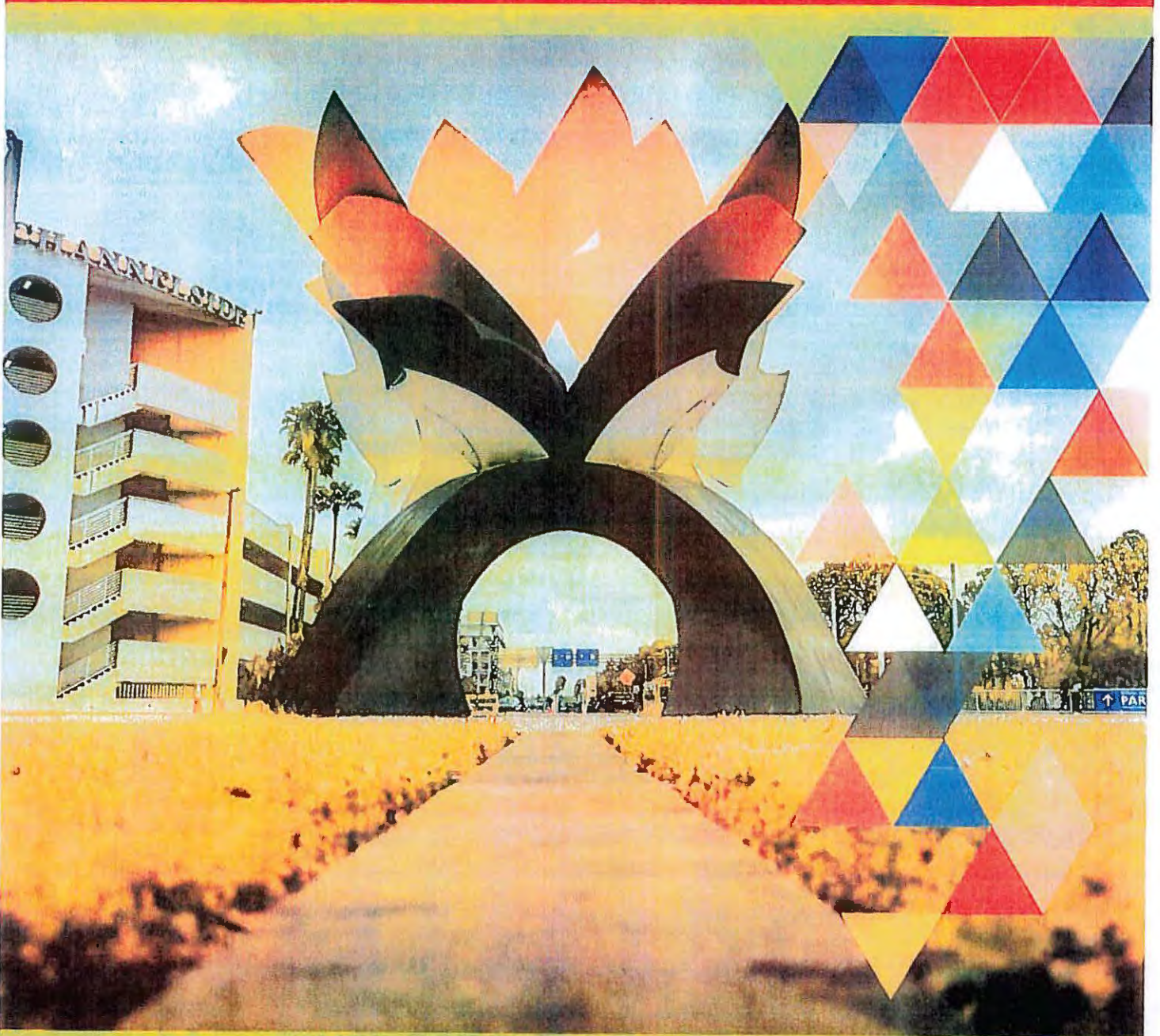


CHANNEL DISTRICT



COMMUNITY

REDEVELOPMENT PLAN

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1.0 Introduction

The Channel District Community Redevelopment Area was established in 2004 as part of a larger effort to foster the redevelopment of Tampa's Urban Center. Eighteen years ago, the Channel District was an aging industrial area with declining investment and few residents. Despite decades of rapid suburban growth in unincorporated Hillsborough County, the prescient redevelopment vision of a vibrant mixed use Channel District was established.

Today more than 4,660 people call the Channel District home. Channel District residents are young; more than 50% of the population is between 25 and 44 years old. Channel District residents are educated; more than 70% of resident over the age of 25 have a bachelor's degree or higher. Channel District residents are high earners: the median annual household income is over \$92,000, which is more than 65% above the City's median.

Despite strong investment trends for high end residential buildings, Florida statute defined conditions of blight remain. As the Channel District continues its rapid conversion from historic industrial uses to a 21st century urban neighborhood, gaps in essential community infrastructure that include convenient transit, parks and open space and neighborhood retail services have become apparent.

This Amended and Restated 2021 Community Redevelopment Plan for the Channel District identifies ways to reduce the existing conditions of blight and provides for a dynamic and highly livable urban neighborhood through sustainable community infrastructure which will support the needs of current and future Channel District residents, visitors and businesses.





2.0 Statutory Requirements

The 2021 Channel District Community Redevelopment Plan adheres to the standards and requirements of the Community Redevelopment Act, Chapters 163.335 through 163.362, *Florida Statutes*. These requirements include the preparation of a work program and schedule, a legal description of the Community Redevelopment Area, a formal Finding of Necessity based upon survey and analysis, and the development of a Community Redevelopment Area (CRA) Plan.

The 2021 Channel District Community Redevelopment Plan is an update of the 2004 Channel District Community Redevelopment Plan. The 2004 Channel District Community Redevelopment Plan was based on the requisite Finding of Necessity and proposes the methods by which those conditions will be alleviated. *The Channel District, A Finding of Necessity (May, 2004)* identified a number of specific issues and factors contributing to slum and/or blight conditions in the Channel District in accordance with Chapter 163.335 and Chapter 163.340,(7),(8), *Florida Statutes*. Said factors continue to be present within Community Redevelopment Area and are presented in greater detail in Section 7 Need for Redevelopment.

The 2021 Channel District Community Redevelopment Plan contains the requisite components and is in accordance with Chapter 163.362, *Florida Statutes*, Contents of Community Redevelopment Plan. The 2021 Channel District CRA Plan presents redevelopment strategies, a general work program and time frame within which public and private resources may be used to implement and accomplish the proposed community redevelopment strategies. The implementation of the Plan's proposed infrastructure and improvements shall be completed prior to the expiration of the CRA in 2034, unless the CRA's operational timeframe is amended through an extension process.

The 2021 Channel District CRA Plan has been determined to be consistent with the City's adopted Comprehensive Plan by the Local Planning Agency. The 2021 Channel District CRA Plan has also been found consistent with the existing zoning and land use intensities and densities in the area or proposes recommendations to encourage the appropriate development.

3.0 Legal Description

This part of Sections 18 and 19, Township 29 South, Range 19 East, all lying within the City of Tampa, Hillsborough County, Florida, lying within the following described boundaries to wit:

Begin at the intersection of the Northerly projection of the Centerline of Channelside Drive (Thirteenth Street) and the Centerline of Adamo Drive (S.R. 60) (First Avenue) as shown on TAMPA DOCK CO'S. ESTUARY SUBDIVISION NO. 2, a subdivision of record in Plat Book 1 1. Page 95 of the public records of Hillsborough County, Florida; run thence Easterly along said Centerline of Adam Drive to its intersection with the Northerly projection of the Easterly boundary of the following described tract: Tract beginning on the South Right of Way line of Adamo Drive a distance of 443.80 feet East of the East Right of Way line of 14th Street and run East 390.94 feet; thence South 02° 16' 19" West a distance of 204.51 feet; thence South 56°02'33" West a distance of 171.71 feet; thence North 88°09'38" West a distance of 250.00 feet, to a point lying 294.96 feet South of the point beginning; thence North 01°50'22" East, a distance of 294.96 feet to the Point of Beginning, less Right of Way for Expressway, as shown by the Tampa Hillsborough County Expressway Authority, on their drawings prepared by Greiner Engineering, and titled Tampa South Crosstown Expressway Eastern Extension to I-75, project number 10002 2520 035, Sheet No. 3; run thence Southerly along said Northerly projection and Easterly boundary of said described tract, to and along its Southeasterly projection, to its intersection with the Centerline of Ybor Channel, said Centerline being that



between the Easterly and Westerly combined Pierhead and Bulkhead Lines of said Channel as determined by the Jacksonville District, Corps of Engineers of the Department of the Army and shown on their drawing of the U.S. Harbor Lines, Tampa Harbor, Florida Hillsboro River and Hillsboro Bay Sheet No. 2, File 45-20, 641; run thence Southerly along said Centerline to its intersection with the Easterly Projection of the Centerline of Garrison Channel per the Tampa Port Authority Bulkhead Lines as established by Hillsborough County Port Authority on September 15, 1960 and filed for record in Plat Book 42, Page 37 of the public records of Hillsborough County, Florida, said Centerline lying, 150 feet Northerly of and parallel to that combined Pierhead and Bulkhead Line forming the Northerly boundary of Seddon Island (Harbour Island), and lying between the U.S. Corps of Engineers Harbour Line Monuments THL 214 and THL 215; run thence Southwesterly along said Centerline to its intersection with the Southwesterly projection of the Easterly boundary of Water Lot 70 of HENDRY & KNIGHT'S MAP OF CHAMBERLAINS, a subdivision of record in Plat Book 5, Page 10 of the public records of Hillsborough County, Florida; run thence Northeasterly along said projection, Easterly boundary, and its Northeasterly projection to the Easterly projection of the Centerline of Channelside Drive (Carew Avenue, Platt Street), as shown on said HENDRY KNIGHT'S MAP OF CHAMBERLAINS; run thence Easterly along said projection and Centerline to its intersection with the Southeasterly projection of the Westerly boundary of Meridian Avenue (Wiggins Avenue), as shown on said HENDRY &, KNIGHT'S MAP OF CHAMBERLAINS; run thence Northwesterly along said projection and boundary, and its Northwesterly projection, to and along the Westerly boundaries, and their Northwesterly projections of Meridian Avenue (Unnamed per plat) as shown on MAP OF FINLEY AND CAESAR SUBDIVISION, as recorded in Plat Book 1, Page 84 of the public records of Hillsborough County, Florida, Meridian Avenue (Maxwell Avenue) as shown on MAP OF FINLEY AND STILLINGS SUBDIVISION, as recorded in Plat Book 1, Page 88 of the public records of Hillsborough County, Florida, and Meridian Avenue, as shown MAP OF FINLEY AND JONES SUBDIVISION, as recorded in Plat Book 1, Page 93 of the public records of Hillsborough County, Florida, to its intersection with the Southwesterly projection of the Southeasterly Limited Access Right of Way line of said Tampa South Crosstown Expressway Eastern Extension to I75; run thence Northeasterly along said projection and Limited Access Right of Way line, and its Northeasterly projection, to its intersection with the Centerline of Channelside Drive (Thirteenth Street); run thence Northerly along said Centerline and its Northerly projection to its intersection with the Centerline of Adamo Drive (First Avenue), said intersection being the Point of Beginning.

4.0 Community Redevelopment Agency

The Tampa City Council sits as the Tampa Community Redevelopment Agency and is responsible for administering programs and policies related to the City's Community Redevelopment Areas. The Channel District Community Redevelopment Area is overseen by the City's Director of Community Redevelopment. Day-to-day operations of the Channel District Community Redevelopment Area are administered by the CRA Manager. The CRA Manager monitors community redevelopment program implementation and provides reports on activities and progress to the Community Redevelopment Agency. The Channel District Community Redevelopment Agency utilizes a Community Advisory Committee (CAC) comprised of residents, property owners and business owners and operators located within the Channel District to facilitate the local participation and implementation of the Plan.



5.0 History

The Channel District Community Redevelopment Area (CRA) was established in 2004 as an effort to repurpose and revitalize the area's features into a vibrant district that complements the quality-of-life goals in the City of Tampa. Shortly after, the first Community Redevelopment Plan was published in 2004.

Historically, the Channel District was an industrial, working shoreline, and the area was known for its shipping industry and proximity to Fort Brooke Army fort (1824-1882). In the 1880s, railroads connected the port with Jacksonville, which allowed Old Port Tampa to flourish and increase its trading ability and range.¹ This rail line eventually connected all the way to New York. Once the channel was deepened in the early 1900s, the channel could allow larger ships to be docked to further increase trading. World War II increased activity in Channel District with shipbuilding and other wartime industries.



Again, the channel was deepened in the 1950s and 1960s, which led to increased industry and trade being brought to the Channel District. Due to changes in cargo shipping, the Channel District suffered decline in the 1970s and 1980s, prompting the Channel District CRA's predecessor, the Ybor Channel Redevelopment Association.² Following the end of the Ybor Channel Redevelopment Association, the Tampa Port Authority's decision to acquire the waterfront property on the Garrison and Ybor Channels was a pivotal point of redevelopment opportunity for the future Channel District CRA. Since the acquisition, the Garrison Seaport has been developed. The other early anchor feature for the district was the Florida Aquarium, opened in 1995.

Until the early 2000s, the Channel District was generally viewed as an industrial and institutional neighborhood, due to its major stakeholders, the Port Tampa Bay and the Florida Aquarium. The area was not considered a thriving urban neighborhood until the late 2000s to early 2010s, when multifamily developments came online, replacing dilapidated industrial and warehouse buildings.³ The proximity to the Central Business District and Historic Ybor City has made it extremely desirable for residents, businesses, and other amenities.

¹ Location & History of Port Tampa Bay. <https://www.porttb.com/history>

² https://www.tampa.gov/CRA/channel_district/history

Photo sources: (top) – Special Collections Department, University of South Florida; (bottom) - <https://fourseasonsstatesrocinc.com/wp-content/uploads/2021/01/4Tampa-Cruise-Terminal.jpg>

³ The Channel District Community Redevelopment Plan, 2004.

The City of Tampa has experienced significant population growth in its in-town neighborhoods, similar to national trends of increased relocation into city centers. The Channel District has quickly grown from an industrial area into an urban, mixed use neighborhood with office uses, hospitality and tourism uses, limited industrial



uses and a large and growing residential component. The ownership of the neighborhood is disparate with many different property owners in the District with alternative ideas for its future. This, along with the rapid growth, leads to a neighborhood structure with no master plan in place to organize neighborhood infrastructure, such as parks, schools, public safety, and infrastructure. This has led to many wants and desires from residents, which can be addressed moving forward. While the Channel District is growing rapidly, future development should take place through visioning and cooperation among the stakeholders to increase resident access to neighborhood amenities.



6.0 Existing Conditions

6.1 Land Use Composition

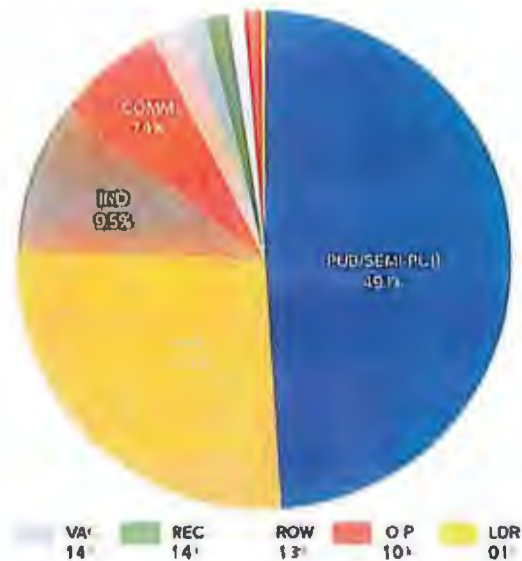
To better understand the opportunities and challenges of the Channel District, it is necessary to evaluate present land use patterns. **Table X1 and Figure X1** show the existing land uses and development patterns within the Channel District. These existing land use categories are derived from the Department of Revenue (DOR) land use codes provided within the most recent version of the Hillsborough County Property Appraiser’s parcel files.

The predominant land uses in the District are: Public/Semi Public (49.1%), High Density Residential (26.7%), Industrial (9.5%), and Commercial (7.4%). Mixed use, recreation, office/professional, right-of-way, and low density residential land uses make up small portions of the rest of the district. Approximately 1.4% (1.9 acres) of the District’s land area is considered vacant, undeveloped land.

