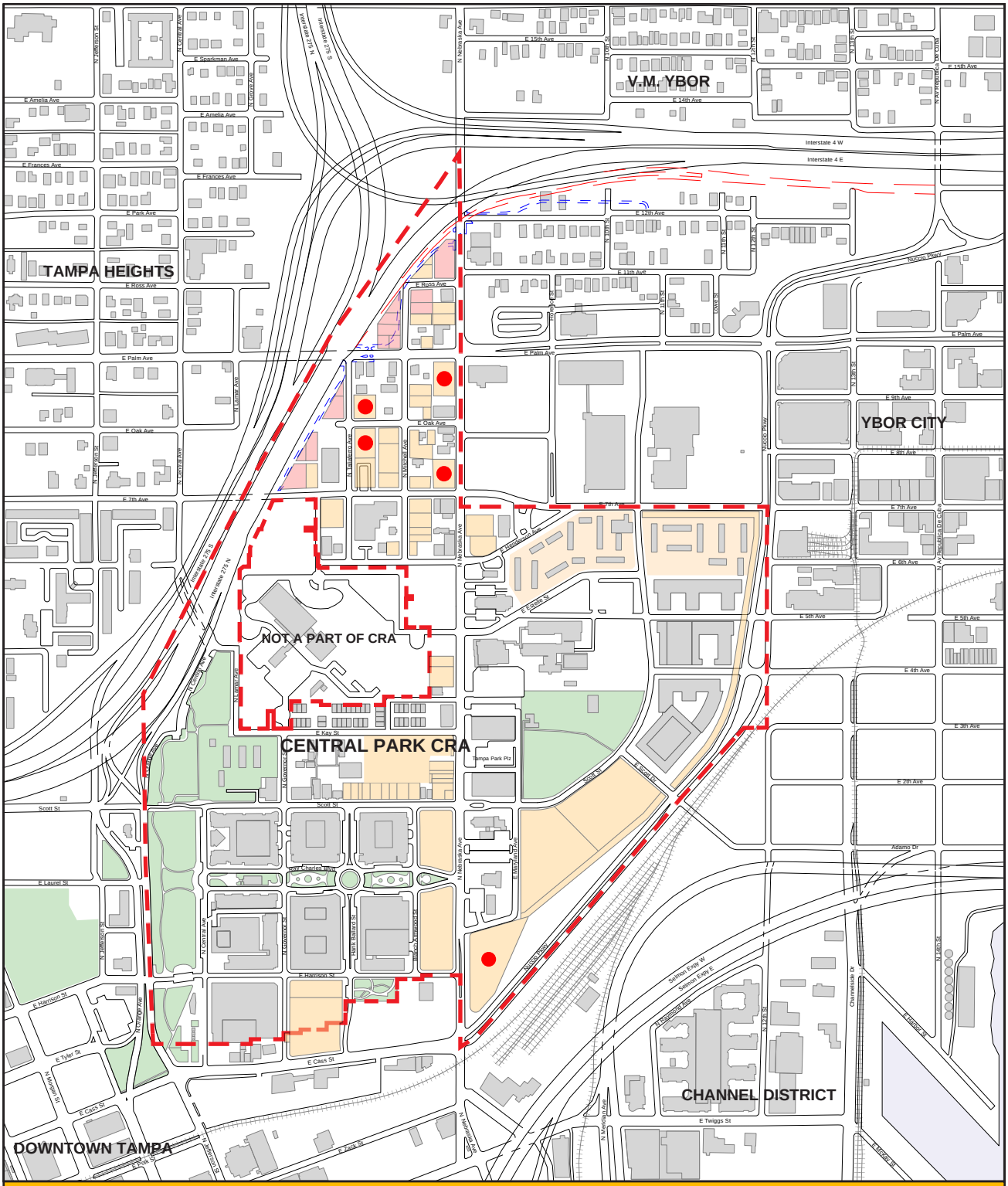


FIGURE 5.21: **ALL VACANT & UNDERUTILIZED PROPERTY IN THE CENTRAL PARK CRA**

Although there are other larger vacant parcels within the CRA, several are part of future redevelopment phases associated with the ENCORE! and Gas Worx projects. Both of these developments are guided by their own master plans and that envision mostly mixed-use development on these parcels.

The ENCORE! development has three, possibly four remaining parcels that are planned for mixed-use residential buildings. Parcel 10 fronts East Cass Street on the south. This parcel straddles the Central Park and Downtown CRA boundaries and is planned for a high-density, mixed-use residential, a hotel and retail complex. The tower portion of this proposed development will face East Cass Street and is in the Downtown CRA. It will be 26-stories tall and contain 365 residential units and 35,516 square feet of ground-floor commercial space. The hotel component of this proposed development will be and 8-story building with 178 hotel rooms facing into the ENCORE! Development. The residential tower and the hotel will be separated by a proposed pedestrian retail alley extending from North Governor Street to Hank Ballard Street.

Parcel 12, which faces North Nebraska Avenue, on the south side of Ray Charles Boulevard, is a proposed to developed with a 20-story mixed-use structure. This project will contain a 36,000 sq. ft. boutique grocery store, a 75,000 sq. ft. medical clinic, and 140 residential units. Parcel 5, which also faces North Nebraska Avenue on the north side of Ray Charles Boulevard will contain 15,000 square feet of ground-floor retail, a 45-room hotel, 160 residential units and a 6,000 sq. ft. rooftop restaurant. When completed, both projects could result in the build-out of the ENCORE! development unless the Tampa Housing

FIGURE 5.22:
STREET VIEW OF PROPOSED ENCORE! PARCEL 10 DEVELOPMENT

Authority exercises its option for building on the remainder of Parcel 13. The .71-acre parcel adjacent to the ENCORE! central chiller plant, on the northwest corner of the East Cass Street North Nebraska Avenue intersection. This parcel is in the Downtown CRA boundaries and is zoned Central Business District 2,(CBD-2).

The ENCORE! development has established a well-defined framework for creating a distinctive residential community in this part of the city. The buildings already completed and those planned will result in a complete transformation of the former Central Park Village area and add to the economic vitality of the area. The remaining planned development projects will complete the build-out of this development and reinforce ENCORE!'s connectivity with the Downtown core to the south, the North Nebraska Avenue corridor, as well as the Gas Worx development and Ybor City to the east.

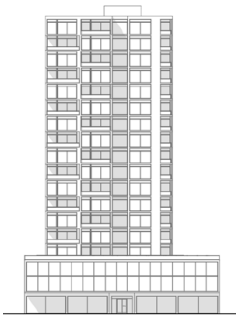
The final buildings planned for ENCORE! will play a significant role in defining the northwest corner of the East Cass Street, North Nebraska Avenue and the Nuccio Parkway intersection as a 100% corner. The projects proposed on this side of the intersection will reflect a transition in density and scale allowed under the Downtown CBD-2 zoning to the midrise scale of existing structures in the ENCORE! and Gas Works developments. Only the northwest corner of this intersection is within the Central Park CRA boundaries, however this intersection is at a key point of convergence between three of the City's Downtown districts: the Downtown Core, the Central Avenue district and Ybor City. The potential for a final structure on Parcel 13 in ENCORE!, the redevelopment of the City-owned parcel between North Nebraska Avenue and the Nuccio Parkway, the proximity of Tampa Union Station, and the potential redevelopment of the parcel at the southwest corner of East Cass Street and North Nebraska Avenue will add to the prominence of this intersection.

W3, W4 and W5 are situated at the southern end of the Nuccio Parkway. These parcels are planned for mid-rise residential structures that could exceed ten stories. These structures will also contribute to a clustering of density and height closes to the East Cass Street/Nuccio Parkway and North Nebraska Avenue intersection.

FIGURE 5.23:
AERIAL VIEW OF ENCORE! PARCEL 12 & PARCEL 5 DEVELOPMENTS

The table below indicates the building types that could be constructed in the future on vacant and underutilized property to complete buildout of the Central Park CRA.

TABLE 4: POTENTIAL FUTURE BUILDING TYPES IN THE CENTRAL PARK CRA	
 SINGLE-FAMILY DWELLINGS	• **Typically 1 – 2 stories in height** • **Primary use: Owner-occupied residences** • **Partial site coverage** • **On-site parking**
 LOW DENSITY TOWNHOUSE/LIVE-WORK BUILDINGS	• **Typically 2 – 4 stories in height** • **Primary use: Owner-occupied condominiums** • **Secondary uses: Ground floor commercial or private work space** • **On-site rear-loaded or internal parking** • **Full or partial site coverage**
 LOW DENSITY MIXED-USE BUILDINGS	• **Typically 3 – 4 stories in height** • **Primary use: Rental apartments** • **Secondary uses: Ground floor commercial and/or other complementary uses** • **Rear-loaded parking** • **Full or partial site coverage**

 MEDIUM DENSITY MIXED-USE BUILDINGS	• **Typically 6 – 8 stories in height** • **Primary use: Rental apartments or Owner-occupied condominiums** • **Secondary uses: Ground floor commercial and/or other complementary uses** • **Internal structured parking** • **Potential on-site private open space/rooftop common area** • **Full or partial site coverage**
 MEDIUM - HIGH DENSITY MIXED-USE BUILDINGS	• **Typically 8 – 16 stories in height** • **Primary use: Rental apartments, Owner-occupied condominiums or Commercial space** • **Secondary uses: Ground floor commercial and/or other complementary uses** • **Internal structured parking** • **Potential on-site private open space/rooftop common area** • **Full or partial site coverage**
 **HIGH DENSITY/HIGHRISE MIXED-USE BUILDINGS**	• **Typically 16 – 24 stories in height** • **Primary use: Rental apartments, Owner-occupied condominiums** • **Secondary uses: Ground floor commercial, hotel and/or other complementary uses** • **Internal structured parking** • **Potential on-site private open space/rooftop common area** • **Full or partial site coverage**

5.5 Urban and Community Design

Urban design conditions in the Central Park CRA are becoming better defined with each new building and public realm addition. These are conditions that reflect the physical form, spatial order and function of the urban context, and how people experience and engage with them. At the district scale, it is evident in how different types of redevelopment features are being integrated into the network of streets and blocks, defining both a sense of order and a sense of place throughout the district. Urban and community design characteristics in the CRA are also being defined at the mid-scale relative to how individual building scales, heights and usage programs relate to each other and adjacent public realm conditions. At the smaller human scale, these conditions are evident along several streets in the CRA, particularly in how they support livable conditions for area residents, how they accommodate various modes of mobility, and how they provide connections to open spaces and other nearby destinations. All of these conditions are essential in supporting the local real estate market and quality redevelopment in the Central Park CRA.

Anchored by North Orange Avenue and Perry Harvey, Sr. Park, the western edge of the CRA contributes to the visual definition of one of Downtown's primary vehicular entry points from Interstate-275. This is a major gateway condition, which is supported by the adjacent ENCORE! development. ENCORE!, as it nears build-out, has a number of additional urban design qualities embedded in its master plan. Its western edge relates directly to the north-south orientation of Perry Harvey, Sr. Park. Like other urban parks in Tampa, this condition helps frame this open space and creates a visible street wall edge with the Park's natural settings.

Another visible urban design condition is the axial alignment of Ray Charles Boulevard. It is designed as both a pedestrian-friendly connection from the Park east to North Nebraska Avenue. The building height and street width along this portion of the site establishes a height to width ratio of 1:1.5, which contributes to human-scale conditions and the utility of the street's open space medians. Ray Charles Boulevard is a unique urban design feature in the ENCORE! development. The street works in conjunction with the ground floors of adjacent buildings and functions as a central street that contributes to ENCORE!'s overall street grid.

Similar urban design conditions will emerge in the CRA as future developments along North Nebraska Avenue and the Nuccio Parkway are completed. Buildings planned for the eastern

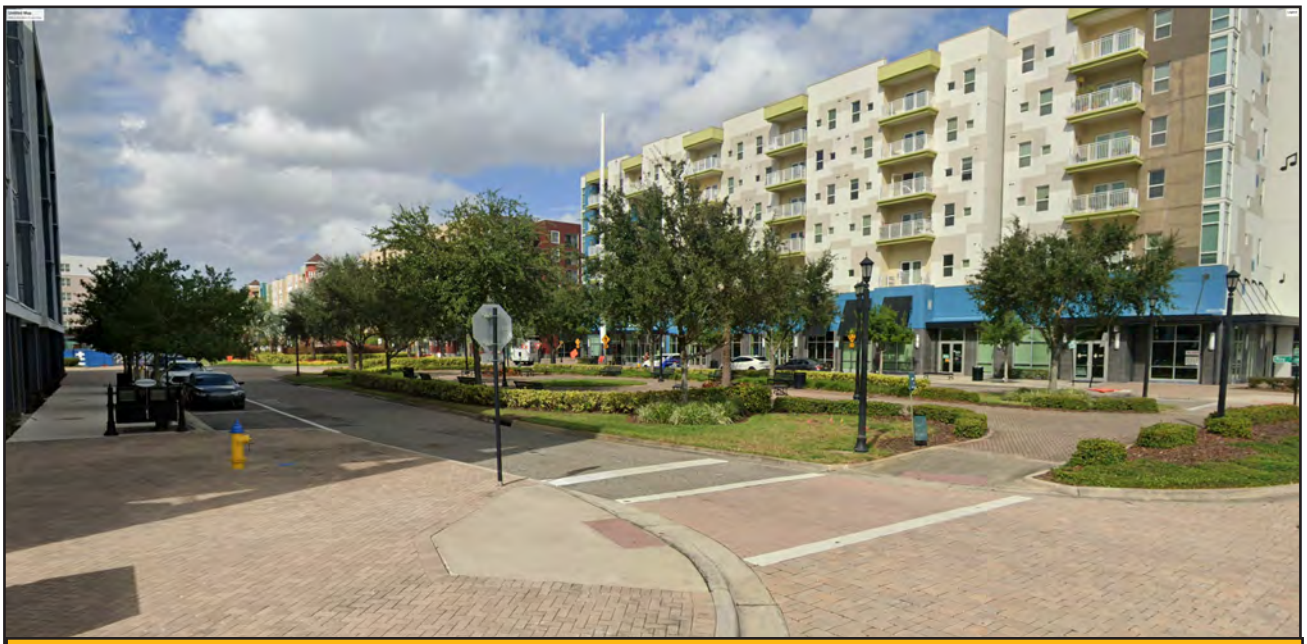


FIGURE 5.24: **RAY CHARLES BOULEVARD MEDIAN PARK AND SIDEWALK CONDITIONS**

edge of the ENCORE! development, future infill development, as well as existing buildings fronting on North Nebraska Avenue will all contribute to framing the street with a distinctive urban street wall on both sides. This could provide contiguous building frontages with active ground-floor uses from block to block and complement the multi-modal nature of North Nebraska Avenue. Along with additional public realm enhancements, these conditions would activate the streets and contribute to the district's pedestrian vibrancy .

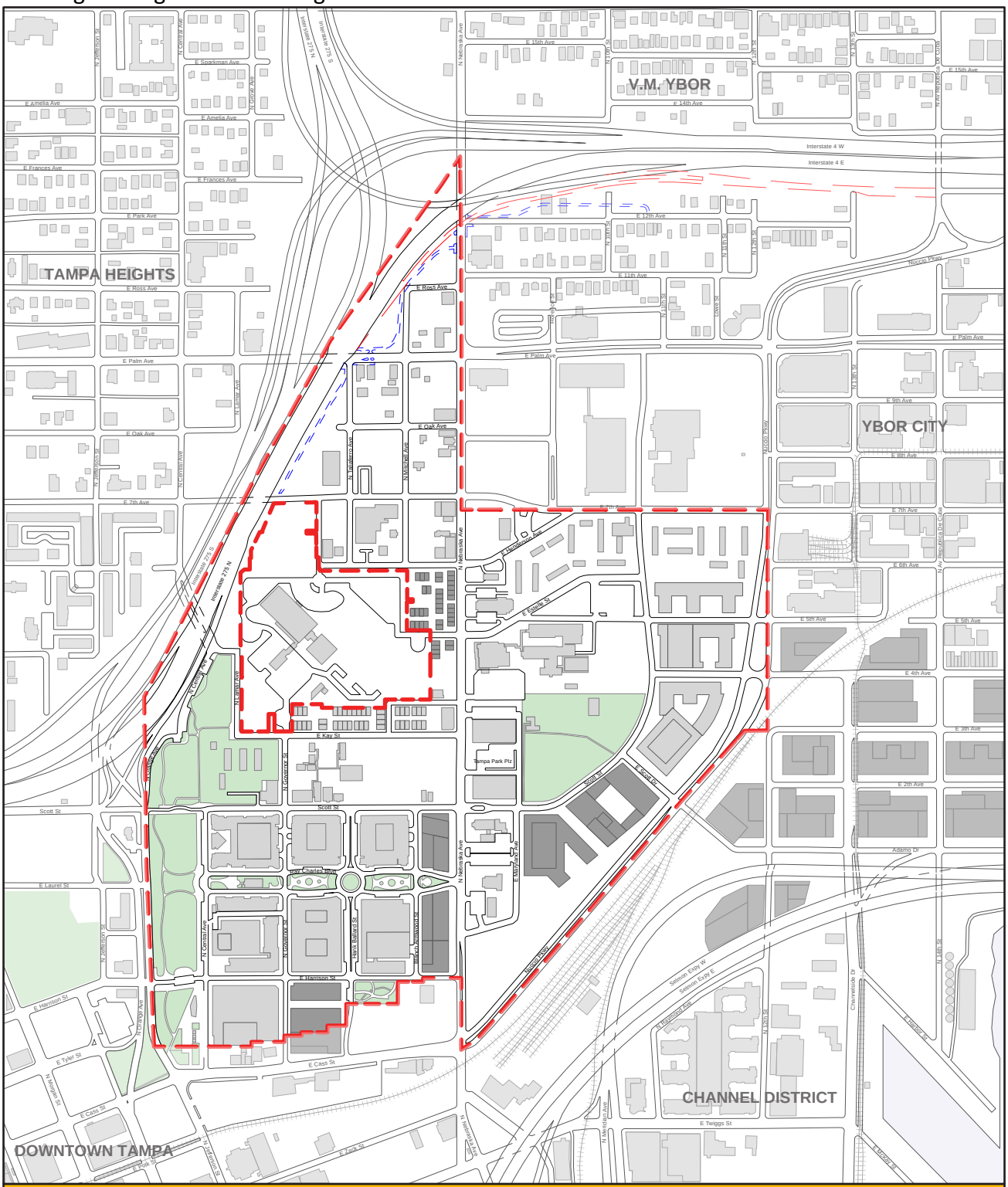


FIGURE 5.25: **EXISTING & PROPOSED DEVELOPMENT**

6.0 ADJACENT DEVELOPMENT TRENDS & NEIGHBORHOOD IMPACTS

6.0 ADJACENT DEVELOPMENT TRENDS AND NEIGHBORHOOD IMPACTS

6.1 Gas Worx Development

Gas Worx is a 50-acre mixed-use redevelopment project that will be primarily situated in the Ybor City 1 CRA. It will straddle the Nuccio Parkway and the CSX rail bed and extend west into the Central Park CRA. The first phase of this development is within the Central Park CRA and proposes extending a portion of both 4th and 5th Avenues from the east to East Scott street. The northern portion of this phase of development (Block W1A and Block W1B) are zoned PD and are in the Ybor City Local Historic District boundaries. The southern portion of phase 1 (Block W2) is zoned residential Multiple Family (RM-24) which allows medium-density residential development. Further south along Nuccio Parkway, the Gas Worx development proposes two additional multi-family residential structures.

With the remainder of this development in Ybor City, Gas Worx proposes over 4,471 additional residential units, over 510,000 sq. ft. of office space and 140,000 sq. ft. of retail space. To anchor this development, Gas Worx also proposes a public open space feature between East 2nd and 3rd Avenues and a TECO streetcar station along Channelside Drive. This feature will provide a connection west across the Nuccio Parkway ("Green Spine") right- of- way and to the eastern edge of the Central Park CRA.