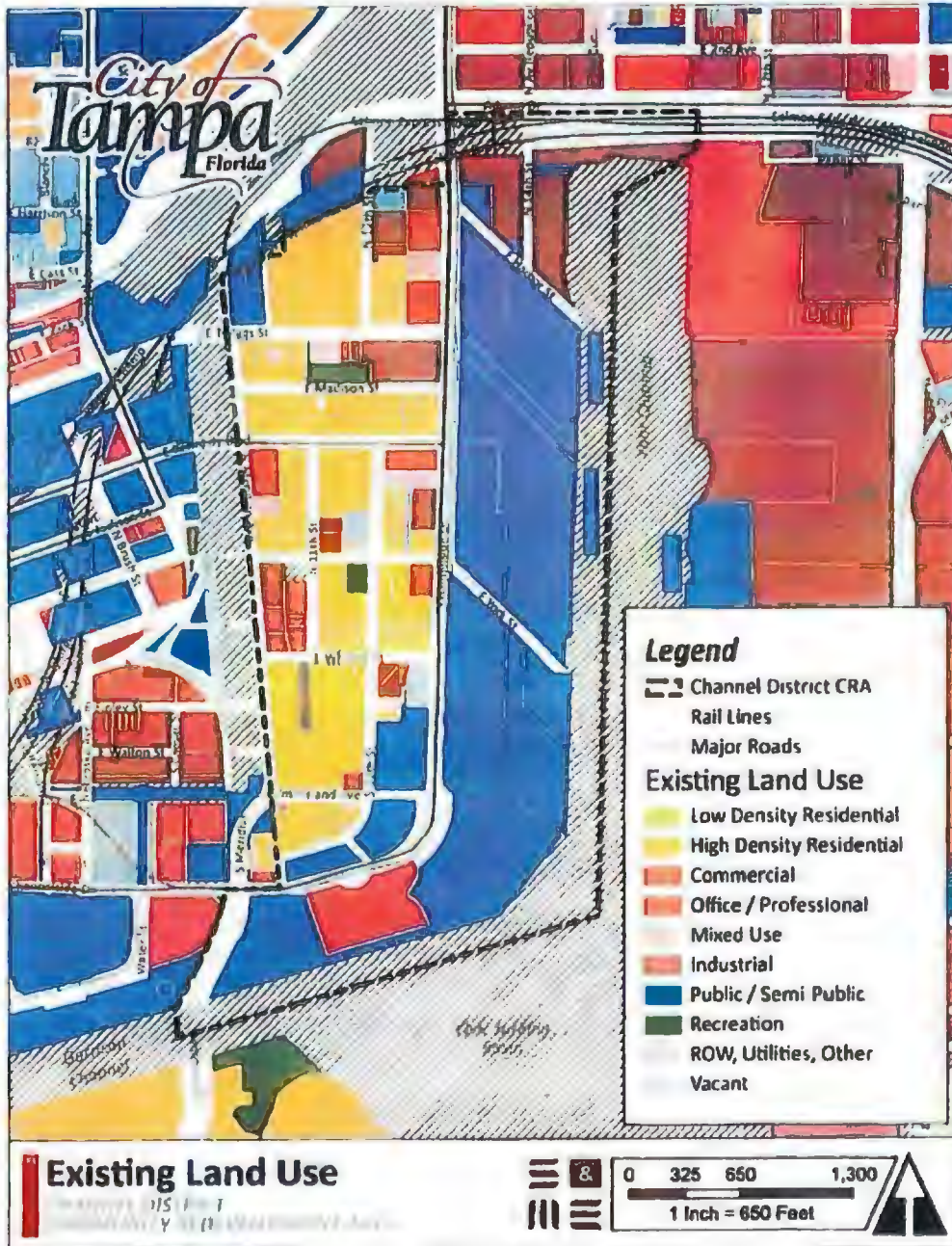
Table 1. Current Land Use

Current Land Use	Acres
Public/Semi Public	67.2
High Density Residential	36.6
Industrial	13.0
Commercial	10.2
Mixed Use	2.8
Vacant	1.9
Recreation	1.9
Right of Way / Utilities	1.8
Office / Professional	1.4
Low Density Residential	0.1
Total Land Area	137.0

Sources: City of Tampa, FGDL, Hillsborough County Property Appraiser, S&ME, 2021



Map 1. Existing Land Use



Sources: City of Tampa, FGDL, Hillsborough County Property Appraiser, S&ME, 2021



6.1.1 Vacant Land

The Channel District is approximately 200 acres in size and based upon the Hillsborough County Property Appraiser Department of Revenue (DOR) land use codes, nine parcels (approximately 1.9 acres or 1.4% of total land area), are considered to be vacant. However, the District is rapidly changing, and there are several developments proposed which include the parcels listed below. **Table 2** lists the parcels, addresses, ownership, sizes, and taxable values of the vacant parcels within the CRA, and **Map 2** shows their locations.

Table 2. Vacant Parcels

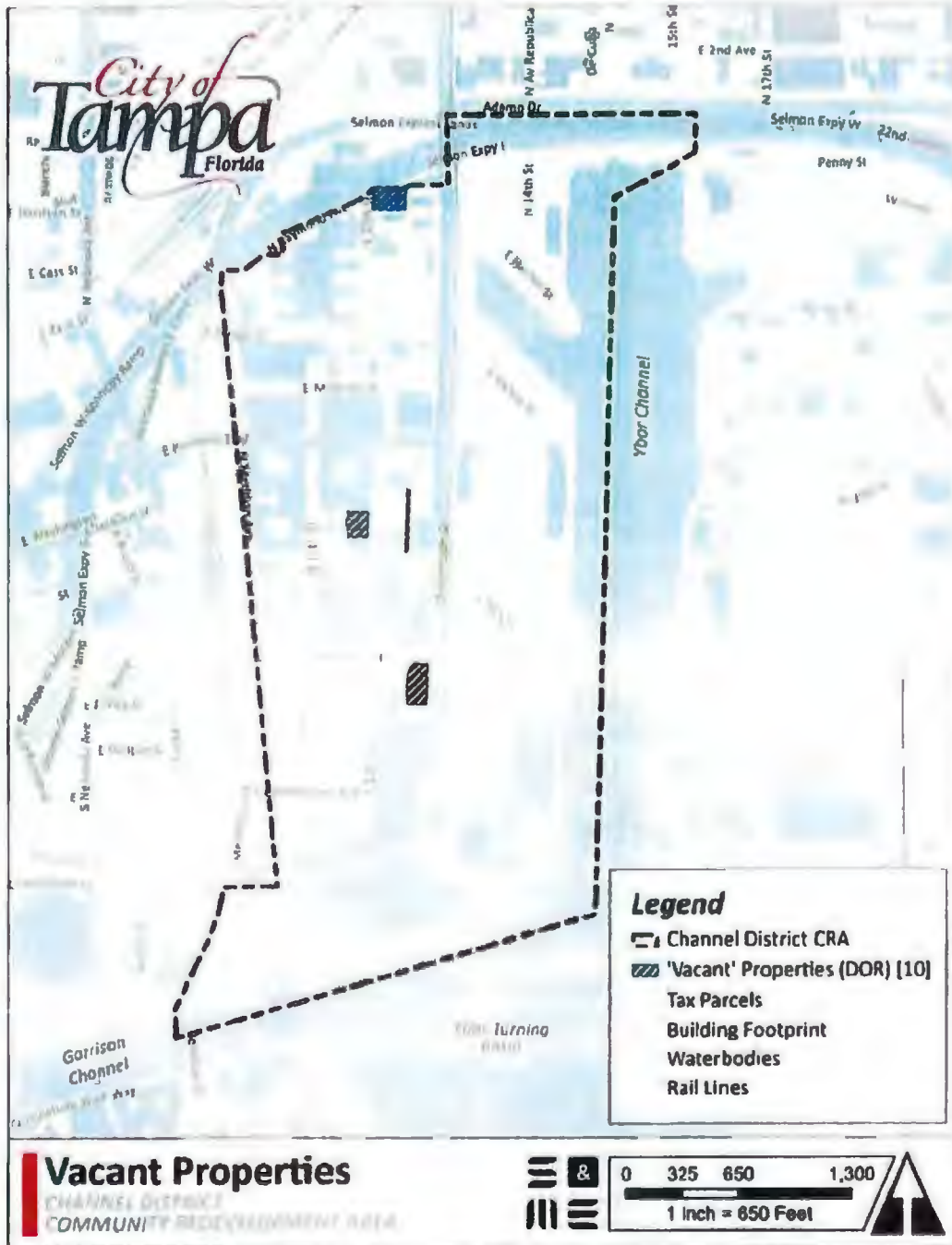
Parcel	Address	Ownership	Size	Taxable Value
A-18-29-19-4WM-000002-00009.0	701 N 12TH ST	B & S INVESTMENT PROPERTIES INC	0.603619993	\$356,907
A-19-29-19-9AL OFF000-C0000.1	1120 E KENNEDY BLVD	GRAND CENTRAL AT KENNEDY MASTER OWNERS ASSN INC	9.18274E-05	\$100
*A-19-29-19-4X0-000005-00001.0	858 CHANNELSIDE DR	ELEVE61 LLC	0.646983027	\$1,285,080
A-19-29-19-4X2-000003-00020.0	1316 E WASHINGTON ST	ALEXANDROS KORAKIS	0.228918999	\$100
A-19-29-19-4X2-000010-00006.0	212 N 12TH ST	CKFIRM LLC	0.116194002	\$179,282
A-19-29-19-4X2-000010-00007.0	210 N 12TH ST	CKFIRM LLC	0.230663002	\$372,491
A-19-29-19-4X2-000010-00009.0	206 N 12TH ST	CKFIRM LLC	0.105559997	\$179,282
A-19-29-19-9DS 000000 C0000.0	0 CUMBERLAND	TOWERS OF CHANNELSIDE CONDO ASSOC INC	0.00459136	\$100
A-19-29-19-9ER T00002-02902.0	1209 E CUMBERLAND AVE 2902	RAMESHWAR SINGH AND BHAVNA PATEL	9 18274E-05	\$28,782

Sources: Hillsborough County Property Appraiser, 2021

*Note: Highlighted parcels are planned for redevelopment and because of the quickly changing nature of the District, it's likely other "vacant" parcels are queued for redevelopment.



Map 2. Vacant Properties



Sources: City of Tampa, FGDL, Hillsborough County Property Appraiser, S&ME 2021



6.1.2 *Underutilized Land*

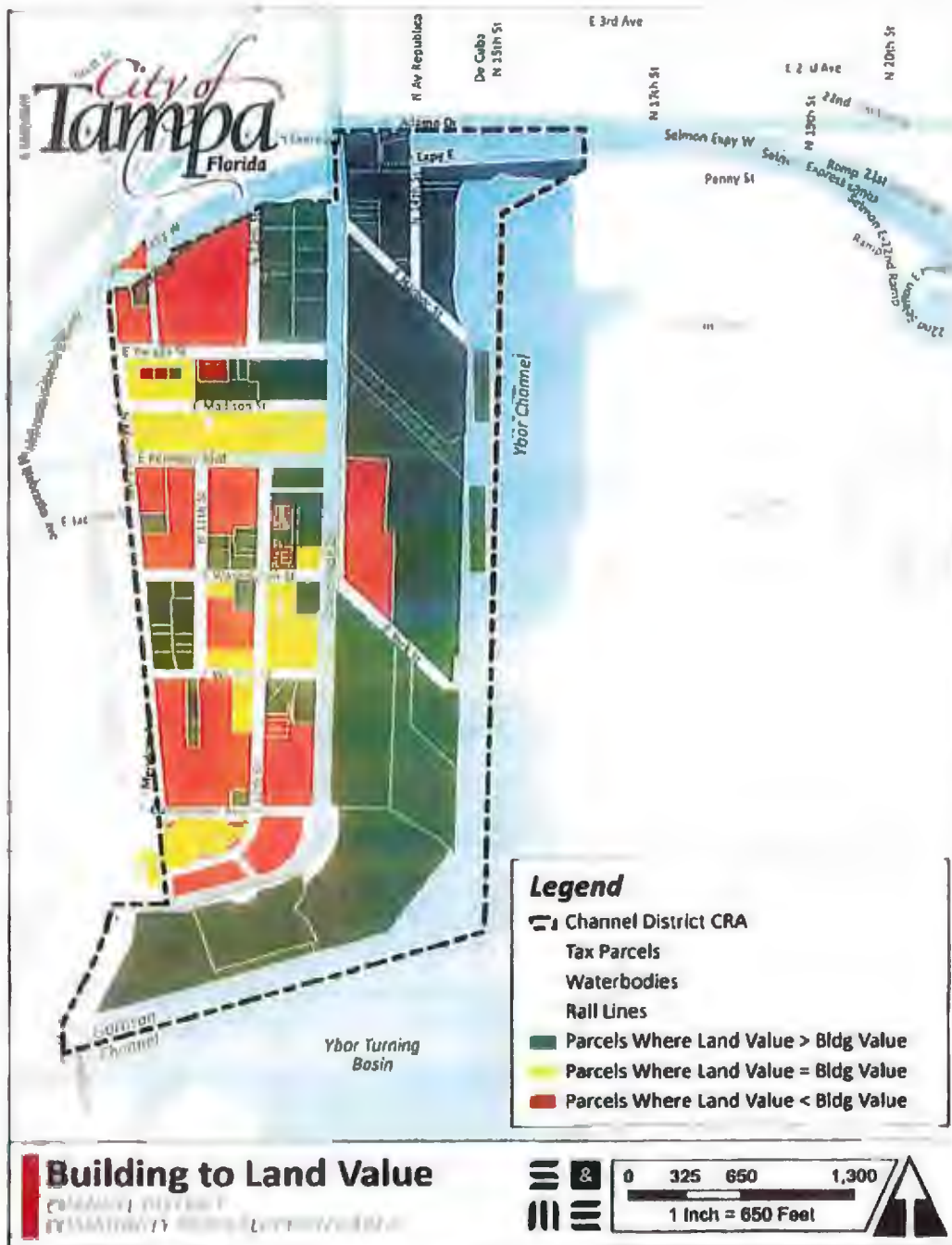
Underutilized parcels are defined as those parcels which have a current use that does not fully maximize the economic potential of the site. Frequently, parcels that are vacant, very small in area, or occupied by a low value structure (less than \$50,000 in taxable value) are classified as underutilized. For the Channel District with a limited land inventory, small parcels may still have vertical development potential. To identify underutilized parcels within the Channel District, parcels were evaluated to identify those parcels where the parcel value exceeded the development (building) value onsite. If a parcel had a higher value than the building or development located on it, then it was determined to be underutilized.

S&ME evaluated 1,228 parcels located within the Channel District. Over 90% of the parcels (1,112 parcels) had building values far in excess to the value of the land. Approximately 1.2% of the parcels (15 parcels) had a land value that equaled the value of the building on the parcel, and 8.2% of the parcels (101 parcels) had land values that exceeded the values of any development that was present onsite. Combining the parcels that had a land value that equaled the value of the building on the parcel and those that had land values that exceeded the values of any development that was present onsite identifies 116 parcels or 9.4% of the total parcels as potentially underutilized.

These underutilized and vacant parcels represent future development and/or redevelopment opportunities for the CRA/City to acquire additional property for the development or the creation of additional public amenities, open spaces and/or parks **Map 3** depicts the underutilized parcels within the Channel District.



Map 3. Underutilized Parcels



Sources: City of Tampa, FGDL, Hillsborough County Property Appraiser, S&ME, 2021



6.2 FLU

The City of Tampa’s Comprehensive Plan (Future Land Use Element) establishes designations and future uses of land within the City, and the purpose of Future Land Use classifications is to direct economic growth and development in certain areas of the City, along certain corridors, and to protect environmentally sensitive areas. The Channel District CRA’s growth and development is enhanced by the future land use (FLU) designations, which provide for mixed use development, high intensities for non-residential development, and high densities for residential development.

The evaluation of future land use identifies the future land use designations within the CRA based on the Future Land Use Map classifications. **Table 3** shows the FLU designations in the CRA, and **Map 4** shows the FLU designations spatially. The predominant FLU designation is Regional Mixed Use-100 (RMU-100) (90.1%), a regional mixed use designation, which allows high intensity and high density high-rise residential, major office, and region-serving commercial developments which require access to major transportation facilities. The second most predominant designation is Heavy Industrial (HI) which consists of 8.4% of the total land area. This FLU designation is present along the northern edges of the Channel District CRA. The Heavy Industrial FLU designation allows for manufacturing, research and development, industry incubators, professional office, and other similar uses, yet the designation does not allow residential development unless it is considered limited accessory. Central Business District (CBD), Public/Semi Public (P/SP), Light Industrial (LI), and Urban Mixed Use 60 (UMU 60) are all present in the CRA, along the edges of the District.

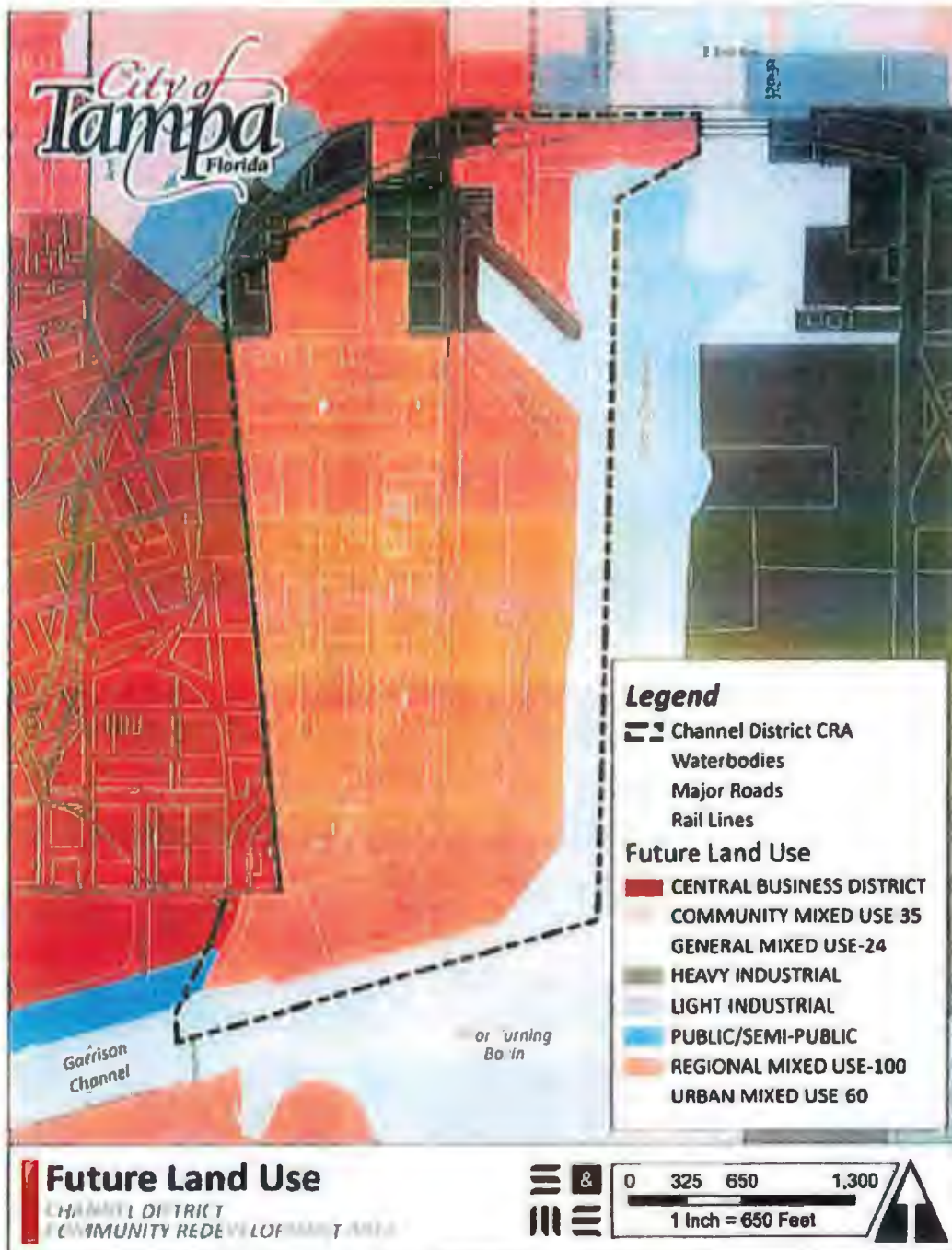
Table 3. Future Land Use Designations

Future Land Use	Acres
Regional Mixed Use 100	150.1
Heavy Industrial	14.0
Central Business District	1.6
Public/Semi-Public	0.5
Light Industrial	0.3
Urban Mixed Use-60	0.2
Total Land Area	166.6*

*Note: The total land area does not match the Current Land Use table because of right of way, the waterways and roads



Map 4. Future Land Use



Sources: City of Tampa, FGDL, Hillsborough County Property Appraiser, SA/ME, 2021

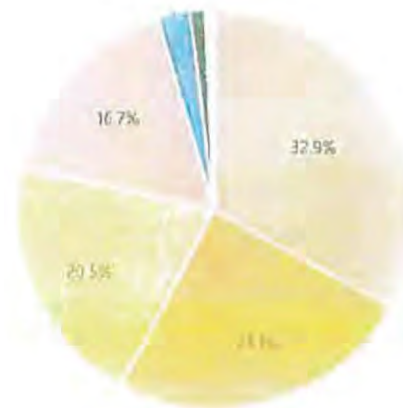
6.3 Zoning

The Zoning Map and land development regulations assist in implementing the Comprehensive Plan by establishing zoning districts and adopting development standards for each. **Table 4** lists the Zoning districts and their acreages, and **Map 5** shows the zoning map. Zoning districts guide development and the entitlements for parcels throughout the City. The zoning code provides a guide to permitted, prohibited, and conditional uses, site development criteria, and the size and dimensions of proposed structures.

Table 4. Zoning Districts

Zoning	Acres
CD-1	65.6
CD-2	50.0
PD-A	40.9
CD-3	33.3
IH	5.5
CBD-2	2.5
PD	1.6
Total Land Area	199.3*

Sources: City of Tampa, FGDL Hillsborough County Property Appraiser. S&ME. 2021

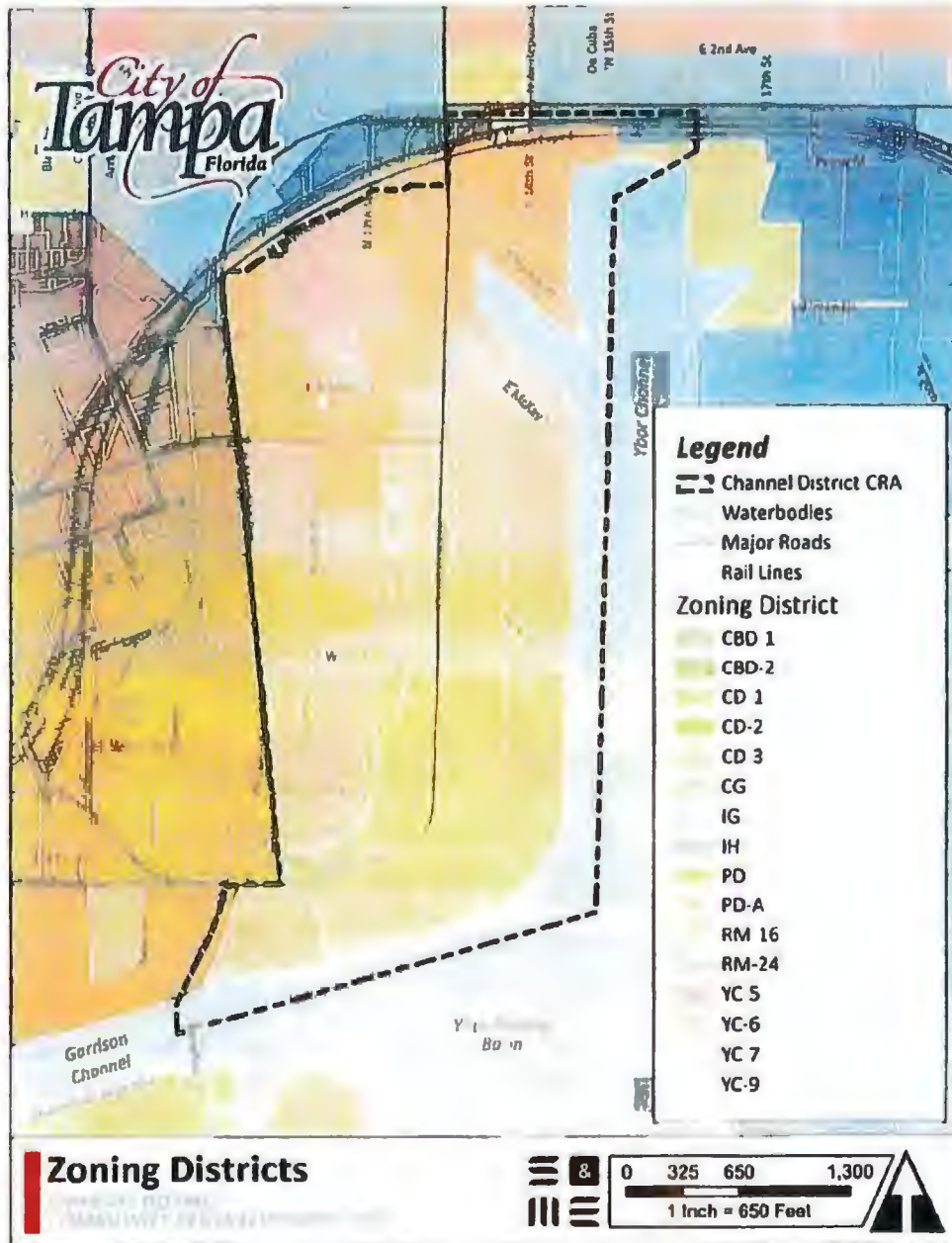


*Note: The total land area does not match the Current Land Use or Future Land Use table because of right of way, the waterways, and roads.

The purpose of the Channel District (CD) zoning districts (CD 1, CD-2, and CD-3) is to provide for a growing mixed use area which complement surrounding areas, including the Central Business District. The purpose of the Central Business District (CBD) zoning districts (CBD 2) is to implement goals of the Center City Plan, which provides for a high quality public realm, in buildings, streets, open spaces, and pedestrian scale design. The Industrial Heavy (IH) zoning district provides for areas which generate emissions and are not compatible with primary commercial, institutional, and residential uses. PD and PD A are planned development districts which allow for the development of land uses that are in conformance with the adopted future land use designation while encouraging maximum land development opportunities and a mixture of appropriate land uses. PD and PD-A allow for flexibility in the review process.



Map 5. Zoning Districts



Sources: City of Tampa, FGDL, Hillsborough County Property Appraiser, S&ME, 2021

6.4 Transportation

6.4.1 Roadway Network

The Channel District roadway network is arranged in a grid pattern. The grid is comprised of four (4) primary north-south routes and six (6) primary east-west routes. The primary north-south routes are Channelside Drive, Meridian Avenue, North 12th Street, and North 11th Street. The primary east-west routes are Twiggs Street, Madison Street, Kennedy Boulevard, Washington Street, Whiting Street, and Cumberland Avenue. The roadway system has been undergoing a system-wide upgrade throughout the past 15 years. The original design of the District's roadway was intended to serve an industrial area. The streets in the district are listed in **Table 5**:

Table 5. Transportation Corridors

North-South Routes	East-West Routes
1. Channelside Drive	1. Twiggs Street
2. 11th Street	2. Madison Street
3. 12th Street	3. Kennedy Boulevard / SR 60
4. 14th Street	4. Washington Street
5. Meridian Avenue	5. Whiting Street
6. Beneficial Drive	6. Cumberland Avenue
7. N. Raymond Avenue	7. Channelside Drive
8. Garrison Street *	8. E. Harbor Street**
9. Seaport Street *	9. E. McKay Street**
	10. E. York Street **

Sources: City of Tampa, Channel District Community Redevelopment Agency, 2021.

Note * Private/Controlled Access

** Providing access to Port waterfront through Port Tampa Bay property

Access to the Channel District is provided by primary arterial roads, including Channelside Drive, Meridian Avenue, Kennedy Boulevard, and Twiggs Street. These roads are the main connections between the Channel District and the Central Business District (CBD), Ybor City, Harbour Island, and nearby major transportation routes, including the Lee Roy Selmon Crosstown Expressway and Adamo Drive (State Road 60). Vehicular movement within the Channel District are served by 11th Street and 12th Street (north/south) and Whiting Street, Washington Street, Madison Street, and Cumberland Avenue (east/west).

Table 6 lists the current ROW widths and lane configurations for the primary roadways within the Channel District. The City of Tampa Public Works Department Transportation Division maintains Level of Service (LOS) information on several roadway segments within the Channel District. This information is summarized in **Table 7**.



Table 6. Channel District Existing Roads and Lane Configuration

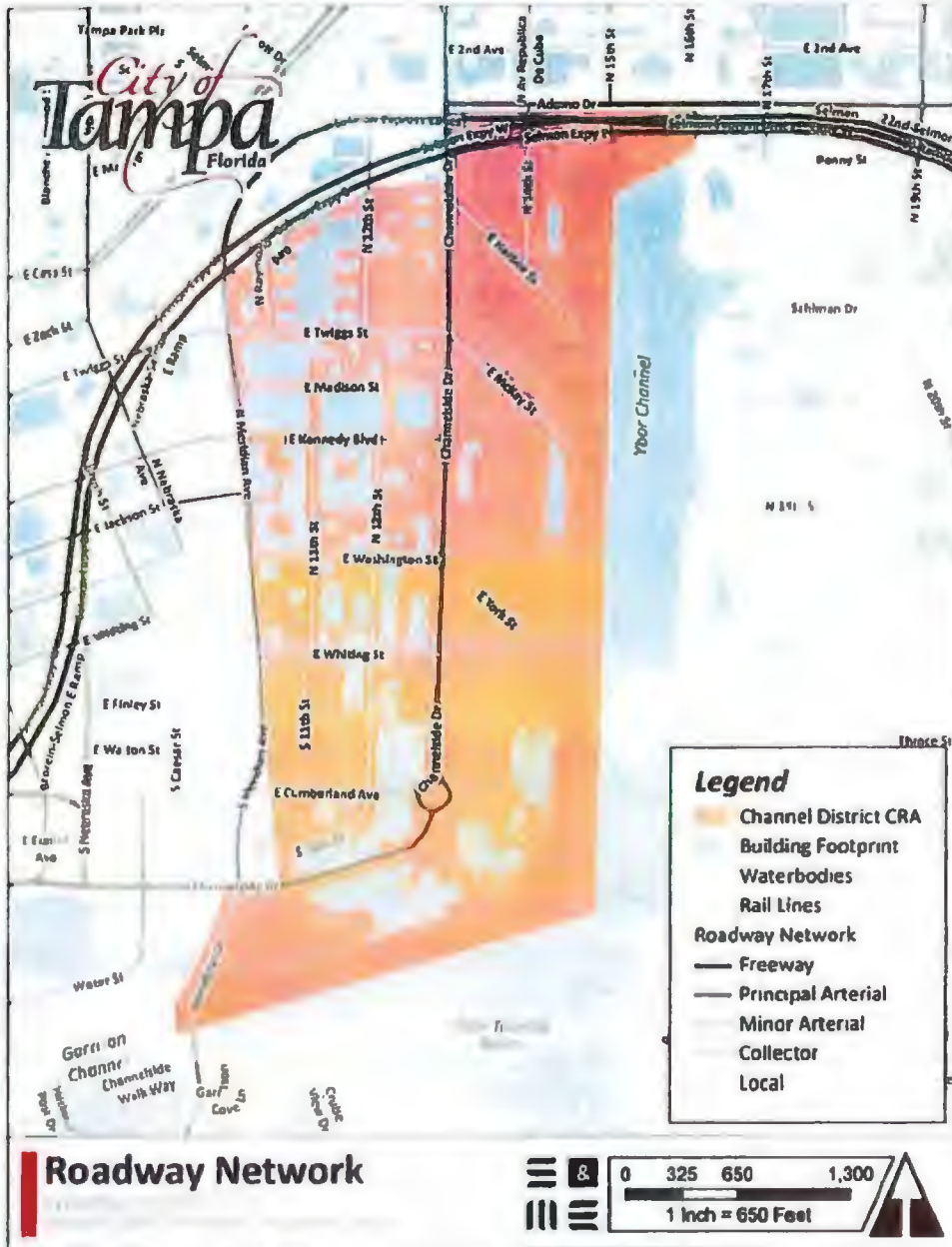
Street Name	Right of Way Width*	Existing Lane Configuration
Channelside Drive	100'	4 lanes & 2 lanes with landscaped median
12 th Street	60'	2 lanes w/on street parking
11 th Street	60'	2 lanes w/on street parking
Meridian Avenue	140'	6 lanes divided landscaped median and w/tum lane
Twiggs Street	80'	4 lanes
Madison Street	60'	2 lanes
Kennedy Boulevard	80'	4 lanes divided with landscaped median and w/tum lane
Washington Street	60'	2 lanes
Whiting Street	60'	2 lanes
Cumberland Avenue	60'	2 lanes

Sources: City of Tampa, Channel District Community Redevelopment Agency, 2021.