FIGURE 6.1: **GAS WORX MASTER PLAN**

Other development trends near the Central Park CRA include redevelopment focused on the North Nebraska Avenue corridor. The Hillsborough and Nebraska Corridor Master Plan, which was completed in 2013, identified the redevelopment potential of this corridor from Cass Street in Downtown, north to Hillsborough Avenue in North Tampa. This plan identified a range of building types and uses that could be implemented along the portion of the corridor, that falls within the limits of the Central Park CRA. These include small-scale commercial mixed-use buildings facing North Nebraska Avenue and small-scale infill development west of this.

FIGURE 6.2: **GAS WORX DEVELOPMENT- FIRST & LATER PHASE WITHIN THE CENTRAL PARK CRA**

7.0 PUBLIC PARTICIPATION IN THE PLAN UPDATE PROCESS

7.0 PUBLIC PARTICIPATION IN THE CRA PLAN UPDATE PROCESS

7.1 Tiered Public Outreach and Engagement Strategy

The Central Park CRA public engagement process began with a multi-tier outreach and engagement strategy. This strategy incorporated four types of outreach throughout the duration of this effort:

1. In-person and on-line interviews to collect specific information and insights about future redevelopment potentials for the CRA. These interviews were conducted with developers, property and business owners, community residents, local community organizations and department staff with the City of Tampa;

2. Attendance and presentations at community functions/events. Attendance at these meetings informed community residents and other stakeholders about the Plan Update process and provided opportunities for their input;

3. Community workshops. These workshops were intended to provide all stakeholders and community residents an opportunity to offer their input in the visioning process component of the CRA Plan Update process;

4. Ongoing attendance at the Central Park CAC meetings and solicitation of CAC member input in the CRA Plan Update process.

FIGURE 7.1: **CENTRAL PARK CRA COMMUNITY WORKSHOP ADVERTISEMENT**

This strategy has three distinct objectives:

1. Provide information and encourage input. This objective is intended to create a platform for reciprocal information sharing and feedback throughout the duration of each CRA Plan Update project.

2. Collaborate as partners. This objective will support a sense of ownership of the updated CRA Plans by community residents and other stakeholders.

3. Clarify expectations and outcomes. This objective seeks to provide clarity of what is needed for a successful CRA planning process and the anticipated final products.

At the beginning of the CRA Plan Update process, the Project Team met with a member of the CAC who gave a golf cart tour of the district's boundaries and other features. This was also an opportunity for the Project Team to be personally introduced to local business owners, get better acquainted with completed redevelopment initiatives, and understand CRA edge conditions in adjacent redevelopment projects.

An online survey was generated to garner additional public input in the CRA Plan Update process. It also allowed the Project Team to gage the general public's understanding of the CRA as whole, their concerns about redevelopment activity, and their interaction with any uses or features within the Central Park CRA.

About 27 people participated in the community workshop held at the Reed residential building in the ENCORE! development. Participants included ENCORE! residents, stakeholders, and other nearby residents. From the feedback collected at both the in-person and on-line surveys, the Project Team assembled the following list of comments, issues, and concerns:

- Residents expressed their ideas on the implementation of community necessities including mixed-development opportunities, active transportation facilities, and park and recreation amenities.
- There was emphasis on integrating senior citizens' activities with uses that could also serve younger populations through the sharing of community amenities.
- Interest in rebranding the area as the Central Avenue District to better reflect the area's history.
- Participants also expressed the significance of keeping the Central Avenue legacy alive through frequent community conservations and preservation activities.
- Better access from the area to other features and destinations.
- Questions about the location and timing of the proposed Brightline passenger train station.
- Concerns about the architectural character of new buildings in the area.
- Accessibility issues for residents with physical limitations.
- The need for more small-scale public realm amenities, such as benches and shade areas, an easily accessible grocery store, a dog park and a children's playground.
- Questions about how the area will continue to benefit seniors while attracting younger residents to the area.

FIGURE 7.2: **CENTRAL PARK CRA CAC & COMMUNITY WORKSHOPS**

8.0 CONCEPTUAL VISION FOR FUTURE REDEVELOPMENT & CRA ENHANCEMENTS

8.0 VISION FOR FUTURE REDEVELOPMENT AND CRA ENHANCEMENTS

8.1 Vision Philosophy and Goals

The purpose of the visioning component of the CRA Plan Update process was to engage the Citizen Advisory Committee (CAC), local stakeholders, City staff and community members in two workshops to explore the full redevelopment potential of the Central Park CRA. These workshops acknowledged redevelopment initiatives that have already been completed, those currently underway, as well as those that are planned. The workshops were intended to identify other redevelopment opportunities and supportive initiatives that still exist. With an understanding of how the CRA is evolving, these workshops took a speculative look at the future evolution of the CRA. This approach sought to envision what types of ongoing physical features could be integrated into the CRA and what other coordination measures would be needed to make sure these features would complement what's already in place or planned or on the horizon. The following list were specific objectives of the visioning workshop:

- Identify any latent redevelopment opportunities and infrastructure needs within the CRA.
- Explore opportunities for supporting current and future redevelopment initiatives.
- Explore opportunities for placemaking, wayfinding, district identity and "place branding" features within the public realm.
- Assess CRA district edge conditions and how the district relates to adjacent community contexts.
- Explore interactions between the CRA and adjacent city and neighborhood features, access to the CRA from these areas, and transportation elements.
- Identify opportunities for enhancing accessibility, mobility and connectivity to and within the CRA.
- Provide a summary of current and emerging redevelopment and benefits and identify potential adverse community impacts.

The input received from these sessions provided the CAC, community members and the Project Team with a better understanding of how the district is advancing towards "buildout". These sessions also identified some of the remaining redevelopment opportunities such as small-scale, and supportive public realm interventions

FIGURE 8.1: **VIEW OF COMMERCIAL BUILDINGS FRONTING NEBRASKA AVENUE**

that could benefit the district. This effort also considered other public realm features that are already planned in the CRA to define these interventions in a more comprehensive and coordinated manner. Images below indicate examples of some of the features that could complement ongoing redevelopment initiatives, provide greater connectivity to the CRA and adjacent areas, contribute to the CRA's destination qualities and features that could enhance the public realm experiences of both Central Park area residents and visitors alike.

In addition to redevelopment opportunities associated with vacant and underutilized land, the visioning phase of the Central Park CRA Plan Update provided an opportunity for the CAC, the community and area stakeholders to identify a number of redevelopment opportunities in the district.

The visioning phase of the Central Park CRA Plan Update process provided an opportunity for the CAC, the community and area stakeholders to identify remaining redevelopment potentials in the district. As mentioned earlier, the CRA has over 10 acres of land that could accommodate different types of infill development. This is property that is currently not planned for redevelopment, but could provide a range of building opportunities in different parts of the CRA.

In addition to redevelopment initiatives in the Central Park CRA that would result in new structures, the area could benefit from a number of smaller interventions that would support redevelopment and complement the district's larger public realm context. Workshop participants identified different features that could further explain the area's cultural legacy, enhance the CRA's pedestrian conditions, add to the area's visual character, contribute to its

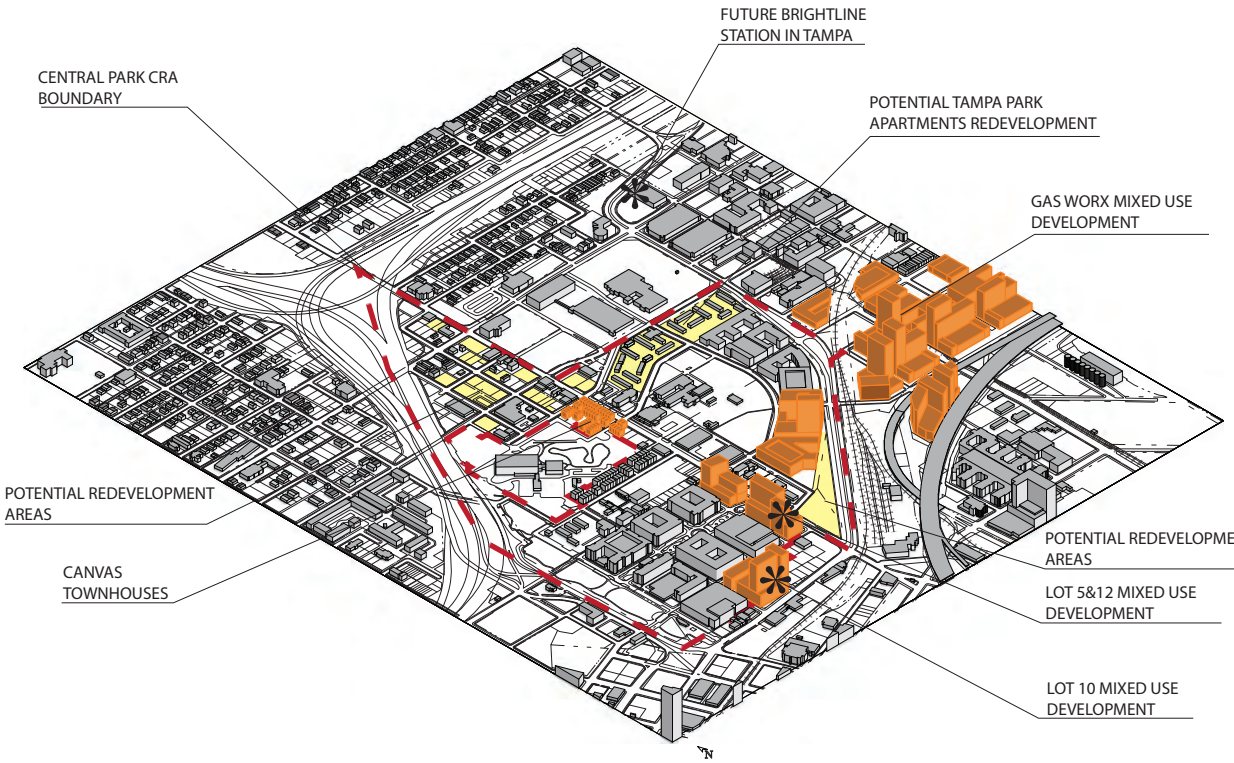
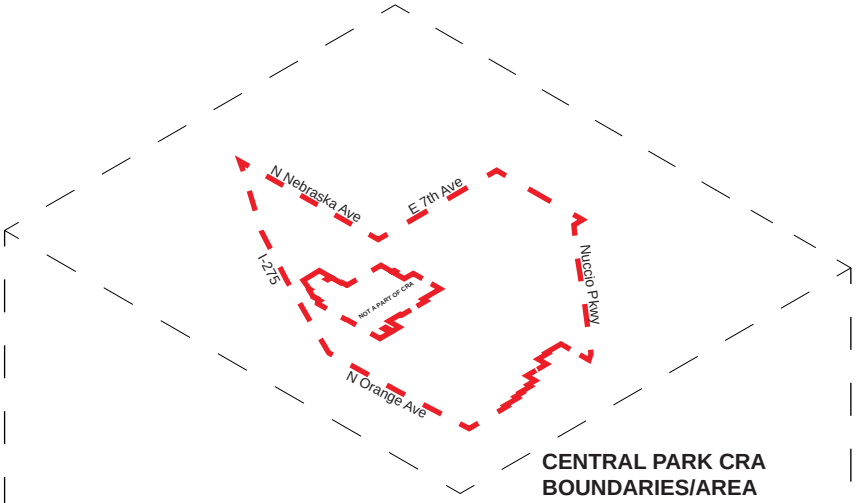
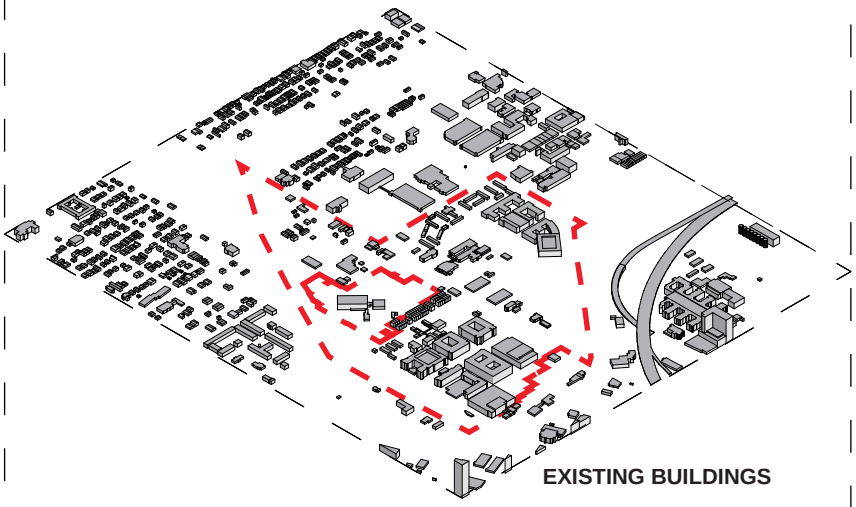


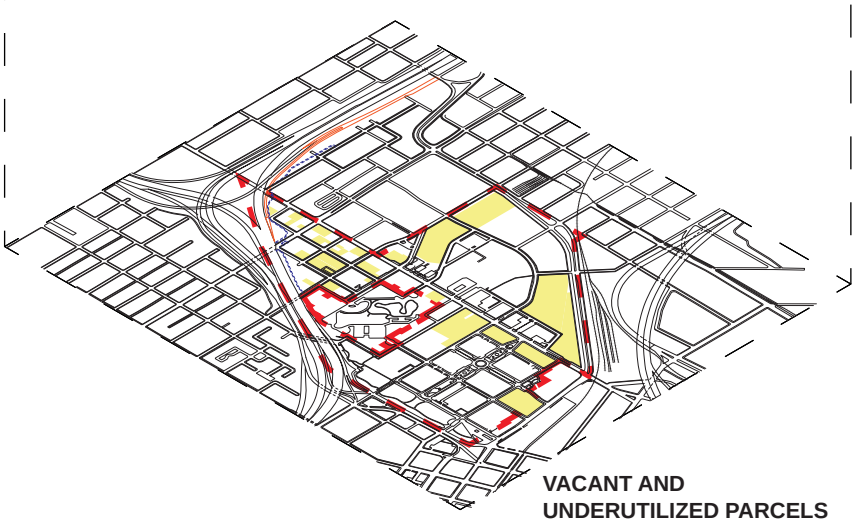
FIGURE 8.2: **CENTRAL PARK CRA - EXISTING BUILDINGS, PROPOSED DEVELOPMENT & REDEVELOPMENT OPPORTUNITY AREAS**



CENTRAL PARK CRA BOUNDARIES/AREA
143 ACRES

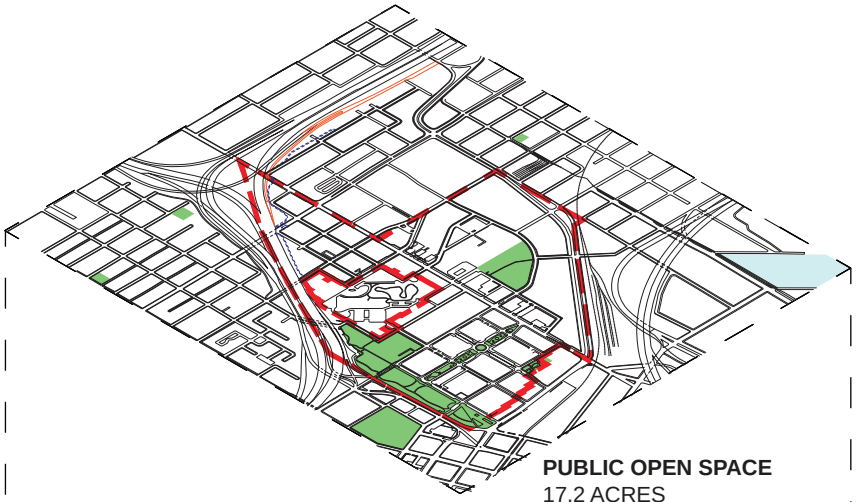


EXISTING BUILDINGS

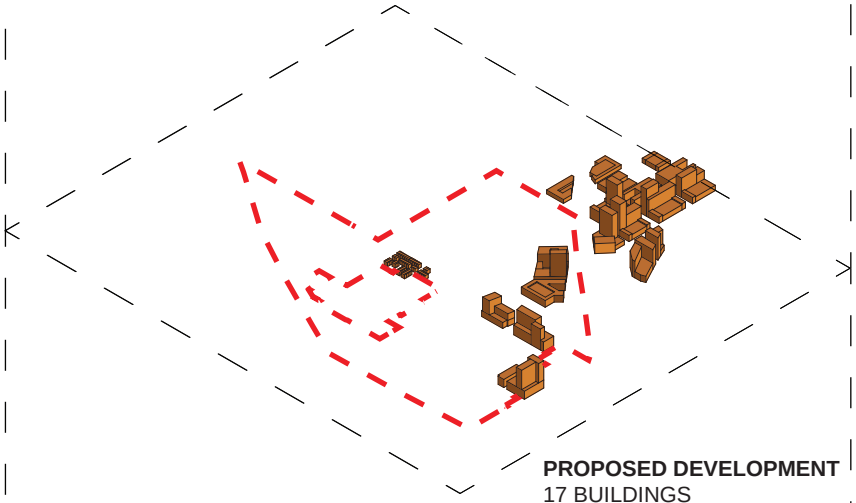


VACANT AND UNDERUTILIZED PARCELS
10+ VACANT ACRES
6.5 UNDEUTILIZED ACRES

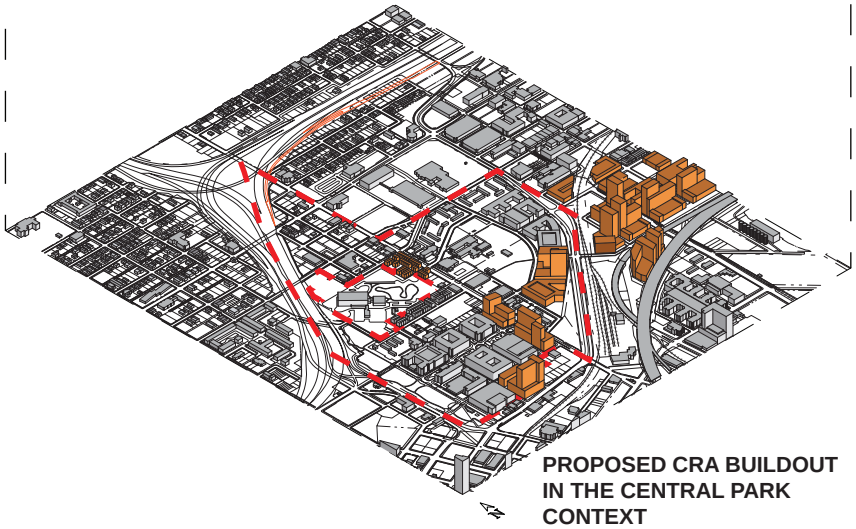
FIGURE 8.3: **CENTRAL PARK CRA FEATURES: BOUNDARIES, EXISTING BUILDINGS, AND VACANT & UNDERUTILIZED PROPERTY**



PUBLIC OPEN SPACE
17.2 ACRES



PROPOSED DEVELOPMENT
17 BUILDINGS



PROPOSED CRA BUILDOUT IN THE CENTRAL PARK CONTEXT

FIGURE 8.4: **CENTRAL PARK CRA FEATURES: PUBLIC OPEN SPACE, PROPOSED DEVELOPMENT, & PROPOSED BUILOUT IN CONTEXT**

sense of place and foster greater connectivity of adjacent areas. Some of these features already exist in Perry Harvey, Sr. Park and along Ray Charles Boulevard in the ENCORE! development. However, many workshop and survey participants acknowledged the need for more of these features as new buildings are constructed and new residents move into the CRA. For residents in the area and for visitors, these were identified as features that contribute to their quality of life and enhance the livability of the CRA. When present, they are often considered as value-added features to local contexts, buildings, open spaces, and public realm experiences. The types of supportive redevelopment features identified included shaded gathering spaces, pedestrian amenities, place-making and place-branding features, crosswalks, connectivity and other public safety features, public art, and wayfinding and signage features. While several of these features already exist in the CRA, participants in the visioning workshops with the CAC and the community expressed the need for additional features to support ongoing redevelopment and further enhance physical conditions in the Central Park CRA.