*Note: Right of Way width varies



Map 6. Roadway Network Map



Sources: City of Tampa, FDOT, FGDL, Hillsborough County Property Appraiser, S&ME, 2021



Table 7. Current Roadway Level of Service (LOS)

Roadway From-To	Jurisdiction	Lanes	Length	Posted Speed	Standard LOS	Local Functional Class	Average Annual Daily Traffic	Peak Hour Direction Volume	Maximum Service Volume (Daily Capacity)	Peak Hour peak Direction Maximum Service Volume (Capacity)	Volume over Capacity V/C	Current LOS
Channelside Drive (North)												
Adamo Drive - Kennedy Boulevard	Tampa	4/U	37	40	D	PA	30,500	1,627	34,029	1,815	0.9	C
Kennedy Boulevard - Brorain Street (aka Cumberland Street)	Hillsborough	4/D	70	35	D	PA	14,117	778	29,160	1,556	0.48	D
Brorain Street (aka Cumberland Street) - Jefferson Street	Hillsborough	2/O	13	35	D	A	8,245	800	17,496	1,697	0.47	D
Meridian Avenue												
Channelside Drive to Cumberland Street	Tampa	4/D	0.10	40	D	C	18,600	937	32,400	1,633	0.57	D





Roadway From-To	Jurisdiction	Lanes	Length	Posted Speed	Standard LOS	Local Functional Class	Average Annual Daily Traffic	Peak Hour Direction Volume	Maximum Service Volume (Daily Capacity)	Peak Hour peak Direction Maximum Service Volume (Capacity)	Volume over Capacity V/C	Current LOS
Cumberland Street to Twiggs Street	Tampa	6/D	0.51	40	D	C	17,507	882	50,000	2,520	0.35	C
Kennedy Boulevard												
Nebraska Avenue- Channelside Drive (North)	Tampa	4/D	0.29	30	D	A	12,946	816	32,400	1,633	0.4	C
Twiggs Street												
Morgan Street- Channelside Drive (North)	Tampa	4/D	0.67	30	D	C	9,238	583	29,160	1,556	0.32	C
Cumberland Avenue												
Meridian Avenue Channelside Drive (North)	Tampa	2/U	0.18	35	D	C	2,174	123	24,200	1,198	0.09	B

Source: City of Tampa, Hillsborough MPO, 2015 Level of Service Report, 2015



6.4.2 Public Transit Services

The Channel District is served by Hillsborough Area Regional Transit (HART) with several over-the-road transit (bus) routes and the TECO Line Streetcar System. **Map 7** shows these facilities.

HART Transit Service

Hillsborough Area Regional Transit (HART) provides transit services, local bus routes, Limited Express and Commuter Express service, para transit, on demand and subscription services to Hillsborough County residents and visitors in a service area that covers approximately 1,000 square miles. HART has a fleet of over 200 buses and is currently transforming its fleet to compressed natural gas (CNG) vehicles.

The majority of the transit stops that serve the Channel District are located along Meridian Avenue, Kennedy Avenue, and Channelside Drive.

TECO Line Streetcar System

The Channel District is also served by the iconic TECO Streetcar System that traverses the District along Channelside Drive. The Streetcar route begins at the Ybor City Centennial Park Station and returns from the Downtown Tampa terminus at the Whiting Street Station. There are currently four (4) Streetcar Stations located within the Channel District. The headway, the wait time before each Streetcar arrival/departure at each stop, is approximately 15 minutes. **Table 8** lists the Streetcar Stations within the Channel District.

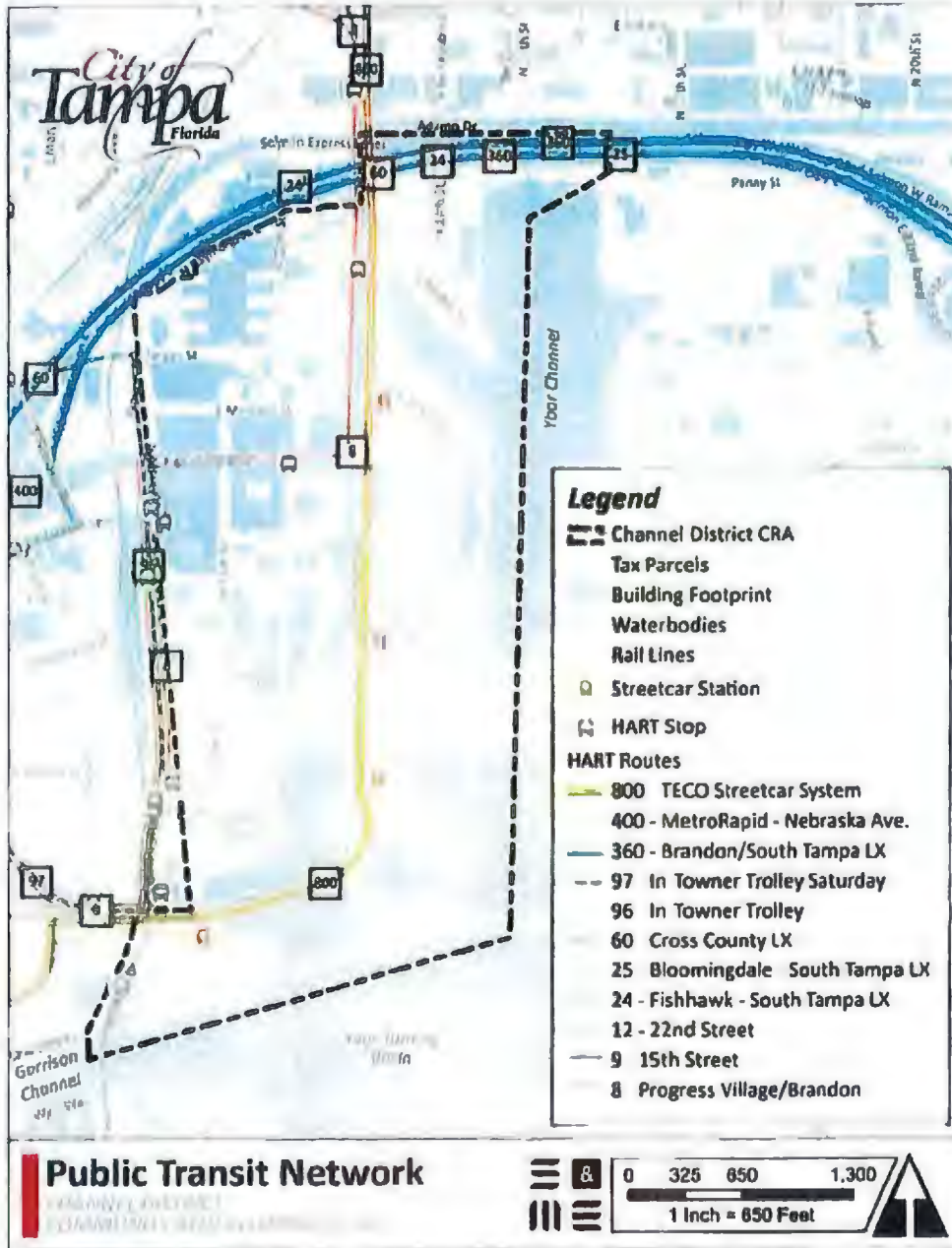
Table 8. TECO Streetcar Stations within Channel District

Streetcar Station Number/Name
Station 5: Publix
Station 6: York Street
Station 7: Cumberland Avenue
Station 8: Amalie Arena

Sources: Hillsborough Area Regional Transit (HART), TECO Streetcar System, 2021



Map 7. Public Transit Network





6.4.3 *Pedestrian & Bike Connectivity*

There are sidewalks along most roads in the District, varying in width from 4 feet to 8 feet. This provides pedestrian connectivity throughout the District. Crossing Kennedy Boulevard, near 11th Street, there is an elevated pedestrian crosswalk with lights that utilizes a HAWK beacon (High-intensity Activated crossWalk beacon). On the southwestern edge of the District, along Beneficial Drive (which transitions into Meridian Avenue), there is an on street bike lane going north and south from Harbour Island. This on street bike lane connects with an off street path along Meridian Avenue, the Meridian Avenue Greenway, which also connects with the Selmon Greenway. The Selmon Greenway runs below the Selmon Expressway and connects to Adamo Drive. These facilities are shown in **Map 8**.



Map 8. Bike and Pedestrian Facilities



6.4.4 Crashes

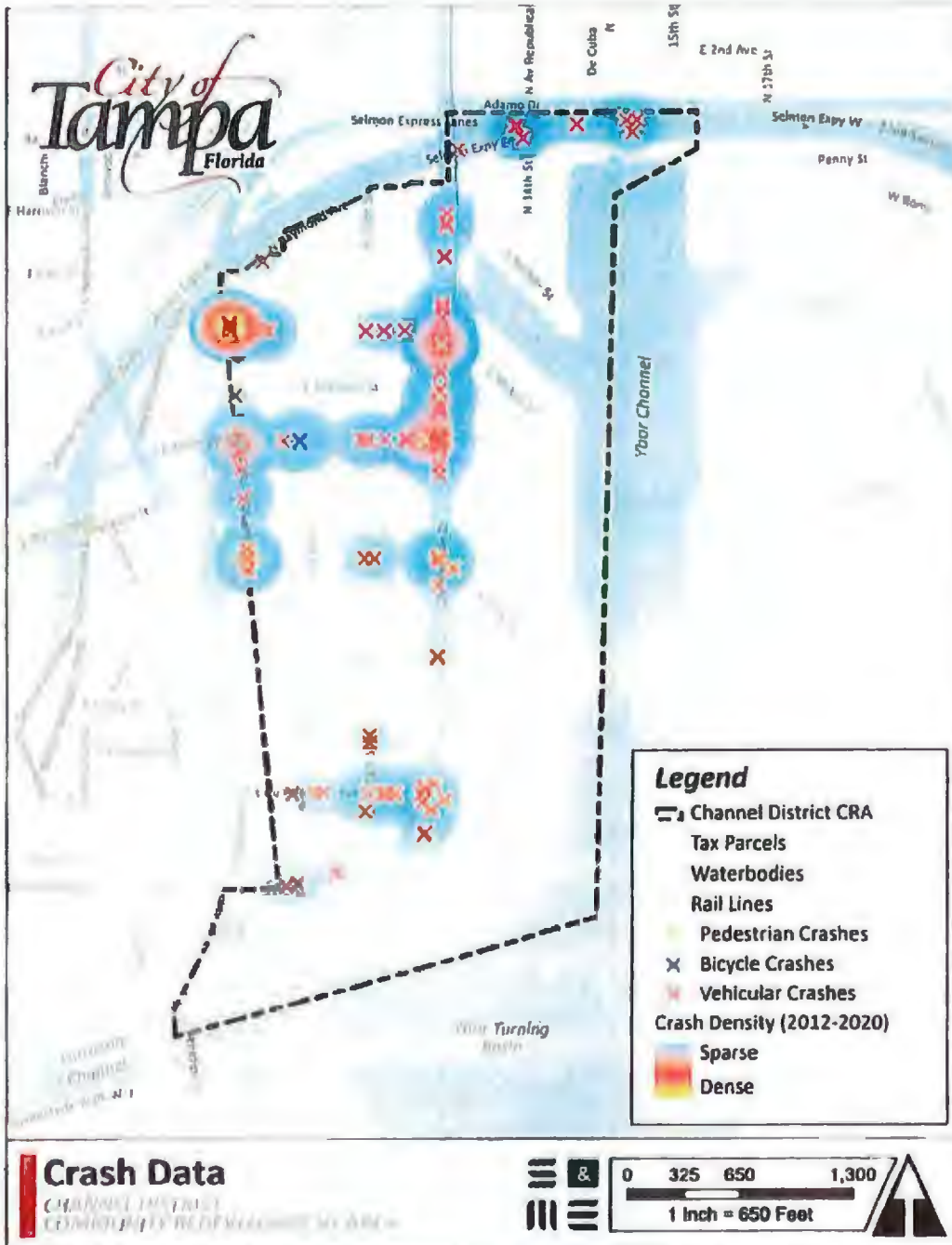
The Crash Data reflects the number of crashes and their locations (shown in **Map 9**). These accidents include pedestrian, bicyclists, and vehicles from 2012-2020. The locations of the crashes are shown by crash density with the brighter yellow color indicating a higher density of crashes and a light blue color indicating a lower density of crashes at that location. The "x" marks indicate the location of a crash with the different colors indicating whether the crash was a pedestrian crash, a bicycle crash, or a vehicular crash.

The intersection with the highest density of crashes was E. Twiggs Street and N. Meridian Avenue. Two other intersections with high density of crashes are (1) E. Twiggs Street and Channelside Drive and (2) E Kennedy Boulevard and Channelside Drive. Many crashes also occurred around the roundabout at Channelside Drive at the southern edge of the district.

According to this data from FDOT, there were five (5) crashes involving bicycles from 2012 to 2020, and there were four (4) crashes involving pedestrians. The other crashes (approximately 240) involved vehicles only.



Map 9. Crashes



Sources: City of Tampa, FDOT, FGDL, Hillsborough County Property Appraiser, S&ME, 2021



6.5 Parks & Open Space

Because of the Channel District's industrial nature, historically, there has been little recreational land and open space in the District. There are two municipal parks within the Channel District CRA: Washington Street Park and Madison Street Park. Madison Street Park is a recent addition to the park space in the District and was officially dedicated in 2021. Madison Street Park is located along Madison Street between Channelside Drive and Meridian Avenue, in the northern half of the District. Washington Street Park is at the intersection of E Washington Street and N 12th Street in the middle of the District. Another open space within the District is the Pier House green space, which is a small space between residential buildings south of the intersection of Whiting Street and 11th Street. Here, 11th Street does not connect through the block allowing a safe pedestrian connection. Washington Street Park is approximately one half acre, Madison Street Park is approximately three quarters of an acre, and the Pier House green space is approximately one half-acre. The total park area in the District is under 2 acres.

There are parks and open spaces which are outside of the District but within a short distance from Channel District residents: Cotanchobee Fort Brooke Park, Deputy Kotfila Memorial Dog Park, and several multipurpose trails, such as the Selmon Greenway and the Meridian Avenue Greenway. **Map 10** shows the location of the parks in and near the CRA.



Map 10. Municipal Parks



Sources: City of Tampa, FGDL, Hillsborough County Property Appraiser, S&ME, 2021



6.6 Historic Resources

No cemeteries or bridges within the Channel District CRA were evaluated by State Historic Preservation Office (SHPO). However, there are 16 structures evaluated by the SHPO within the District, and two (2) of these structures were considered eligible for the National Register of Historic Places (NRHP). One of the eligible structures, a desk and chair warehouse located at 1105 E Twiggs Street, may have been destroyed or adapted for reuse as the location now looks to be a supermarket. However, the SHPO does not have it listed as destroyed as of January 2021. One of these eligible structures, the SS American Victory, was listed on the NRHP in 2002. The SS American Victory, along the southeastern edge of the Channel District, has been turned into a museum. **Map 11** shows these historic resources.



Map 11. Historic Resources



6.7 Demographics

This section provides a snapshot of the demographic composition of the Channel District CRA residents. For this analysis, data was gathered from ESRI's Business Analyst Online (ESRI BAO), the U.S. Census, and the American Community Survey (ACS). Because of the small population size of the Channel District, the reliability of the data is lower, and the margin of error is greater than of a geography with a larger population size.

6.7.1 Population

The Channel District CRA population is estimated to be 4,661 in 2021, and in 2010, the population is estimated to have been 1,835 (ESRI BAO, 2021). This indicates a growth rate of 154% between 2010 and 2021. This extreme growth rate can be attributed to a drastic increase in residential units within the District over the last decade. The City of Tampa had a growth rate of 16.6% over the same time frame.

There are approximately 3,010 households in the District and the average household size is 1.55 persons per household. The City of Tampa has an average household size of 2.37 persons per household. **Table 9** shows the population growth between 2010 and 2021 compared to the City of Tampa.

Table 9. Population Growth

	Channel District	City of Tampa
2010	1,835	335,751
2021	4,661	391,651
2010-2021 Growth Rate	154.0%	16.6%

Sources: ESRI BAO, S&ME, 2021

6.7.2 Population Age

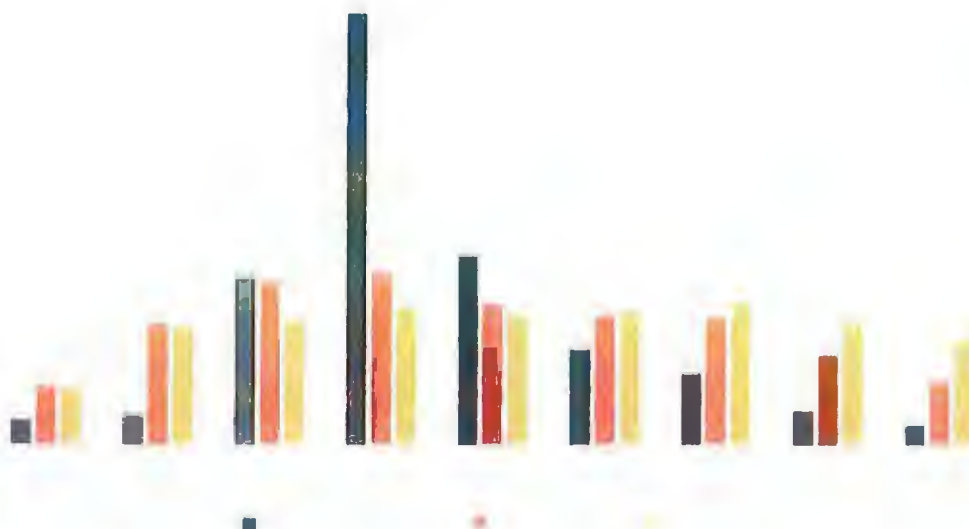
The distribution of age in the Channel District CRA is shown in **Table 10**, as compared to the City of Tampa and the State. Approximately 89.6% of the Channel District population is workforce age (ages 15-64), while only 68.6% of the City's population is of workforce age. The State of Florida consists of 62.7% workforce age. The Channel District appears to be an outlier compared to the larger populations with many more residents who are of workforce age. It should be noted that the workforce age bracket does not represent employed population, but only the range of the potential workforce. The median age of residents in the Channel District is 31.8.



Table 10. Population Age

Age	Channel District CRA	City of Tampa	Florida
Under 5 years	2.4%	5.6%	5.3%
5-14 years	2.9%	11.3%	11.1%
15-24 years	15.7%	15.3%	11.6%
25-34 years	40.4%	16.0%	12.9%
35-44 years	17.7%	13.2%	12.1%
45-54 years	9.0%	12.1%	12.6%
55-64 years	6.8%	12.0%	13.5%
65-74 years	3.3%	8.6%	11.5%
75 years and older	2.0%	5.9%	9.8%
Workforce Age (15-64 years)	89.6%	68.6%	62.7%

Sources: ESRI BAQ, 2021

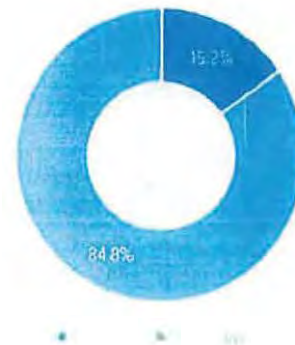
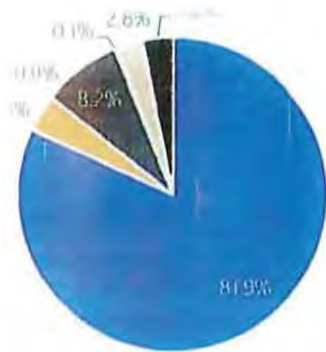


Source: ESRI BAQ, 2021



6.7.3 Race & Ethnicity

The majority of the Channel District's residents are White (81.9%). The rest of the District's population is Asian (8.2%), Black (3.8%), Two or More Races (3.2%), and Some Other Race Alone (2.8%). Approximately 15.2% of the population is of Hispanic Origin (any race).





6.8 Economic Conditions

6.8.1 Education

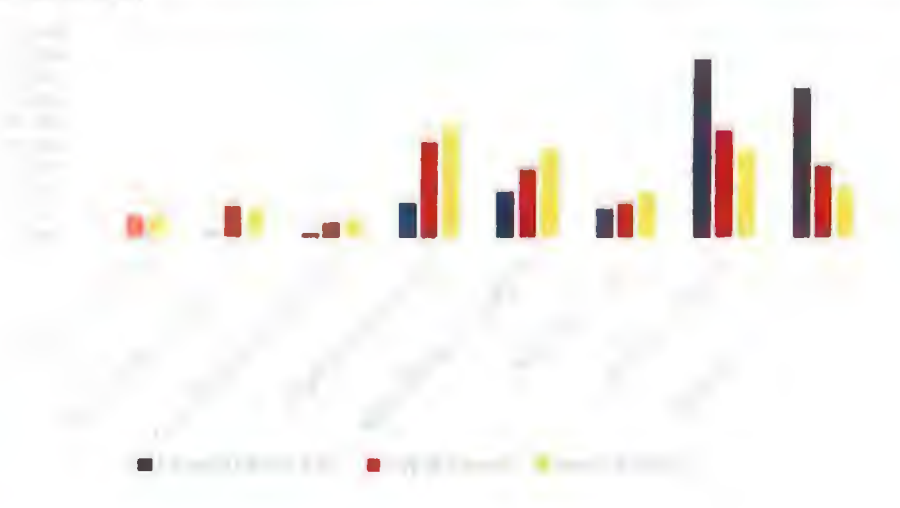
Educational attainment indicates the availability of types of workers in an area and may influence the types of businesses which may choose to locate in an area. Because the Channel District is a small geography, the socioeconomics of City of Tampa and Bay Area residents also influence the types of businesses and industry sectors which may choose to locate in the Channel District.

CRA Residents have a higher educational attainment than the City of Tampa, on the whole, and the State. Approximately 73% of CRA residents have a bachelor's degree, graduate degree or professional degree, while 40% of City of Tampa residents have the same educational attainment. Approximately 10% of Channel District CRA residents have a high school degree or less. Residents of the City are much more likely to have a high school degree or less (37%), as are residents of the State (40%). Table 11 shows how the Channel District CRA compares to the City of Tampa and the State for educational attainment.

Table 11. Education Level of Population 25 Years or Older

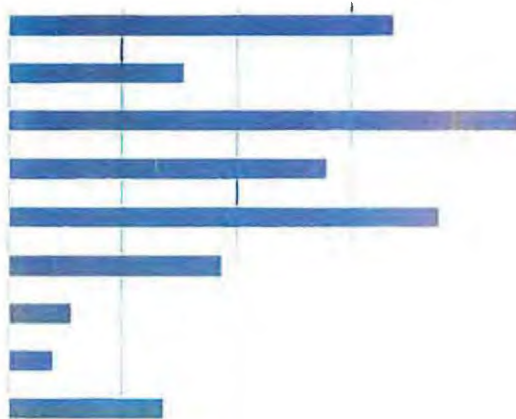
Education Level	Channel District CRA	City of Tampa	State of Florida
Less than 9 th Grade	0.0%	4.6%	4.5%
9 th -12 Grade, no diploma	0.6%	7.3%	6.6%
GED / Alternative Credential	1.3%	3.7%	4.1%
High School Graduate	7.8%	21.4%	24.6%
Some College, No Degree	10.5%	15.3%	19.6%
Associate Degree	6.8%	7.7%	10.2%
Bachelor's Degree	39.6%	23.9%	19.4%
Graduate / Professional Degree	33.3%	16.1%	11%
Total population 25 years or older	3,682	265,274	15,057,532

Source: ESRI BAO, 2021



6.8.2 Household Income

The median household income in the Channel District CRA is \$92,672, and the City of Tampa's median household income is \$55,846 (ESRI BAO). Consumer spending on shelter is higher in the CRA than the national average (49% higher).



Source: ESRI BAO, 2021

6.8.3 Employment

The Channel District CRA's current unemployment rate is 2.3%, while the unemployment rate of City residents is 5.4% (ESRI BAO, 2021). The CRA's labor force consists of 3,284 residents (civilians 16 years or older).

Table 12 shows the distribution of employment by occupation for CRA residents, whether they work in the District or outside of it. A majority of residents are employed in white-collar positions with the majority of white collar positions being management, business or financial (36.7%) or professional (31.6%). About 8% of the population works in services, while 8.3% of the population work in blue collar positions.



Table 12. Occupation of Channel District Residents

Occupation	Percent
White-Collar	84.1%
Management/Business/Financial	36.7%
Professional	31.6%
Sales	8.5%
Administrative Support	7.4%
Services	7.6%
Blue-Collar	8.3%
Farming/Forestry/Fishing	0.2%
Construction/Extraction	1.2%
Installation/Maintenance/Repair	0.8%
Production	1.4%
Transportation/Material Moving	4.7%
Total Employees	3,211

Source: ESRI BAO, 2021

6.8.4 *Industry profile*

Table 13 shows the number of businesses and employees within the Channel District CRA by industry sectors and subsectors (NAICS Codes). This industry breakdown is based upon ESRI BAO Business Summary data. This data shows that there are 340 businesses within the CRA employing a total of 2,586 persons.



Table 13. Industry Sectors of Channel District Businesses

Industry	Business		Employees	
	Count	Percentage	Count	Percentage
Agriculture, Forestry, Fishing & Hunting	1	0.3%	1	0.0%
Mining	0	0.0%	0	0.0%
Utilities	1	0.3%	23	0.9%
Construction	8	2.4%	90	3.5%
Manufacturing	2	0.6%	17	0.7%
Wholesale Trade	8	2.4%	82	3.2%
Retail Trade	9	2.6%	169	6.5%
Motor Vehicle & Parts Dealers	1	0.3%	4	0.2%
Furniture & Home Furnishings Stores	0	0.0%	0	0.0%
Electronics & Appliance Stores	0	0.0%	0	0.0%
Building Material & Garden Equipment & Supplies Dealers	0	0.0%	0	0.0%
Food & Beverage Stores	1	0.3%	130	5.0%
Health & Personal Care Stores	2	0.6%	18	0.7%
Gasoline Stations	1	0.3%	5	0.2%
Clothing & Clothing Accessories Stores	1	0.3%	5	0.2%
Sport Goods, Hobby, Book & Music Store	0	0.0%	0	0.0%
General Merchandise Store	0	0.0%	0	0.0%
Miscellaneous Store Retailers	1	0.3%	2	0.1%
Non-store Retailers	2	0.6%	5	0.2%
Transportation & Warehousing	8	2.4%	415	16.0%
Information	8	2.4%	119	4.6%
Finance & Insurance	14	4.1%	90	3.5%
Central Bank/Credit Intermediation & Related Activities	1	0.9%	12	0.5%
Securities, Commodity Contracts & Other Financial Investments & Other Related Activities	1	1.5%	13	0.5%
Insurance Carriers & Related Activities, Funds, Trusts & Other Financial Vehicles	6	1.8%	65	2.5%
Real Estate, Rental & Leasing	34	10.0%	330	12.8%
Professional, Scientific & Tech Services	49	14.4%	255	9.9%
Legal Services	15	4.4%	64	2.5%
Management of Companies & Enterprises	4	1.2%	20	0.8%
Administrative & Support & Waste Management & Remediation Services	22	6.5%	213	8.2%
Educational Services	5	1.5%	70	2.7%
Health Care & Social Assistance	9	2.6%	87	3.4%
Arts, Entertainment & Recreation	9	2.6%	63	2.4%
Accommodation & Food Services	24	7.1%	249	9.6%



Industry	Business		Employees	
	Count	Percentage	Count	Percentage
Accommodation	2	0.6%	43	1.7%
Food Services & Drinking Places	22	6.5%	206	8.0%
Other Services (except Public Administration)	19	5.6%	72	2.8%
Automotive Repair & Maintenance	2	0.6%	6	0.2%
Public Administration	6	1.8%	175	6.8%
Unclassified Establishments ¹	102	30.0%	45	1.7%
Total	340	100%	2,586	100%

Source: ESRI BAO, 2021

¹Unclassified Establishments represents those businesses that (1) cannot be classified as any other industry, (2) the owners did not report an NAICS code, or (3) are few in number and are unclassified to maintain confidentiality.

The top five (5) sectors in the CRA by the number of businesses are Professional, Scientific & Tech Services; Real Estate, Rental & Leasing; Accommodation & Food Services; Administrative & Support & Waste Management & Remediation; and Other Services (except Public Administration). The Professional, Scientific & Tech Services industry has 49 establishments, or 14% of the total businesses in the CRA. The Real Estate, Rental & Leasing industry has 34 establishments, or 10% of the total businesses in the CRA. The Accommodation & Food Services industry has 24 establishments (7.1%), and Administrative & Support & Waste Management & Remediation has 22 establishments (6.5%). The Other Services industry has 19 establishments, of 5.6% of total businesses in the CRA. Unclassified establishments make up 30% of businesses within the CRA (102 establishments), but these are not included in this discussion since it is likely they fall into many different industries.

When looking at the industry data by number or percent of employees, the results are slightly different. The top five (5) sectors within the CRA by the number of employees are Transportation & Warehousing; Real Estate, Rental & Leasing; Professional, Scientific & Tech Services; Accommodation & Food Services; and Administrative & Support & Waste Management & Remediation. Transportation & Warehousing employs 415 people (16% of the total employees employed by the businesses in the CRA). The Real Estate, Rental & Leasing industry employs 300 people, or 12.8% of the workforce, and Professional, Scientific & Tech Services employs 255 people (9.9%). Accommodation & Food Services employs 249 people (9.6%), and Administrative & Support & Waste management & Remediation employs 213 people (8.2%).

¹ US Census. Methodology. https://www.census.gov/programs-surveys/nonemployer-statistics/technical-documentation/methodology.html#par_textimage_245304869



6.9 Demographic tapestry segment

A way of analyzing population data and trends is by using Tapestry Segmentation, which provides an approximation of demographic cross sections in the U.S. Residential areas are divided into 67 distinctive segments based on their socioeconomic and demographic composition, then further classified into LifeModes and Urbanization Groups. Due to the limited population of the Channel District CRA, there is only one (1) Tapestry Segment, titled **Metro Renters** of the Uptown Individuals LifeMode Group.

Metro Renters are highly mobile and educated, often living alone in dense and urban areas. The median age is 32.5 years, and the average household size is 1.67 people. This aligns with the demographics of the Channel District which has a median age of 31.8 and average household size of 1.55. Walkable neighborhoods, like the Channel District, are generally preferable to this group, which relies on public transportation, biking, and ride-shares for further distances. The majority of this group (80%) are renters, living in multifamily units, and the median household income is \$67,000. The median household income in the Channel District is significantly higher than the median household income of Metro Renters, signifying a divergence in level of education, profession, or other factors. This group tends to spend more than the national average on housing, food, apparel, transportation, entertainment and recreation, and education. This group is likely to shop at organic or specialty food stores and to eat at restaurants.



6.10 Physical conditions

6.10.1 Housing Diversity

Based on American Community Survey estimates from 2015-2019, there are 2,702 units in the Channel District. The majority of housing units in the CRA are in multifamily structures (95%), and of the remaining units are in detached structures or duplexes.

6.10.2 Age of Housing

One-third of the units in the CRA were built between 2000 and 2009, and 93% of all units were built since 2000. There are warehouses built in 1925 which have been converted to single family detached and attached housing.

Table 14. Year of Structure Built

Period	Number	Percent
Built 2014 or later	335	12.4%
Built 2010 to 2013	350	13.0%
Built 2000 to 2009	1,829	67.7%
Built 1990 to 1999	82	3.0%
Built 1980 to 1989	38	1.4%
Built 1970 to 1979	34	1.3%
Built 1960 to 1969	10	0.4%
Built 1959 or earlier	25	0.9%
Total housing units	2,702	100.0

Source: Hillsborough County Property Appraisers Office, 2021

6.11 Regulatory conditions

The City of Tampa's Imagine 2040: Tampa Comprehensive Plan and the City of Tampa Code of Ordinances Zoning and Land Development Chapter are the primary regulatory documents that address future growth and redevelopment within the Channel District

Imagine 2040: Tampa Comprehensive Plan presents the City's growth management strategies and policies and identifies the growth and development objectives for the Channel District. The long term redevelopment objectives of the Channel District are presented and supported by the Strategies, Goals and Policies presented within the Imagine 2040: Tampa Comprehensive Plan.