Other supportive features planned for implementation in the Central Park CRA include the Tampa Downtown Partnership Special Services District's Downtown Neighborhoods place-branding visual elements. These include a number of visual features, such as signage, pole-mounted banners, and other graphic iconography that will be installed in the public realm to reflect the cultural legacy of the Central Avenue area. These types of small-scale features play a role in communicating the identity or unique qualities of an area and provides contextual references for other more tangible redevelopment features. While only the portion of the CRA south of East Scott Street is within the designated district, this program is not likely to be integrated throughout the entire Central Park CRA.

The Tampa Community Redevelopment Agency in collaboration with the Downtown Partnership has also commissioned a consultant to install different types of wayfinding features in the Central Park CRA. These would include themed signage and graphic elements in the public realm to assist pedestrians and motorists with navigation and enhanced connectivity to and from the district.

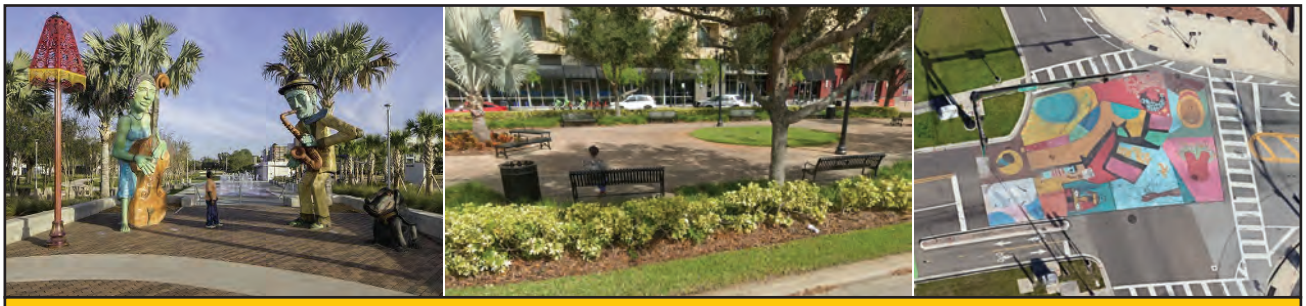


FIGURE 8.5: **EXISTING PUBLIC REALM ENHANCEMENTS**

FIGURE 8.6: **SAMPLE PUBLIC REALM ENHANCEMENTS**

8.3 Art Activation in the Central Park CRA

The goal of this redevelopment plan is to revitalize the Central Park Community Redevelopment Area. The integration of art in the public realm and other small-scale placemaking features throughout the CRA can play a supportive role in enriching ongoing redevelopment initiatives, enhance the visual character of the area and contribute to the quality of life of local residents. A range of different features were identified during CAC meetings and community workshops that would further activate the public realm within the Central Park CRA, contribute to its prominence of Perry Harvey, Sr. Park, make the area more inviting and complement many of the public realm features that already exist along Central Avenue and Ray Charles Boulevard. These public art, placemaking, visual branding and public realm amenities could take the form of wall murals, sculpture, seating/shade structures, and other stand-alone and interactive art elements. These could be installed along streets, on building sites, and in future public open spaces that may be part of later phases of the Gas Worx project as well as on other city-owned property within the CRA.

The objectives of a public art program in the CRA are to foster widespread involvement of local, national and international artists and creative people in implementing art activation and amenity features throughout the area. Doing so would reinforce the City's vision for enhancing the aesthetics of the area, its public realm conditions and encourage private-sector entities to include public art as part of existing buildings and sites, as well as future redevelopment projects. These efforts would comply with the broader goals of this CRA Plan, the City of Tampa 2040 Comprehensive Plan, current zoning, and the Central Park community. The cumulative effect of these efforts would lead to a more vibrant and inclusive environment that celebrates creativity, adds to the intrinsic value of current and future development, and contributes to the unique identity of the CRA.

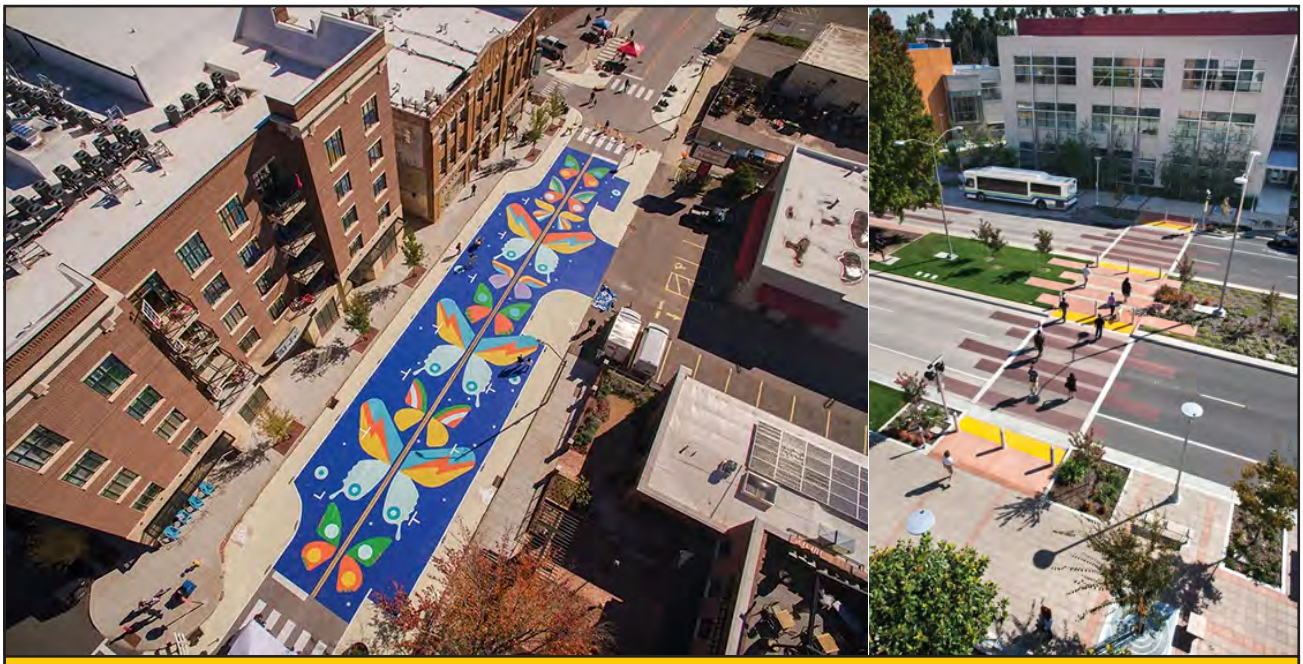


FIGURE 8.7: **EXAMPLES OF CHARACTER ENHANCING PUBLIC ART INCORPORATED INTO THE STREETSCAPE**

The integration of art features and programs within the Central Park CRA can take many forms. These can include any one or combination of the following approaches:

Community Art Centers:

- **Creation of Art Spaces:** Establish or repurpose buildings as community art centers for exhibitions, workshops, and classes.
- **Diverse Programming:** Host exhibitions, artist talks, and community events, including outreach programs targeting schools and underserved populations.

Comprehensive Public Art Projects:

- **Murals and Sculptures:** Commission artists to create large-scale murals and sculptures that reflect the community's history, identity and values.
- **Signal Box Wraps:** Implement a program to cover traffic signal boxes with artist-designed wraps that add color and character to the streetscape.
- **Artistic Lighting Installations:** Install creative lighting designs in public areas, including parks, pathways, and underpasses to enhance safety and create a visually engaging environment at night.
- **Pathways and Sidewalk Art:** Incorporate art into pedestrian pathways, such as mosaic tiles, painted crosswalks, and embedded art pieces that guide and inspire those walking through the district.
- **Alleyway Activation:** Transform alleys into vibrant spaces through art installations, performances, and community gatherings making them safe and attractive public spaces.
- **Art on Infrastructure:** Integrate art into bridges, benches, bus stops, and other urban infrastructure turning functional elements into visually appealing features.
- **Public and Private Spaces:** Encourage public art installations on both city-owned properties and privately owned spaces. Collaborate with private property owners to utilize walls, building facades, and courtyards for public art, ensuring that art is accessible and visible throughout the community.
- **Outside the Box:** Invite and encourage all styles of public art not mentioned above.

Partnerships:

- **Collaboration with Local Entities:** Partner with schools, universities, cultural organizations, and businesses to support and sponsor diverse art programs.
- **Artist Exchange Programs:** Create exchange opportunities with other cities to bring new perspectives to Tampa and expose local artists to broader opportunities.
- **Arts as an Economic Opportunity:** Uplift the community through economic growth. Using arts as a catalyst to improve and create new infrastructures based on new economic growth. Use the arts to bring in new and emerging artists and companies to invest into the area's economy.

FIGURE 8.8: **SAMPLE PUBLIC REALM ENHANCEMENTS**

Inclusion of Arts-related Living Spaces:

Affordable Housing

- **Mixed-income Developments:** Build mixed-income housing that includes affordable units for artists to ensure a diverse and inclusive community.
- **Community-oriented Design:** Design housing developments with communal spaces and creative amenities like shared studios and art galleries.

Artist Residencies

- **Live-work Spaces:** Designate buildings for artists that combine living and creative workspaces that fosters an environment where artists can thrive.
- **Creative Hubs:** Establish artist residencies within these spaces to attract a mix of emerging and established artists.

Community Amenities

- **Parks and Green Spaces:** Incorporate parks, communal gardens, and recreational facilities that utilize the space and provide artistic vision.

FIGURE 8.9: **SAMPLE PUBLIC REALM ENHANCEMENTS**

FIGURE 8.10: **TAMPA DOWNTOWN PARTNERSHIP -SPECIAL SERVICES DISTRICT NEIGHBORHOOD BRANDING ICONS FOR THE CENTRAL PARK CRA**

8.4 Transportation, Connectivity, Access and Mobility Enhancements

During the visioning sessions, the topics of transportation, connectivity, access and mobility were raised as they relate to ongoing redevelopment in the CRA and adjacent areas. Relative to transportation, North Nebraska Avenue runs through the middle of the CRA and is designated as a major transportation corridor in the Hillsborough-Nebraska Corridor Master Plan. The Hillsborough Area Regional Transit Authority (HART) currently operates two bus routes along North Nebraska Avenue. One is their Metro-Rapid bus system (Route 400) that runs north-south from Downtown up to Hillsborough Avenue. The Metro-Rapid is one of HART's heaviest ridership routes and has two stops along Nebraska Avenue. Other bus services in the CRA is Route 12 which services a portion of the district through the ENCORE! development. Some workshop participants voiced the need for increased bus service in the area. As more housing is added there is an increase of concern about bus frequency, lead times, transfers points and traffic calming features along North Nebraska Avenue.