The Channel District is identified as one of the City's targeted areas for Employment development, healthy neighborhood development, and mixed use residential in-fill development. Land Use Section Policies and Objectives: **LU Policy 2.1.2 (infill redevelopment)**; **LU Objective 2.3 (healthy neighborhoods)**; **LU Policy 2.3.1 (healthy neighborhood partners InVision Tampa)**; and **LU Policy 3.5.4 (mixed use and urban in-fill)**





demonstrate the Comprehensive Plan’s underpinning support for the Channel District’s redevelopment objectives.⁵

The Comprehensive Plan’s Land Use Section further details the future development pattern of the Channel District as an “Urban Village” that utilizes a secondary planning process that support diverse housing, pedestrian and transit-oriented communities, cultural diversity enhancements, while encouraging mixed income residential neighborhoods and encouraging economic development and retail development within the District. Land Use Section Policies and Objectives: **LU Policy 4.4.6 (Urban Village redevelopment)**; **LU Objective 8.8 (promote redevelopment)**; and **LU Policy 9.9.5 (business and retail incentives)**.⁶

The primary future land use designation for the Channel District is Regional Mixed Use 100. This future land use designation allows higher density and higher intensity development to occur within the Channel District.

While the Imagine 2040: Tampa Comprehensive Plan provides the redevelopment strategies and growth management policies that are the foundation of the Channel District Community Redevelopment Plan, the City of Tampa Code of Ordinances Zoning and Land Development Chapter expressly articulate the types of uses and physical development that may be built within the Channel District.

Article III, Division 2. Special Districts, Subdivision 4, Channel District establishes the Channel District within the City Code as a special district with its own specific development regulations, processes and incentives to encourage the desired development patterns presented within the Imagine 2040: Tampa Comprehensive Plan and the Channel District Community Redevelopment Plan and Strategic Action Plan. Site development regulations as well regulations addressing parking, public art, public spaces and parks and building design standards are presented in this Section of the Code.

Residential, commercial and industrial uses are currently allowed uses within the Channel District. Article III, Division 2. Special Districts, Subdivision 4, Channel District establishes the District within the Code, the site development and public realm development and design criteria contained within the City’s Code are in accordance with and support the proposed redevelopment strategies, improvements and stakeholder coordination activities proposed in the 2021 Channel District Community Redevelopment Plan and the 2021 Channel District Strategic Action Plan

⁵ **Imagine 2040: Tampa Comprehensive Plan**, Land Use Section, Hillsborough County City-County Planning Commission, 2016.

⁶ **Imagine 2040: Tampa Comprehensive Plan**, Land Use Section, Hillsborough County City-County Planning Commission, 2016.





7.0 Conditions of Blight

In 2003 the City of Tampa initiated a Finding of Necessity Study to evaluate the presence of 'slum' and/or 'blight' conditions within the Channel District to determine if the area was eligible for inclusion in a Community Redevelopment Area. The Channel District, A Finding of Necessity (adopted May 2004), determined that there were observed conditions of 'slum' and 'blight' within the Channel District and that the area qualified for inclusion in a Community Redevelopment Area.

Those conditions observed in the Finding of Necessity Study included.

Structural conditions - a high percentage of deteriorated, dilapidated and terminal structures (63%), of which 20% are of the most severe categories (dilapidated or terminal), and a general aging of structures (83% of the District's buildings are 40 years of age or older),

Deterioration of Public and Private Improvements - aging subsurface infrastructure of questionable capacity for new development, including water, wastewater and stormwater facilities, deteriorating street conditions, excessive property maintenance conditions (77% of 180 District properties, February, 2000) and code violations (30% of 180 District properties with a code enforcement history),

An obsolete interior street layout, inadequate to accommodate modern vehicular or pedestrian traffic or on street parking demands,

A diversity of property ownership - small lots, particularly within the District's large interior blocks, multiple ownership of small one- or two lot parcels; which are impeding property assemblages,

Out-dated building density patterns and sub standard lot sizes for modern development, including small parcel ownership, and abutting foundations of aging structures,

Inadequate parking throughout the center of the District, particularly for existing structures, many of which utilize most of existing lot area for building coverage,

A lack of public parks, sidewalks, pedestrian amenities, public street trees, neighborhood and gateway identification signage and public landscape throughout the District, including interior streets and major thoroughfares. Furthermore, a lack of a bicycle friendly environment, including designated bike lanes, bike routes, bike parking, etc.

Potential subsurface environmental contamination, particularly in that part of the District north of Kennedy Boulevard, as evidenced by recent environmental investigations,

General economic distress resulting in a diminished tax base and tax revenues, a transitional land use pattern dominated by outdated industrial land uses inconsistent with the long term vision for the District, and a series of **physical deterioration problems**, as evidenced by the indices of blight, outlined in this report.

The Community Redevelopment Agency has made great accomplishments within the Channel District over the past 18 years, and this is demonstrated by the incremental public realm improvements and private sector investments seen in the Channel District. **Section 9-Redevelopment Activities CRA Accomplishments**, details the accomplishments of the Channel District's redevelopment goals from the 2004 Community Redevelopment Plan.



While overall conditions have improved, there remains on going conditions of 'slum' and 'blight' that challenge the continued redevelopments of the Channel District. Ongoing conditions of 'slum' and 'blight', identified in the 2004 Finding of Necessity, that persist in the area include:

Out-dated building density patterns and sub-standard lot sizes for modern development, including small parcel ownership, and abutting foundations of aging structures. Small, fractional and remainder parcels abut larger parcels that have been redeveloped and are unable to be redeveloped due to size and access or are unable to be acquired and aggregated into larger, developable parcels.

Limited on-street parking continues to challenge economic activity within the center of the District. Existing structures, many of which utilize a majority of the existing lot area for building coverage, face the greatest challenge from limited parking.

A lack of public parks, sidewalks, pedestrian amenities, public street trees, neighborhood and gateway identification signage and public landscape throughout the District, including interior streets and major thoroughfares. A lack of a bicycle amenities, including designated bike lanes, bike routes, bike parking, etc., continues to present a safety and mobility challenge for residents and visitors to the District.

The Channel District still includes a **substantial number of deteriorated or deteriorating structures** in which conditions contribute to economic distress. A current sample of these deteriorating and deteriorated structures are shown below.

Parcel ID: 189748-0000 (Address: 1222 Channelside Drive)



Parcel ID: 190170-0000 (Address: 1237 E Twiggs Street)



Parcel ID: 190267-0000 (210 N 12th Street, Tampa)



Parcel ID: 189555-5500 (Address: 1300 Harbor & Channelside Street)



Parcel ID: 189555-5500 (Address: 1300 Harbor & Channelside Street)



Parcel ID: 190259-0000 (Address: 1016 Channelside Drive)



Folio Number: 190263-0000 (Address: 223 N 12th Street)



Parcel ID: 190248-0000 (Address: 111 N Meridian Avenue)



Parcel ID: 190247-0000 (Address: 109 N Meridian Avenue)

Parcel ID: 190246-0000 (Address: 105 N Meridian Avenue)

(Both deteriorating parcels shown in picture below)



Additional conditions of a 'blighted area'⁷ observed within the District include:

- **Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities.** *Reliable public transportation, with short headways to major City destinations, is not available within the District. The public transit routes serving the District and beyond currently have an average headway time of 60 minutes⁸. While the electric streetcar service provides a 15-minute headway and is a contributing factor to a higher quality of urban life, the current length of the streetcar route and limited destinations reduce the utility of the service. This condition creates the necessity for Channel District residents to have access to a personal automobile.*
- **Faulty lot layout in relation to size, adequacy, accessibility, and usefulness.** The Channel District, with block lengths exceeding 500 feet, lacks the small blocks that fosters walkability in urban districts. Furthermore, public access to the water is severely restricted within the District due to property ownership and restrictions imposed by Port Tampa Bay.
- **Inadequate and outdated building density patterns.** Building density patterns within the district include high density residential towers with limited public open space. The Channel District has a population of 4,661 residents and less than 1.5 acres of park space. This equates to approximately fourteen (14) square feet of park space per resident within the District. While the residential density pattern has increased the provision of public open space has not kept pace. This outdated building density pattern creates a condition that reduces the District residents' quality of life and threatens the long term viability of the District as an Urban Village.
- **Incidence of crime in the area higher than in the remainder of the county or municipality:** From the beginning of 2021, there have been 22 thefts, 1 grand theft auto, 3 violent assaults and 2 residential burglaries within the Channel District⁹. The Channel District does not have the highest community crime incidence; however, it is adjacent to downtown districts that do have some of the highest community crime incidence reports¹⁰. The Florida Department of Law Enforcement (FDLE) collects and tabulates reported crimes from law enforcement agencies throughout the State. As evidenced in **Table 15**, proportionally, the Channel District CRA experienced a significantly higher crime incidence per area than the City of Tampa and Hillsborough County.

⁷ Florida Statutes, 2021, Chapter 163.340-Definitions, (8), (a), (c), (f), (j), (m).

⁸ HART, Route 8 and Route 9, Weekday and Weekend Schedules, 2021.

⁹ LexisNexis, Community Crime Map, Tampa, (Jan 19, 2021-Aug 18, 2021)

¹⁰ IBID



Table 15. Reported Crime Density (by Jurisdiction)

Jurisdiction	Crimes Reported	Acreage	Reported Crime Density
Channel District CRA	75	221	0.3393
City of Tampa	8,145	113,660.0	0.0717
Hillsborough County	23,601	685,229.0	0.0344

Sources: City of Tampa Crime Map, FDLE, 2019, Hillsborough County, 2021.

- Diversity of ownership and unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area.** Port Tampa Bay owns more than 49% of the 221 acre Channel District, including the vast majority of the waterfront parcels. Citing Homeland Security protocol, Port Tampa Bay officials have stated that public access to the waterfront must be closely regulated. This issue directly affects the future use of 109 acres currently owned by Port Tampa Bay within the Channel District and may include lease and or deed restrictions that limit the future use of these properties.

The observed presence of several of the conditions of 'slum areas' and 'blighted areas' as defined in FS 163.340 (7), (8), justify the need for continued redevelopment programming and public investment within the Channel District. Without continued redevelopment programming and investment, the cumulative effect of these blighting conditions will challenge the continued growth and redevelopment of the Channel District by eroding the value of previous public and private sector investments and reducing the quality of life and safety for the District's current residents, visitors and businesses.



8.0 Standard Toolkit

The City of Tampa Community Redevelopment Agency reserves the right to provide any and all targeted redevelopment incentives, including the use of TIF redevelopment trust fund revenue, allowable by Florida Statutes Chapter 163 Part III, Florida law, including but not limited to the redevelopment tools described below:

- a. **Property Acquisition** – the current law authorizes the Agency to acquire real property through purchase, condemnation, or other lawful means, to assist or facilitate the redevelopment process.
- b. **Property Rehabilitation** – the Agency may rehabilitate or require to be rehabilitated as part of a lease or sale, any property within the Area.
- c. **Structure Relocation** – if a property is deemed to be worthy of rehabilitation and is in the path of a redevelopment project, the Agency may authorize the funds necessary to move it to a new location.
- d. **Cooperation with other public agencies** – the Agency will cooperate and coordinate with other public entities in the implementation of this Plan, in order to optimize the value of the community's investment in the Area.
- e. **Property Management** – the Agency may, at its discretion, enter into agreements to ensure the preservation, maintenance and/or operation of real property within the Area.
- f. **Demolition and Clearance** – the Agency may authorize the demolition, removal or clearance of buildings, structures and other improvements on real property it has purchased within the Area, to aid in the Area's redevelopment.
- g. **Preparation of Building and Development sites** – the Agency may undertake building and/or site preparation on any real property within the Area, to assist in the redevelopment process.
- h. **Public Improvements and Infrastructure** – the Agency shall advise the City on the timing and location of public improvements, including surface improvements and subsurface infrastructure, to be accomplished within the Area. The recommendations shall be consistent with the adopted Comprehensive Plan and may be financed by the Agency if not part of the City's Capital Improvement Program (CIP) or otherwise prohibited by law.
- i. **Real Property Disposition and Development** – the Agency may sell, or otherwise dispose of, real property within the Area, in accordance with the Community Redevelopment Area Plan. The property may be disposed of at Fair Market Value, rather than at the Appraised Value. The documents of conveyance will contain any conditions necessary to safeguard the goals of the CRA Plan.

It is the intent of this plan to empower the CRA to utilize the redevelopment tools allowable by Chapter 163 Part III, *Florida Statutes* to facilitate the redevelopment of the Channel District CRA in accordance with this plan.



9.0 Redevelopment Activities - CRA Accomplishments

As part of the Community Redevelopment Plan update, this section highlights the accomplishments of the Channel District CRA since the first Community Redevelopment Plan (CRP) was adopted in 2004 and the first Strategic Action Plan (SAP) was adopted in 2006. The Future Development Benchmarks (Table 16) established in the first CRP and first SAP were based upon the growth of the economy prior to the Great Recession. This section also includes major private investments within the Channel District Redevelopment Area, which greatly support the goals of the CRA.

Table 16. CRA Accomplishments

Future Development Benchmarks (1-2)	CURRENT STATUS / PERCENT OF ATTAINMENT
Residential Development: 6,330 units by 2025	2,705 Housing Units ¹¹ , (43%)
Population Increase: 12,027 persons by 2025	2021: 4,661 persons (39%)
Employment Increase: 8,823 jobs by 2025	2021: 2,586 jobs (29%)
Commercial Development: 1.89 M sq ² ft by 2025	503,372 Sq. Ft. ¹² (26%)
Office Development: 1.43 M sq ² ft by 2025	257,448 Sq. Ft. ¹³ (18%)
Tourism Visitors: 1.5 M persons by 2025	Port of Tampa 1.149M Visitors in 2019 ¹⁴ (77%)
Value of New Development: \$4.5 B by 2025	Current Taxable Value of Channel District is \$919M ¹⁵ (20%)
Major Infrastructure Recommendations (1-3)	STATUS
Design/Construct infrastructure improvements that will accommodate the neighborhood's projected buildout Promote multiple transportation modes	Partially Achieved. Partially Achieved. TECO Streetcar line runs through District, Meridian Avenue Greenway connects Channel District to Water Street and Waterfront Park. Additional pedestrian and bicycle infrastructure connecting to regional trail network is needed.
Bury overhead utilities	Partially Achieved. Remaining overhead utility lines along South 12 th Street (between Cumberland and Whiting Streets, Washington Street and Kennedy Street-Half block, and Twiggs and North Raymond Avenue), along North 11 th Street (Between East Whiting Street and Washington Street; and Washington Street and Kennedy boulevard-Half block), South Meridian Avenue (between East Cumberland and Washington Street), Washington Street (from Meridian Avenue to Channelside Drive) and Twiggs Street (From meridian Avenue to Channelside Drive).

¹¹ 2015-2019 ACS Housing Summary, US Census, 2020.

¹² Hillsborough County Property Appraisers Office, S&ME, 2021.

¹³ IBID

¹⁴ "Port of Tampa Bay Exceeds One Million Cruise Ship Passengers for Second Time in a Row", Port of Tampa Bay, November 14, 2014, <https://www.porttb.com/2019/11/port-tampa-bay-exceeds-one-million-cruise-ship-passengers-for-second-time-in-a-row>

¹⁵ Hillsborough County Property Appraiser's Office, S&ME, 2021.