Tampa Union Station is south of the Central Park CRA along North Nebraska Avenue and is the terminal station for Amtrak. The station is currently served by four train arrivals and departures per day, with service north to New York and south to Miami. The station is the second busiest in Florida with ridership expected to increase the more people move to the area.

The TECO Streetcar Line is less than ¼ mile east of the Central Park CRA in the Ybor City CRA. The Streetcar Line is slated for modernization and extension in the near future to provide another transit option for Downtown and adjacent neighborhoods. The Gas Worx development is proposing a new station adjacent to their planned park along North Channelside Drive.

FIGURE 8.11: **PROPOSED WAYFINDING AND SIGNAGE FEATURES**

Brightline passenger train service is planned for a Tampa station in the Ybor City CRA, just south of Interstate-4. This station will be part of a planned mixed-use complex just north of the Central Park CRA along the Nuccio Parkway. It will provide high-speed passenger service from Tampa to Orlando and Miami. This train station will add to the emerging vitality in both the Ybor City and Central Park CRA's. During the visioning sessions, participants were enthusiastic about emerging transportation options and how they would impact the CRA given their close proximity to each other. When this station is developed, the transportation features will complement ongoing redevelopment initiatives in the area and contribute to the vibrancy of this juncture between the Central Park, Downtown and Ybor City CRA's.

8.5 Anticipated Infrastructure Requirements

Currently, a substantial portion of the infrastructure required to support redevelopment in the Central Park CRA is in place. However, the first phase of the Gas Worx development will require new roadway sections of East 4th and East 5th Avenues from East Scott Street to Nuccio Parkway and extensions of some underground utilities. Theses infrastructure upgrades would include street lighting, the relocation of a 24" water main, a gas line, and the extension of a sanitary sewer under the Nuccio Parkway. Additional horizontal and vertical infrastructure features may also be required to support future redevelopment on the remaining vacant and underutilized property in the CRA. Given the age of existing underground utilities in the Central Park CRA, many of these features will require ongoing maintenance and upgrades in the future.

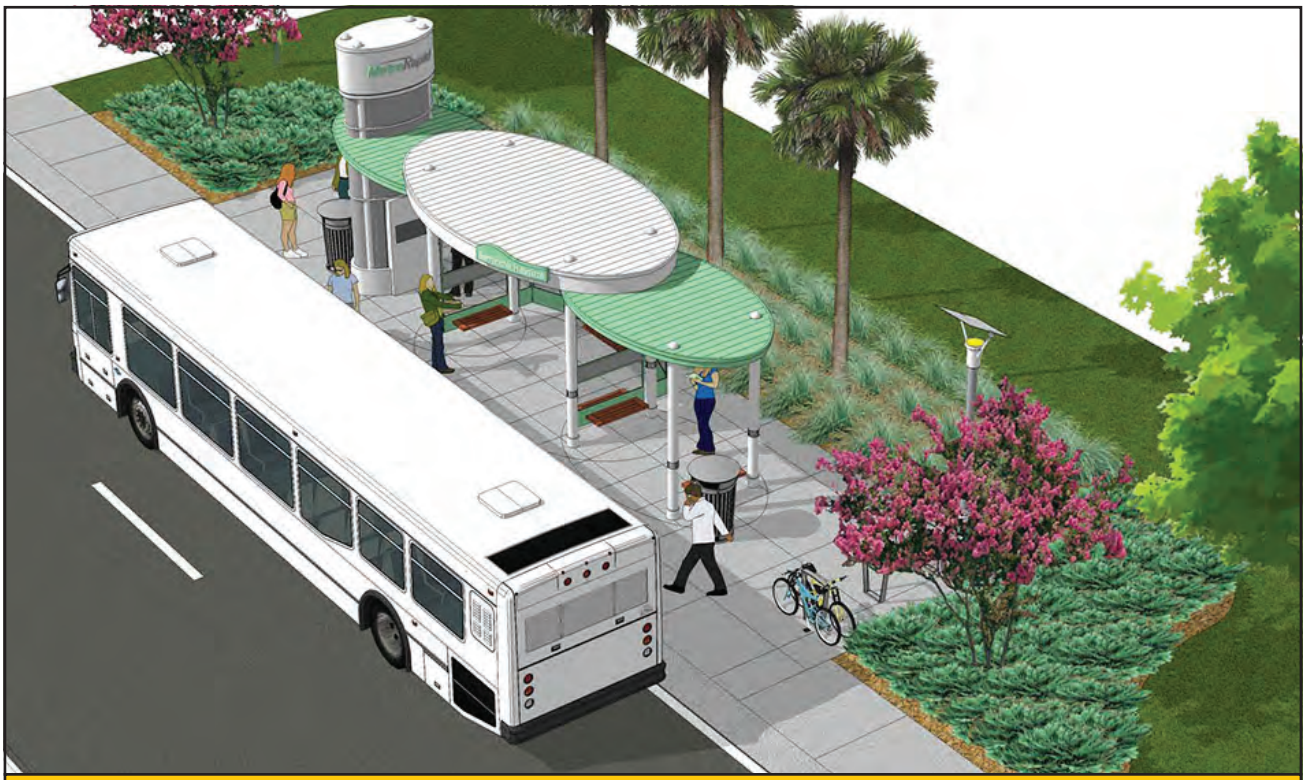


FIGURE 8.12: **HART METRO RAPID BUS STOPS ALONG NORTH NEBRASKA AVENUE**

9.0 ECONOMIC DEVELOPMENT OBJECTIVES UNTIL CRA CESSATION

9.0 ECONOMIC DEVELOPMENT OBJECTIVES UNTIL CRA CESSATION

9.1 Remaining CRA/TIF District Timeframe

The Central Park CRA Plan was initially adopted in 2006. Since then, redevelopment in the CRA has made significant progress in addressing many of the conditions identified in the initial Existing Conditions Report. However, there is still a demonstrated need for ongoing redevelopment to fully achieve the objectives of the Tampa Community Redevelopment Agency and to transform the area into a vibrant, stable and diverse community between Downtown and Ybor City. With an additional twelve years remaining before the CRA and TIF fund sunsets in 2036, the Central Park CRA still has a number of redevelopment opportunities remaining. Given the redevelopment momentum already underway, fulfilling the objectives of the Tampa Community Redevelopment Agency and addressing the issues identified in the initial Central Park CRA Plan, should be economically feasible within the remaining timeframe.

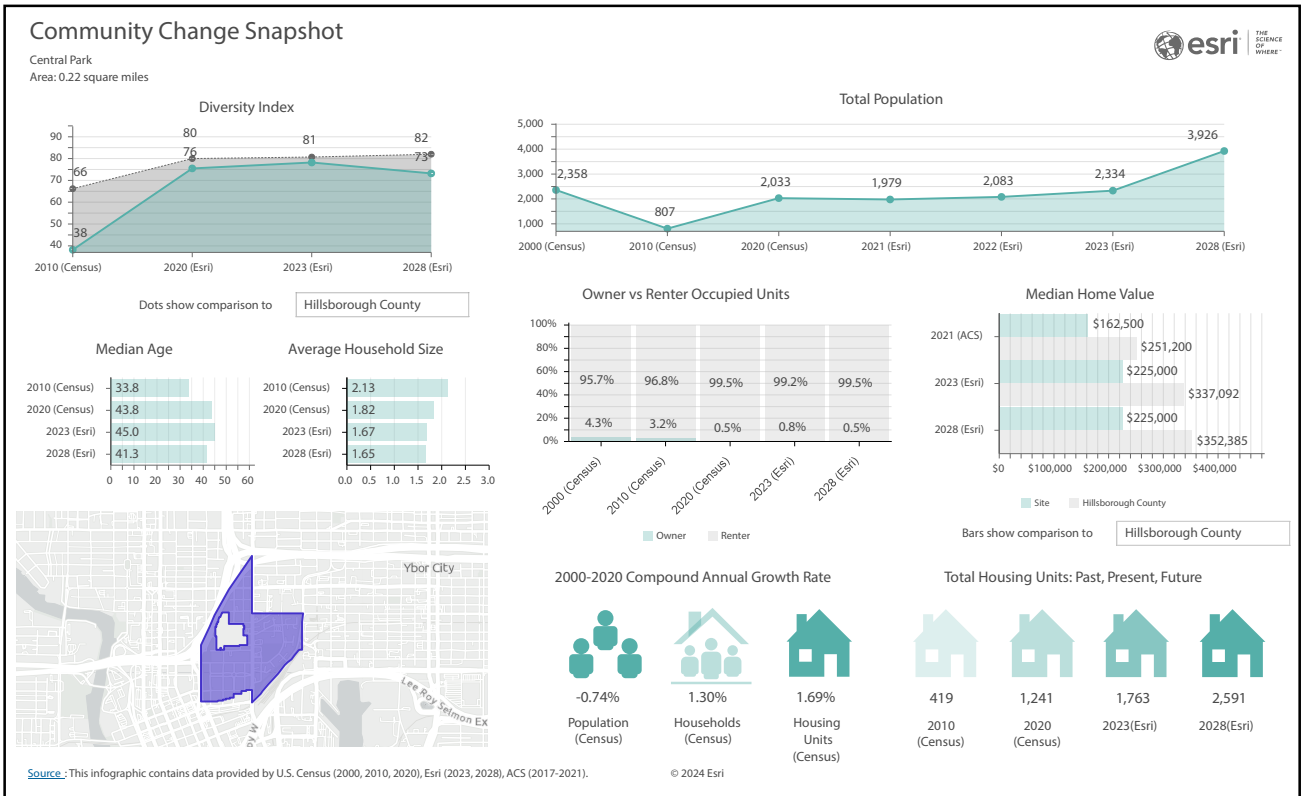


FIGURE 9.1: **COMMUNITY CHANGE SNAPSHOT**

9.2 Current and Projected Tax Increment Finance Revenues

Since its base year of 2006, the Central Park CRA TIF fund revenues grew nominally during the first six years of its existence – less than $ 40,000.00. This was largely due to the economic impacts of the Great Recession between 2007 and 2009. The national economic crisis had lingering effects on the local real estate market, with TIF revenues severely curtailed over the following four years. TIF revenues did not start to rebound until after 2014 when approximately $ 79,000.00 in revenues were generated. Until 2022, the TIF fluctuated somewhat, but peaked in 2017 with revenues of $ 175,000.00. FY 2024 revenues are also expected to peak with the addition of two new taxable folios. In the future, TIF projections are expected to far exceed the annualized increases realized in the recent past. This optimistic outlook can be attributed to the planned final phases of construction in the ENCORE! development, construction on the remaining Gas Worx property in the Central Park CRA, redevelopment on the district's vacant and underutilized property and increased property values within the CRA.

To date, TIF expenditures have had a positive economic impact in the CRA and have leveraged over $ 350 million in private-sector investment. Historically, the Central Park CRA TIF has helped fund new horizontal infrastructure and underground utilities in the district, the construction of the Robert W. Saunders, Sr. Library, the installation of two HART Metro Rapid bus stops along Nebraska Avenue, the redevelopment of Perry Harvey Sr. Park, renovations to the Historic St. James Church building, the start-up of Meacham Urban Farm, and "Green Street" improvements along East Scott Street. All previous TIF of these expenditures were in compliance with Florida Statute requirements in Chapters 163 and 218.

Property assessments and TIF revenues are published in the Central Park CRA's Annual Reports, and in the Tampa Community Redevelopment Agency's Tax Increment Financing audit. This information is available on the Community Redevelopment Agency's web site at: https://www.tampa.gov/cras/community-redevelopment-areas .

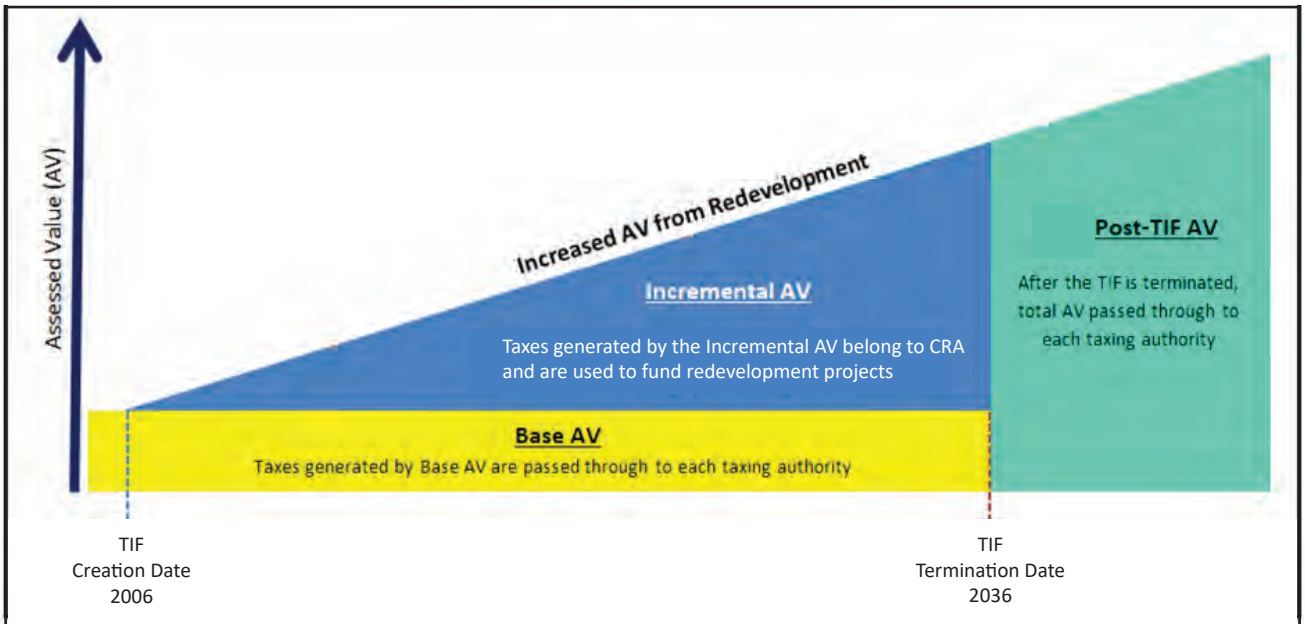


FIGURE 9.2: **TIF ASSESSED VALUE OVER CRA LIFESPAN**

9.3 Benefits From Redevelopment Within the CRA

The benefits from previous and planned redevelopment within the Central Park CRA are evident. A significant portion of the deteriorated slum and blight conditions identified in the 2006 Central Park Village Existing Condition report have been eliminated. However, the CRA still has scattered conditions that continue to detract from the area's physical identity and overall economic stability. The Tampa Housing Authority has played a major role in the area's transformation. Ongoing construction of the ENCORE! development will eradicate all traces of the former derelict public housing project and provide several affordable housing units in the CRA. This development has helped stabilize the area and has been a catalyst for additional private-sector investment. It has also helped to achieve many of the goals outlined in the minority affairs and housing goals. The goals are identified in the original CRA plan related to minority and women-owned business activities in the CRA, job training and employment opportunities, and in providing local residents with a healthy quality of life. The incorporation of commemorative features in the ENCORE! development defines it as a cultural village.

The addition of Perry Harvey, Sr. Park commemorates the former Central Avenue African American business corridor and Tampa's first and largest African American neighborhood. It also contributes to the legacy of the area and offers park patrons, a diverse recreational and a series of educational encounters. This is a "family-friendly" urban park that offers Tampa residents and visitors diverse interpretive experience of this part of the City's cultural legacy and its evolution with static and interactive public art features. The Skate Park at Perry Harvey, Sr. Park's northern end, often referred to as BroBowl 2.0, was relocated and rebuilt in this area in 2016 and continues to be an active recreation area for families with children and young adults.

Both the ENCORE! development and the Perry Harvey, SR. Park have enhanced the local real estate market in a manner that has attracted other redevelopment, including a portion of the Gas Worx development along the Nuccio Parkway and the Canvas GWX infill townhouse developments. As a result, the CRA is also realizing some small-scale commercial renovations along

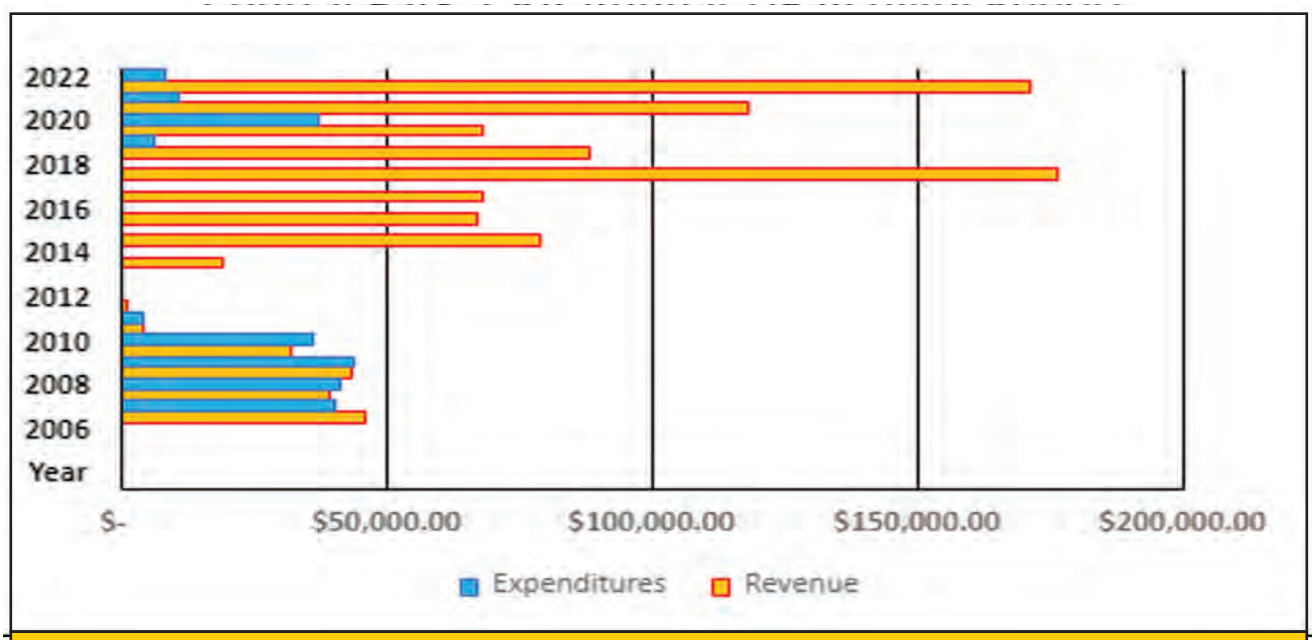


FIGURE 9.3: **CENTRAL PARK CRA ANNUAL TIF REVENUES & EXPENDITURES**
SOURCE: TAMPA COMMUNITY REDEVELOPMENT AGENCY CRA ANNUAL REPORTS

North Nebraska Avenue and the introduction of several locally owned businesses. Although not in the CRA, the GTE Federal Credit Union office building was an early addition to the area and has contributed to the stability of the surrounding neighborhood. All of these initiatives reflect the benefits of ongoing redevelopment in the Central Park CRA and have established a foundation for sustained future investment in the area.

TABLE 5: KEY PERFORMANCE INDICATORS (METRICS) FOR THE CENTRAL PARK CRA

INDICATOR		
ECONOMIC DEVELOPMENT	ANALYSIS	Significant ongoing private-sector and public sector investments in the CRA in the form of buildings, infrastructure and public open space amenities. Private-sector investments: approx. $: Public-sector investments approx. $; Institutional investments $. Local jobs creation: .
	STATUS	To date 23 multi-family residential buildings have been completed and 17 are planned or under development; 4 institutional structures; 2 public open spaces; and 1 urban farm have been completed. The economic development objective is being realized in the Central Park CRA.
	POLICY RECOMMENDATIONS	Additional commercial and mixed-use development should be encouraged in the Central Park CRA to provide neighborhood-serving commercial uses and local job opportunities for an expanding population.