Major Public Realm Recommendations (1.3.2)	STATUS
Design/Construct Infrastructure improvements that will enhance the area's livability	On-going. Streetscaping projects completed; select overhead utilities relocated underground; flooding mitigation completed
Deliver public open space	Completed Projects: Washington Street (Dog) park; Madison Street Park; Pier House green space
Link pedestrian systems for Tampa's residential neighborhoods	Meridian Avenue Greenway connects Channel District to Water Street and Waterfront Park. Additional pedestrian and bicycle infrastructure connecting to regional trail network is needed.
Major Code and Plan Recommendations (1.3.3)	STATUS
Create a bonus provision that: -promotes high quality project design -rewards public-private partnerships for generating improvements	Complete
Codify 3.5 Floor-Area Ratio (FAR), with City-approved bonus up to 7.0 FAR	Complete
Codify a building height limit of 175 feet, with City-approved bonus up to acceptable Federal Aviation Authority (FAA) limits	Complete
PROPOSED INFRASTRUCTURE IMPROVEMENTS (3.4.4)	STATUS
PHASE 1	
East Madison Street: 2-lane facility with on-street parking (Developer coordination)	Complete
South 11th Street (East Cumberland Ave. to East Whiting St.): 2-lane facility with on-street parking (Developer coordination)	Complete
South 12th Street (East Cumberland Ave. to Channelside Dr.): 2-lane facility with on-street parking (Developer coordination)	Complete
East Whiting (Meridian Ave. to Channelside Dr.): 2-lane through with continuous turning movement (Data collection; Design development; Preliminary engineering design; Preliminary cost estimates; Final engineering design; Construction services)	Estimated to begin construction in 2022



PROPOSED INFRASTRUCTURE IMPROVEMENTS (3.4.4)	STATUS
PHASE 1	
<p>Twiggs Street (Meridian Ave. to North 12th St.): Mill overlay and facility enhancement</p> <p>(Data collection; Design development; Preliminary engineering design; Preliminary cost estimates; Final engineering design; Construction services)</p>	<p>Estimated to begin construction in 2021, Quarter 4</p>
<p>Storm Treatment</p> <p>(Data collection; Design development; Preliminary engineering design; Preliminary cost estimates; Final engineering design; Construction services)</p>	<p>On-going</p>
<p>TECO - Relocation of utilities underground; Utility upgrades</p>	<p>On-going Complete: north 12th street and north 11th street</p>
<p>Communication</p>	<p>On-going</p>
<p>Gas</p>	<p>On-going</p>
PHASE 2	
<p>Beneficial Drive (Channelside Dr. East to Garrison Channel)</p> <p>(Developer Coordination)</p>	<p>On-going</p>
<p>Kennedy (Meridian Ave. to Channelside Dr. North)(Developer Coordination)</p>	<p>Complete</p>
<p>South 11th (Whiting St. to Kennedy Blvd.)</p> <p>(Data collection; Design development; Preliminary engineering design; Preliminary cost estimates; Final engineering design; Construction services)</p>	<p>Utility upgrades & sidewalk improvements Scheduled for 2022, Quarter 1</p>
<p>South 12th Street (Cumberland Ave. to Kennedy Blvd.)</p> <p>(Data collection; Design development; Preliminary engineering design; Preliminary cost estimates; Final engineering design; Construction services)</p>	<p>Utility upgrades & sidewalk improvements Scheduled for 2022, Quarter 4</p>



PROPOSED INFRASTRUCTURE IMPROVEMENTS (3.4.4)	STATUS
TECO - Relocation of utilities underground; Utility upgrades	NOT COMPLETE: North 12th Street
TECO Transmission Main Relocation (TECO coordination; Construction Services)	80% Complete
Communication	Not complete
Gas	Not complete
City Park Acreage (Land Only)	On-going
PHASE 3	
Channelside (Meridian Ave. to Kennedy Boulevard) (Design develop;)	Landscaping Multi-purpose site Single-lane roundabout Wayfinding Traffic calming Complete street 75% Completion of construction
East Washington (Meridian Ave. to Channelside Dr.) (Data collection; Design development; Preliminary engineering design; Preliminary cost estimates; Final engineering design; Construction services)	Not scheduled
Park Development	On-going
Gateway Development	Not complete
TECO	Not complete
Communication	Not complete
Gas	Not complete
PHASE 4	
East Cumberland Avenue (Meridian Ave. to Channelside Dr.) (Data collection; Design development; Preliminary engineering design; Preliminary cost estimates; Final engineering design; Construction services)	100% Design completed On-street parking Utility upgrades crosswalks Estimated to begin construction in 2023



PROPOSED INFRASTRUCTURE IMPROVEMENTS (3.4.4)	STATUS
East York Street (remaining improvements) (Data collection; Design development; Preliminary engineering design; Preliminary cost estimates; Final engineering design; Construction services)	Construction for new port entry to begin October 2021
East McKay (remaining improvements) (Data collection; Design development; Preliminary engineering design; Preliminary cost estimates; Final engineering design; Construction services)	Not complete
East Harbor(Data collection; Design development; Preliminary engineering design; Preliminary cost estimates; Final engineering design; Construction services)	Not complete
North 14th (Data collection; Design development; Preliminary engineering design; Preliminary cost estimates; Final engineering design; Construction services)	Not complete
TECO	Not complete
Communication	Not complete
Gas	Not complete
Fire Department	Not complete



10.0 Neighborhood Impact Element

10.1 Impact on Residents

Residents within the Channel District will be impacted by the continued implementation of the CRA's infrastructure and roadway improvements (Cumberland Avenue, Whiting Street, North 11th Street, Channelside Drive, Twiggs Street and North 12th Street). These projects are scheduled for completion by Q3 2023. Residents will also be impacted by continuing private sector development, including the residential tower construction (ELEVÉ 61) at the southwest corner of Whiting Street and Channelside Drive, the mixed use residential tower construction (Parc Madison) at the southwest corner of Twiggs Street and Channelside Drive, and the mixed use residential tower construction by UDR at the southeast corner of Washington Street and Meridian Avenue. The City and the CRA should utilize maintenance of business plans (MOB) and maintenance of traffic (MOT) plans to address the temporary impacts associated with construction experienced by residents and businesses.

10.2 Relocation Policy

It is the adopted policy of the Community Redevelopment Agency that any persons displaced as a result of CRA redevelopment projects shall be provided services that will ensure they are not unduly inconvenienced by their relocation. In the implementation of this 2021 Channel District Community Redevelopment Plan, the Agency will provide fair and equitable treatment to any and all displaced persons; including full opportunity to occupy comparable replacement housing, with regard to cost, location and related aesthetic considerations. The Agency will attempt to minimize the disruptions caused by the relocation, provide maximum choice to those required to relocate, provide whatever ancillary relocation services may be required to those in need of special assistance, such as the elderly or physically challenged, and make a diligent effort to avoid any financial hardship to relocating persons, due to the relocation process. The Agency will observe the same guidelines with businesses and non profit organizations required to relocate. Such assistance will be provided in a fair, equitable and thorough manner.

10.3 Impact on Residents of Surrounding Areas

Redevelopment in the Channel District will continue to have a positive impact on residents in the CBD, Harbour Island and Ybor City, resulting from the addition of new residents, new public realm improvements and amenities and public safety improvements. The continued development of new urban destinations and events will have a positive impact for residents of surrounding areas and visitors.

10.4 Traffic Circulation

The continued improvement to the District's transportation facilities (Cumberland Avenue, Whiting Street, North 11th Street, Channelside Drive, Twiggs Street and North 12th Street) will greatly improve the traffic circulation and safety, and also improve the pedestrian and cyclist experience. Future multi-purpose path or trail connections to the CBD and Ybor City will provide non-automotive options and connections to surrounding neighborhoods.





10.5 Environmental Quality

The implementation of the 2021 Channel District Community Redevelopment Plan will improve the visual environment through the elimination of deteriorating structures, continued development and improvement of open spaces and green spaces within the District. Continued coordination between the Community Redevelopment Agency and private sector developers and development groups will facilitate the coordinated installation of public realm improvements during the construction cycle. Ongoing roadway improvements (Cumberland Avenue, Whiting Street, North 11th Street, Channelside Drive, Twigg Street and North 12th Street) include concurrent stormwater and sanitary sewer improvements and upgrades to serve new and anticipated development. These improvements will provide a positive and beneficial impact upon the water quality in the surrounding Ybor Channel, Ybor Turning Basin and Garrison Channel and greater Hillsborough Bay.

10.6 School Population

The anticipated impact of the Channel District redevelopment, over the remaining 13-year development horizon will be minimal. The current and anticipated demographic mix is comprised primarily of single adults, couples and households without children. Currently 2.9% of the Channel District population is between 5-14 years old, this equates to roughly 135 children. Hillsborough County Public Schools utilizes "concurrency service areas" (CSAs) to ensure appropriate allocation of school resources to serve new development.

10.7 Community Facilities and Public Infrastructure

The continued implementation of the CRA's redevelopment efforts within the Channel District will have a positive impact and continue to improve the overall levels of service provided by community facilities and public infrastructure. Current and ongoing improvements to community facilities and public infrastructure include stormwater system improvements, potable water and sanitary sewer improvements, roadway and streetscape improvements and public open space improvements.

10.8 Affordable Housing

Significant residential development has occurred and is continuing to occur within the Channel District. Housing rent ranges in the Channel District from \$1,500-\$2,800 per month for approximately 52% of the rental housing, \$2,800 \$4,000 for approximately 42% of the rental housing and \$4,000 and higher for 5% of the rental housing.¹⁶ There is a current shortage of housing units available for low and very low income households.

The District has the capacity to accommodate a substantial amount of additional housing development during the planning horizon. Recommendations contained in the 2021 Channel District Community Redevelopment Plan propose inclusionary zoning regulations (regulations that require a percentage of any new residential development provide a portion of housing units for low and moderate income households) for inclusion within the Land Development Code affecting the Channel District to address this issue. Other proposed redevelopment programming to address affordable housing contained within the Plan includes, the purchase of land and properties, direct developer incentives for the provision of affordable and workforce housing within the Channel District and coordination and cooperation with Tampa Housing Authority and other organizations that promote the development of affordable housing.

¹⁶ Zumper.com/apartments-for-rent/tampa-fl/channel-district, S&ME, 2021.





COMMUNITY
REDEVELOPMENT GOALS



11.0 Framework for Strategic Action Plan

11.0 Community Redevelopment Goals, Objectives and Tasks

Plan for the Future

The Channel District is envisioned to be a dynamic 21st century neighborhood, that has successfully addressed slum and blight conditions and is supported by community infrastructure that will sustain a high quality of life for generations. The District should be safe and walkable, connected to public parks, the waterfront and surrounding neighborhoods via transit, tree-lined streets, well-lit bikeways, and paths. The Channel District will be known for its cultural vibrancy, entertainment and hospitality destinations. The following Community Redevelopment Goals, Objectives and ~~potential activities/tasks~~ Tasks, therefore, provide a framework and guidance ~~that will~~ to assist the Community Redevelopment Agency ~~develop Annual Work Plans in developing annual work plans~~ and CRA Budgets. for the District that will both remove existing slum and blight conditions and achieve this future vision for the District. The Community Redevelopment Goals, Objectives and ~~activities and tasks~~ Tasks also serve as the guideposts and a roadmap for ~~the specific CRA projects, programming programs, and infrastructure~~ and public realm investments ~~presented to be implemented in the District or to be included~~ in the Channel District Strategic Action Plan.

Goal 1 Increase Cooperation and Collaboration

- i. Objective: ~~Quarterly Channel District Community Stakeholder Meetings~~
- ii. ~~Collaborate~~ Increase cooperation and collaboration on projects and initiatives in the District with the City and of Tampa, Port Tampa Bay, the Florida Aquarium and District businesses and residents ("Stakeholders") and others by:
 - i. Holding regular "Channel District Community Stakeholders" meetings (quarterly meetings recommended).
 - ii. Collaborating with these Stakeholders to identify mutually beneficial projects, such as a large public park, possible extension of the Riverwalk, redevelopment of the Florida Aquarium or developmental other economic development opportunities, and projects that would benefit the District as a whole.
 - iii. Support ~~Supporting~~ the establishment of a Channel District Merchant's Association which supports local business development, and
 - iv. Evaluate ~~Seeking~~ opportunities for coordination / partner ~~partnership~~ with the nearby CRAs (Community Redevelopment Areas (such as Ybor, Central Park, and Downtown)) for joint marketing, joint planning, and opportunities for aligning connectivity.

Goal 2 Increase Park and, Open Space, Recreation and Cultural Opportunities

- a. Objective: Improve access to ~~park~~parks and open ~~spaces~~spaces within the District ~~by:~~
 - i. ~~Improve~~Improving public realm amenities to assist businesses and economic activity on the street-level (increased activity area space on ~~sidewalks~~sidewalks, gathering spaces, open spaces, and ~~venues~~);
 - ii. ~~Evaluate~~Evaluating the acquisition of underutilized or neglected parcels (or sections of parcels) for conversion to pocket parks or other open space uses;
 - iii. ~~Explore~~Exploring opportunities to create a large (greater than 5 acres) park and expand public access to the waterfront; and
 - iv. ~~May create, acquire or develop~~Creating, acquiring and developing additional ~~park~~parks or open spaces within the Channel District.
- b. Improve and increase recreation and cultural opportunities and venues in the District by:
 - i. Supporting the redevelopment and expansion of the Florida Aquarium,
 - ii. Supporting the creation, expansion, preservation or retention of other recreation, cultural, historic or tourist venues in the District, and
 - iii. Supporting public art installations and murals in the District.

Goal 3 Establish and Reinforce a Distinct Identity for the Channel District Brand

- a. Objective: Develop a distinct, positive identity for the Channel District brand, logo and theme colors ~~by:~~
 - i. ~~Develop~~Developing a brand for the Channel District, including theme colors and logo;
 - ii. ~~Develop~~Developing strategies to increase public awareness of the Channel District and its many amenities;
 - iii. ~~Partner~~Partnering with the City of Tampa to ~~develop programming and events~~promote the identification of venues and businesses located within the District in alignment with the branding of the District (i.e., arts district, food districts, etc.)
 - iv. ~~Establish annual events that further establish the District's presence (in line with the brand) — Arts Festival, Chalk Art, Mural Development Project.~~
- b. Objective: Distinguishing~~Support~~ the physical ~~environment~~identification and branding of the District ~~by:~~
 - i. ~~Establish~~Establishing gateways and ~~install~~installing wayfinding signs to indicate distances and directions to landmarks within the Channel District and surrounding neighborhoods;

- ii. ~~Support~~Supporting public art installations or murals in the District that reinforce the Channel District brand; ~~and~~
- iii. ~~Consider~~Supporting other physical improvements such as the utilization of painted or thermoplastic imprint crosswalks and consistent streetscaping to reflect the District's brands and improve visibility and safety.

Goal 4 Improve Connectivity

- a. Objective: Improve Pedestrian and Bike Connectivity by:
 - i. ~~Supporting the~~ Increase of pedestrian and bike connectivity to surrounding neighborhoods, including Downtown, Ybor City, and Harbour Island through additional and improved sidewalk, trail, and biking infrastructure ~~in the District (including the possible extension of the Riverwalk).~~
- b. Objective: Improve Transit Connectivity by:
 - i. ~~Explore increasing~~Supporting increased public transit connectivity to surrounding neighborhoods, including Downtown, Ybor City, and Harbour Island, ~~and further neighborhoods. Consider;~~
 - ii. ~~Supporting the~~ funding of transit infrastructure in the District including infrastructure supporting vehicular, bus, boat and rail transit options and a possible people mover through partnerships with major ~~stakeholders~~Stakeholders, other neighborhood organizations, and the City of Tampa; ~~and~~
 - iii. ~~Support~~Supporting the operation of and improvements to and the extension of the TECO Streetcar System to provide further mobility options for Channel District residents and workers.
- c. Objective: Improve Micro-mobility Options by:
 - i. ~~Support~~Supporting the City's micro-mobility efforts and programming.
- d. Objective: ~~Connection~~Improve Connections to the Waterfront by:
 - i. ~~Explore~~Exploring opportunities ~~to increase~~for increased public access to the waterfront within the Channel District including the possible extension of the Riverwalk.

Goal 5 Improve Accessibility and Public Safety

- a. Objective: Improve ADA Accessibility and ~~Functionality~~Public Safety by:
 - i. ~~Partner~~Partnering with the City for ~~long-term maintenance of~~needed repairs to sidewalks and other public infrastructure;

- ii. ~~Coordinate~~Coordinating with City's ADA Coordinator when evaluating accessibility and safety improvements in the Channel District ,
 - iii. ~~Widen~~Widening sidewalks in certain areas of the District to increase their functionality-;
 - iv. ~~Evaluate~~Evaluating opportunities to install additional signalized pedestrian crosswalks and other pedestrian safety amenities within the Channel District-;
 - v. ~~Prioritize~~Prioritizing pedestrian and bike safety within the District, through the establishment of complete streets, signalized crosswalks, and public awareness campaign-; and
 - vi. ~~Support~~Supporting additional Neighborhood Enhancement activity and/or ~~City staff to serve~~service in the Channel District.
- b. Objective: Reduce Crime and Support other Public Safety Initiatives in the District by:
- i. ~~Partner~~Partnering with the City of Tampa and Tampa Police Department to address nuisances and traffic safety issues in the District
 - ii. ~~Increase~~Increasing street lighting throughout the District, especially on the edges of the District along proposed connections to Downtown and Ybor City.
 - iii. ~~Explore~~Exploring options for supporting the City of Tampa and Tampa Fire Rescue in maintaining/improving ~~level~~levels of service provided ~~for~~ the District
 - iv. ~~Evaluate~~Supporting the development and implementation of Community Policing Innovations in the District by the City including the establishment of a Community Oriented Policing program (aka Community Policing Innovations program) and/or substation in the Channel District-; and
 - v. ~~Utilize~~Supporting crime prevention through environmental design (CPTED) techniques when designing and installing ~~safety~~public improvements.

Goal 6 Improve Infrastructure

- a. Objective: Complete planned infrastructure projects- and support additional public infrastructure projects as needed by:
 - i. ~~Prioritize~~Completing planned infrastructure improvements with priority given to infrastructure improvements and amenity installation that will facilitate new private sector development and redevelopment projects within the ~~CRA-~~District;
 - ii. ~~Evaluate~~Evaluating locations for compatible on street parking throughout the Channel District to support local businesses-; and

iii. Supporting additional infrastructure in the District as needed to improve pedestrian, bike and transit connectivity, the undergrounding of utilities, and the long-term sustainability of public and private improvements and investments in the District.

b. Objective: Utilize infrastructure installation to reinforce Channel District identity, brand and themes- by:

- i. ContinueContinuing to prioritize and evaluatesupport streetscaping, street lighting, pedestrian infrastructure, and safety improvement opportunities throughout the Community-Redevelopment-Area-District;
- ii. EvaluateEvaluating locations to plant additional trees along streets to provide shade-;
- iii. PartnerPartnering with the City in providing utility and infrastructure improvements that support public events and outdoor activities (i.e., power conduit on light poles, potable water taps, curbless festival streets, portable restrooms, open spaces and public squares) within the Channel District-Community-Redevelopment-Area-; and
- iv. UtilizeUtilizing crime prevention through environmental design (CPTED) techniques when designing and installing infrastructure improvements.

Goal 7 Support Local Business Development

a. Objective: GrewSupport the growth and expandexpansion of local businesses within the Channel District- by:

- i. EvaluateEvaluating the feasibility to-establishof establishing a Channel District Merchant's Association which supports local business development-;
- ii. ExploreExploring the establishment of a local business incubator to assist local businesses in their development within the Channel District
- iii. SupportSupporting existing small business assistance programs and evaluateevaluating the potential expansion of existing CRA grant programs and potential new grant programs for existing business development and retention, such as, but not limited to, the Neighborhood Amenity Incentive Program
- iv. SupportSupporting the development of a maker space which allows vendors / artists to sell their goods in a certain location-; and
- v. SupportSupporting the establishment of a Small Business Liaison position to support and guide local business development within the Channel District.

Goal 8 Housing Affordability

- a. Objective: Increase access to housing for residents at all income levels- in the District including workforce and affordable housing by:
 - i. ~~Evaluate~~Evaluating opportunities to increase affordable and workforce housing ~~and market-rate housing~~ stock within the District (utilizing CRA grant programs, bonus incentives, inclusionary zoning, other developer incentives, and policy recommendations ~~to~~from the City of Tampa’s Housing Affordability Advisory Team).



**BUDGET &
REVENUE**





12.0 Channel District CRA Planning Budget

This planning budget is to provide proposed project costs, proposed funding levels, and operational costs to demonstrate the potential budget impacts associated with implementation of the proposed projects and programming within the Channel District CRA. These estimates are based upon the planning budget from the CRA, and the revenue estimates are subject to change depending upon property tax changes in the District. This planning budget is intended to show levels of cash flow through a five-year horizon. The Strategic Action Plan will provide further information on estimated expenses based on proposed projects and programming determined through the public engagement process.

CHANNEL DISTRICT CRA PLANNING BUDGET						
	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
OPERATIONS & ADMINISTRATION	\$248,627	\$320,600	\$336,630	\$353,462	\$371,135	\$389,691
Salaries	\$248,627	\$320,600	\$336,630	\$353,462	\$371,135	\$389,691
DISTRICT PROGRAMS	\$1,487,243	\$659,000	\$100,000	\$650,000	\$650,000	\$650,000
On Demand Shuttle Service	\$2,322	\$0	\$0	\$0	\$0	\$0
Operating Streetcar Contributions	\$150,000	\$305,000	\$150,000	\$150,000	\$150,000	\$150,000
Community Policing	\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Contractual & Professional Services	\$203,555	\$0	\$150,000	\$150,000	\$150,000	\$150,000
Commercial Business Façade Grant Program	\$0	\$250,000	\$0	\$150,000	\$150,000	\$150,000
Marketing & Promotion	\$364,889	\$0	\$100,000	\$100,000	\$100,000	\$100,000
COVID-19 Retrofit Grant Program	\$766,477	\$0	\$0	\$0	\$0	\$0
PROPOSED CAPITAL PROJECTS/PROGRAMS						
	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Infrastructure Engineering	\$16,980,847	\$1,548,860	\$7,000,000	\$4,000,000	\$2,000,000	\$2,000,000
12th Street Pump Station - Utilities	\$49	\$0	\$0	\$0	\$0	\$0
Madison Street Improvements	\$1,080,882	\$0	\$0	\$0	\$0	\$0
12th Street Pump Station	\$33,798	\$0	\$0	\$0	\$0	\$0
12th Street Segment Improvements	\$9,696	\$0	\$0	\$0	\$0	\$0
Madison Street Park Improvements Project	\$643,134	\$0	\$0	\$2,000,000	\$0	\$0
Neighborhood Infrastructure Improvements	\$6,465,058	\$2,436,860	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
District Wide Parking	\$645,343	\$40,000	\$0	\$0	\$0	\$0
Twiggs Street (C1)	\$2,480,000	\$0	\$0	\$0	\$0	\$0
Cumberland Avenue (C2)	\$1,712,887	\$0	\$0	\$0	\$0	\$0
Whiting Street (D)	\$1,150,000	\$0	\$0	\$0	\$0	\$0
11th Street Segment B (E2)	\$1,270,000	\$70,000	\$0	\$0	\$0	\$0
12th Street N Drainage (E1)	\$0	\$700,000	\$0	\$0	\$0	\$0
TECO Transmission Relocation Project	\$770,000	\$0	\$0	\$0	\$0	\$0
12th Street S of Whiting Underground Electric (E3)	\$700,000	\$0	\$0	\$0	\$0	\$0
Meridian & 12th Water Main upgrade (WM)	\$0	\$100,000	\$0	\$0	\$0	\$0
NEW Projects/Initiatives from CAC	\$8,000,000	\$4,500,000	\$4,250,000	\$6,650,000	\$250,000	\$350,000
Land Acquisition & Planning	\$8,000,000	\$3,000,000	\$3,000,000	\$6,300,000	\$0	\$0
Gateway & Wayfinding	\$0	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
Public Art Projects	\$0	\$100,000	\$0	\$100,000	\$0	\$100,000
Washington Street Park Renovation	\$0	\$500,000	\$0	\$0	\$0	\$0
Channelside/Adams Road Improvements - North of Kennedy to Selmon	\$0	\$500,000	\$0	\$0	\$0	\$0
RV Lal Park Construction (design, construction, public art)	\$0	\$150,000	\$1,000,000	\$0	\$0	\$0
Debt Services	\$0	\$0	\$0	\$0	\$0	\$0
	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
EXPENDITURES GRAND TOTAL	\$26,696,717	\$9,022,460	\$7,086,630	\$11,653,462	\$5,271,135	\$3,389,691
TIF Revenue (from City's budget)	\$8,453,585	\$8,872,560	\$9,316,188	\$9,781,997	\$10,271,097	\$10,784,652
Interest (FY 2021 used for COVID-19 Incentives)	\$183,000	\$192,150	\$201,758	\$211,845	\$222,438	\$233,560
Carryforward Funds Previous Capital Projects	\$19,365,275	\$1,122,143	\$1,164,393	\$3,595,709	\$1,936,089	\$9,158,489
Cash Balance						
Carryover based on City's budget TIF Rev.	\$1,122,143	\$1,164,393	\$3,595,709	\$1,936,089	\$9,158,489	\$16,787,010

Please note this is a Budget Worksheet and not a proposed Annual Budget. This informational Budget Worksheet is to provide proposed project costs, proposed programming funding levels, potential phasing options and to demonstrate the need for additional funding sources if all proposed programming and projects are to be completed within a 5 year period. This Budget Worksheet is to be utilized by the CRA as a resource when preparing their Annual Budget documents.





13.0 Tax Increment Fund Revenue Projections

Channel District CRA - TIF Projections (2.5% Annual Growth Rate)

	Taxable Valuation	Estimated Incremental Value	County Contribution @ 55%	City @ 25%	Port Contribution @ 20%	Total TIF CRA ⁽¹⁾
BASE 2004	\$30,009,871					
2021						\$2,452,505
2022						\$2,872,860
2023						\$9,318,188
2024						\$9,781,997
2025						\$10,271,097
2026						\$10,784,652
2027	\$1,109,252,512	\$1,069,382,641	\$4,657,679	\$6,306,385	\$100,575	\$11,064,639
2028	\$1,136,983,825	\$1,097,713,954	\$4,778,462	\$6,469,927	\$103,184	\$11,351,568
2029	\$1,165,408,421	\$1,125,538,550	\$4,902,265	\$6,637,548	\$105,857	\$11,645,670
2030	\$1,194,543,631	\$1,154,673,760	\$5,029,163	\$6,809,365	\$108,597	\$11,947,125
2031	\$1,224,407,222	\$1,184,537,351	\$5,159,233	\$6,985,477	\$111,406	\$12,256,117
2032	\$1,255,017,403	\$1,215,147,532	\$5,292,556	\$7,165,992	\$114,285	\$12,572,833
2033	\$1,286,392,838	\$1,246,522,967	\$5,429,211	\$7,351,020	\$117,235	\$12,897,466
2034	\$1,318,552,659	\$1,278,682,788	\$5,569,282	\$7,540,674	\$120,260	\$13,230,216
2035	\$1,351,516,475	\$1,311,646,604	\$5,712,856	\$7,735,069	\$123,360	\$13,571,285
2036	\$1,385,304,387	\$1,345,434,516	\$5,860,019	\$7,934,223	\$126,538	\$13,920,880
2037	\$1,419,936,997	\$1,380,067,126	\$6,010,860	\$8,138,559	\$129,795	\$14,279,215
2038	\$1,455,435,422	\$1,415,565,551	\$6,165,473	\$8,347,901	\$133,134	\$14,646,509
2039	\$1,491,821,307	\$1,451,951,436	\$6,323,951	\$8,562,477	\$136,556	\$15,022,984
2040	\$1,529,116,840	\$1,489,248,969	\$6,486,391	\$8,782,417	\$140,064	\$15,408,872
2041	\$1,567,344,761	\$1,527,474,890	\$6,652,892	\$9,007,855	\$143,659	\$15,804,407
2042	\$1,606,528,380	\$1,566,658,509	\$6,823,556	\$9,238,930	\$147,344	\$16,209,830
2043	\$1,646,691,589	\$1,606,821,718	\$6,998,486	\$9,475,781	\$151,122	\$16,625,289
2044	\$1,687,858,879	\$1,647,989,008	\$7,177,790	\$9,718,554	\$154,993	\$17,051,337

County Millage*	0.00458472
City Millage	0.0062076
Port Millage	0.000099

Total TIF Revenue (2021-2044)	\$1,065,849,422
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*Note: County Millage Rate used is 80% of County full Millage rate of 0.0057109

**Note: Total TIF FY 2021-2026 provided by City of Tampa

APPENDIX

14.0 Appendix

14.1 Public Input

EXECUTIVE SUMMARY

The Channel District Community Redevelopment Plan is designed to direct the growth and development of the Channel District in the coming years. Over the course of several months, the District implemented a comprehensive public engagement process designed to encourage community input regarding the strategies they would like to see implemented within the plan to direct growth. Several forums were used to channel public input: three (3) hybrid public workshops (in-person and virtual), three (3) neighborhood meetings with residents, stakeholder interviews, and an online community engagement portal using the Social Pinpoint platform.

There was extensive advertisement for the public workshop events, including direct mailers, social media posts, yard signs placed within the District, and the placement of flyers in businesses in the District. Summaries of the workshops, neighborhood meetings, and advertising assets are included in this summary.

PUBLIC WORKSHOP ONE INFORMATION

Date: Thursday, May 13 @ 5:30 PM

Venue: Stageworks Theatre (1120 E Kennedy Blvd, Suite 151) & Zoom Virtual Meeting

WORKSHOP ATTENDEES



EXHIBIT B

WRITTEN RECOMMENDATION FROM THE PLANNING COMMISSION



**Hillsborough County
City-County
Planning Commission**

Resolution: Modified Community Redevelopment Plan for the Channel District Community Redevelopment Area – CRA Consistency Finding

February 12, 2024

Proposed Amendment to the Community Redevelopment Plan for the Channel District Community Redevelopment Area (CRA)

WHEREAS, the Hillsborough County City-County Planning Commission developed a Comprehensive Plan for the City of Tampa, pursuant to the provisions of Chapter 163, Florida Statutes, which was originally adopted by Tampa City Council on January 7, 2016, as amended; and

WHEREAS, the Hillsborough County City-County Planning Commission received a publicly initiated amendment to the *Community Redevelopment Plan for the Channel District Community Redevelopment Area*; and

WHEREAS, in accordance with Section 163.360(4) of Florida State Statute, the 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 City Council.

WHEREAS, the Hillsborough County City-County Planning Commission staff reviewed the *Modified Community Redevelopment Plan for the Channel District Community Redevelopment Area*, for relationship and consistency with the adopted goals, objectives, and policies of the *City of Tampa Comprehensive Plan* as follows:

Livable City - Goals, Objectives, and Policies

LU Objective 1.1: Recognize that the City is comprised of five unique districts: University, Central Tampa, Westshore, New Tampa, and South Tampa.

LU Policy 1.1.1: Recognize the Central Tampa District as the primary urban employment, civic and cultural center, building upon the heritage assets found in its diverse neighborhoods while fostering a vibrant urban lifestyle through mixed-use development via entertainment and cultural facilities.

City Planning Strategy - Goals, Objectives, and Policies

LU Objective 2.1: Regulate the levels of building intensity according to the standards and land use designations, in order to accommodate the projected population increase of 150,000 people and 157,000 employees by 2040.

LU Policy 2.1.2: Use limited land resources more efficiently and pursue a development pattern that is more economically sound, by encouraging infill development on vacant and underutilized sites.

Central City - Goals, Objectives, and Policies

LU Objective 3.5: *Recognize and strengthen Center City neighborhoods, creating a vibrant, diverse, distinctive, inter-connected community.*

LU Policy 3.5.4: *Continue efforts to promote mixed-use residential infill redevelopment at various densities in the Channel District.*

Urban Villages - Goals, Objectives, and Policies

LU Objective 5.1: *Support the Urban Village designations that produce a distinctive, high-quality built environment whose forms and character respect Tampa's unique historic, environmental, and architectural context, and create memorable places that enrich community life.*

LU Policy 5.1.1: *Urban villages contain most of the following uses which typically make up what is considered a traditional and livable community: single and multi-family residential, neighborhood-serving commercial, schools, parks, a central gathering place, mass transit and safe, walkable pathways that connect people to all areas of the village. Work towards creating a mix and placement of these uses that works for the character of the village and creates a vibrant community setting.*

Transit Station - Goals, Objectives, and Policies

LU Objective 8.8: *Promote the redevelopment of the Channel District and the Ybor Channel area.*

LU Policy 8.8.1: *Encourage transit oriented development on properties adjacent to the TECO Line Streetcar System and located within the Streetcar System's Special Assessment District.*

Neighborhoods and Land Use – Goals, Objectives, and Policies

LU Objective 9.9: *Continue to promote mixed income residential development in the Westshore, Central and University Planning Districts.*

LU Policy 9.9.5: *Encourage economic development/retail opportunities and incentives for the downtown and Channel District CRA districts and surrounding areas.*

WHEREAS, Planning Commission staff determined that the proposed *Modified Community Redevelopment Plan for the Channel District Community Redevelopment Area* is consistent with the goals, objectives, and policies of the *City of Tampa Comprehensive Plan*

NOW, THEREFORE, BE IT RESOLVED, that the Hillsborough County City-County Planning Commission finds the *Modified Community Redevelopment Plan for the Channel District Community Redevelopment Area* **CONSISTENT** with the *City of Tampa Comprehensive Plan* and forwards it to the Tampa City Council for approval.

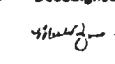
The above resolution for *Modified Community Redevelopment Plan for the Channel District Community Redevelopment Area* was adopted by the Planning Commission on February 12, 2024

By motion of Commissioner Fernandez
Seconded by Commissioner Kress, AICP, Member-at-Large

Commissioner Bowden	Aye
Commissioner Buzza	Aye
Commissioner Cardenas	Aye
Commissioner Cona	Aye
Commissioner Fernandez	Aye
Commissioner Joseph, Chair	Aye
Commissioner Kress, AICP, Member-at-Large	Aye
Commissioner Louk, Vice Chair	Aye
Commissioner Saria	Aye
Commissioner Sieben	Absent

DocuSigned by:

9336A83308144E1
Commissioner Joseph, *Chairman*

DocuSigned by:

944A20610D1014E5
Melissa Zornitta, FAICP
Executive Director

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