FIGURE 9.4: **PALM AVENUE HISTORIC RESIDENTIAL STRUCTURES**

 ATTAINABLE HOUSING	**ANALYSIS**	**Ongoing need for affordable/attainable/workforce housing in the CRA. Currently, only market-rate housing is planned.**
	STATUS	**To date over 675 units of affordable housing have been completed in the CRA – all within the ENCORE! development. 318 of these are reserved for senior citizens.** **The attainable housing objective is being realized in the Central Park CRA.**
	POLICY RECOMMENDATIONS	**1. Prioritize TIF fund expenditures to acquire vacant and underutilized property in the CRA for the exclusive use of affordable and mixed-income housing or for mixed-use development that include these elements.** **2. Identify grants, tax credits and other financial strategies that could be used to facilitate the construction of affordable and workforce housing in the CRA.** **3. Identify regulatory and other constraints that hinder streamlined reviews and approval of affordable/workforce housing projects.** **4. Identify subsidies, development incentives and other opportunities for the inclusion of affordable/workforce units in market-rate residential projects in the CRA.**
 CONNECTIVITY	**ANALYSIS**	**Safe, well-defined connectivity from the CRA south to Downtown and east to Ybor City is lacking at key intersections. Several opportunities exist for better pedestrian and bike connectivity through directional signage, wayfinding and gateway features.**
	STATUS	**Sidewalks and intersection crosswalks at key intersections contribute to walkable conditions in the district.** **The connectivity objective is being realized in the Central Park CRA.**
	POLICY RECOMMENDATIONS	**1. Provide additional enhanced pedestrian features at the key southwest and southeast corners of the CRA.** **2. Encourage redevelopment projects at the intersection of East Cass Street, North Nebraska Avenue and the Nuccio Parkway as a "multi-directional gateway" between the Central Avenue district, Downtown, Ybor City and the proposed Brightline Train Station area.** **3. Incorporate small-scale "gateway", placemaking and pedestrian enhancements along North Nebraska Avenue at the East 7th Avenue and East Palm Avenue intersections to facilitate greater connectivity between Tampa Heights and Ybor City.**

QUALITY OF LIFE	ANALYSIS	The Central Park CRA incorporates several buildings and public realm features that enrich the quality of life for residents and others from around the city. The availability of affordable housing, cultural features, public open spaces, neighborhood-serving commercial uses, transportation options, and enhanced public realm features add to the district's livability.
	STATUS	The ENCORE! development's inventory of affordable units, easy access to stores and services, Perry Harvey, Sr. Park and Ray Charles Boulevard public open spaces, HART bus service along North Nebraska Avenue and walkable street conditions all contribute to this metric. The quality of life objective is being realized in the Central Park CRA.
	POLICY RECOMMENDATIONS	1. Continue to implement small-scale public realm, public art and pedestrian amenity features, like those identified in the CAC and community workshops throughout the CRA to complement ongoing redevelopment, contribute to its unique identity and sense of place, and improve the livability and wellbeing of residents.
COMMUNITY ENGAGEMENT	ANALYSIS	Central Park CRA Plan Update process and final document reflects input from community residents, stakeholders, City staff and CAC members. This process included face to face interviews, phone contacts, online meetings, an online survey and hands-on workshops.
	STATUS	The Central Park CRA CAC's ongoing interface with the community and CRA staff is an effective approach for garnering community and stakeholder input as redevelopment activities continue in the district. The community engagement objective is being realized in the Central Park CRA.
	POLICY RECOMMENDATIONS	None

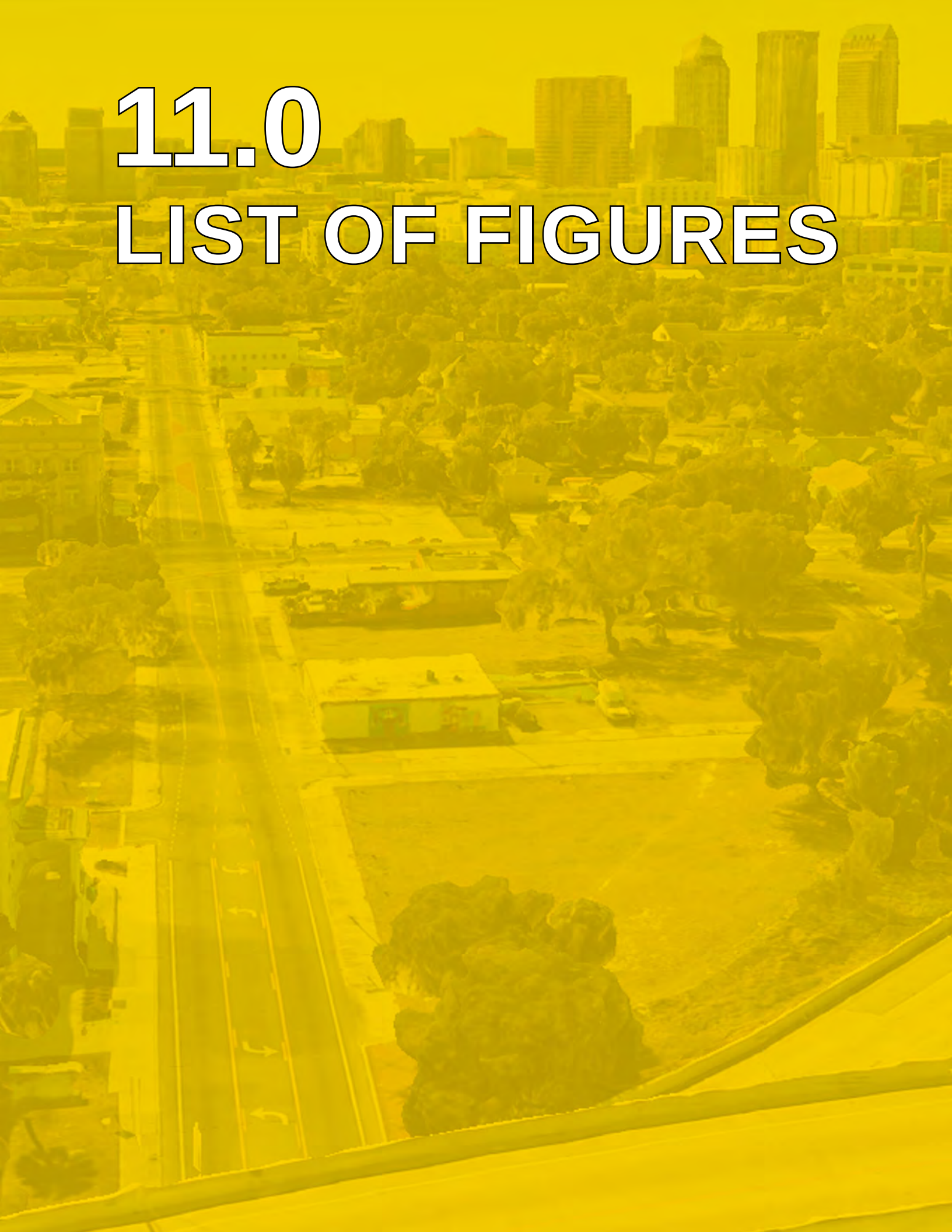
FIGURE 9.5: **EAST SCOTT STREET LOOKING WEST**

10.0 LEGAL DESCRIPTION

10.0 LEGAL DESCRIPTION

That part of Section 13, Township 29 South, Range 18 East, AND Section 18, Township 29 South, Range 19 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 Interstate Highway 4 (S.R. 400), and the Centerline of Nebraska Avenue (S.R. 45), as shown on State of Florida – State Road Department Interstate Expressway No. 4, Section No. 10190-2412-41-14 of State Road No. 400, Hillsborough County, State of Florida State Road Department Right of Way Map; run thence Southerly along said Centerline of Nebraska Avenue (S.R. 45), to its intersection with the Centerline of 7th Avenue; thence Easterly along said Centerline of 7th Avenue, to its intersection with the Centerline of Nick Nuccio Parkway; thence Southerly along said Centerline of Nick Nuccio Parkway, and its Southerly projection, to its intersection with the Westerly projection of the Centerline of 3rd Avenue (Alabama Avenue) and the Southerly boundary of MARYLAND AVENUE SUBDIVISION, a subdivision as recorded in Plat Book 41, Page 71 of the public records of Hillsborough County, Florida; thence Southwesterly along said Southerly boundary of MARYLAND AVENUE SUBDIVISION, and its Southwesterly projection, to its intersection with the Westerly boundary of said Section 18, Township 29 South, Range 19 East, said Westerly boundary lying in Nebraska Avenue; thence Northerly along said Westerly boundary of said Section 18, to its intersection with the Easterly projection of the Southernmost boundary of the Housing Authority of the City of Tampa, Florida Central Avenue Project, said boundary as established per City of Tampa Ordinance No. 1518-A; thence Westerly along said projection and boundary , and Southerly and Westerly along said Southernmost boundary of said Housing Project, and its Westerly projection, to its intersection with the Centerline of the Orange Street (Orange Avenue) and Jefferson Street Connector, as shown on Right of Way Map, titled – Downtown Interstate Connector to Pierce and Jefferson Streets, File No. I-6-12, prepared by Reynolds, Smith & Hills, for the City of Tampa, Department of Public Works; thence Northerly along said Centerline of Orange Street and its Northerly projection to and along the Centerline of East Bay Street, as shown on PLAN OF MOBLEY' S SUBDIVISION, a subdivision of record as recorded in Deed Book "Q", Page 539 of the public records of Hillsborough County, Florida, to its intersection with the Centerline of Interstate Highway 275 (S.R. 93), as shown on the Tampa Expressway System Downtown Distributor, Section No. 10190-2412-41-14 of State Road No. 400, Hillsborough County, State of Florida State Road Department Right of Way Map; thence Northeasterly along said centerline of Interstate 275 (S.R. 93), to its intersection with the Centerline of Interstate Highway 4 (S.R. 400); thence Easterly along said Centerline of Interstate Highway 4 (S.R. 400), to its intersection with the Centerline of Nebraska Avenue (S.R. 45), said intersection being the Point of Beginning.

FIGURE 10.1: **VIEW OF CENTRAL PARK CRA & DOWNTOWN SKYLINE FROM I-275 RAMP**



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