



Tampa Bay Regional Planning Council

# ARS

## Annual Report Summary

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### DRI #78 - TAMPA DOWNTOWN DEVELOPMENT CITY OF TAMPA RYs 2005-07

On May 5, 1983 the Tampa City Council granted a Development Order to the City of Tampa Downtown Development Authority for a multi-use development located on 500 ± acres bounded by the Hillsborough River, Interstate 275, Orange, Cass, and Meridian Streets, and Garrison Channel. While Phases 1-3 have been specifically approved for development, Phase IV has been granted only conceptual approval, contingent upon further transportation analysis.

The Development Order has previously been amended five times, most recently on December 16, 2004 (Ordinance No. 2004-296). The amendments have cumulatively granted approval of the 47,987-seat Tampa Convention Center in exchange for a simultaneous reduction of office space; cumulatively extended the Development Order expiration date by nearly 18 years (to December 15, 2017); added marina provisions for 120 wet boat slips (permanent) and 75 additional slips for day use only; consolidated unbuilt Phase 3 entitlements with a portion of the formerly conceptually-approved Phase 4 with an assigned December 15, 2015 buildout date; modified Development Order to require developers of buildings in excess of 150,000 sq. ft. of office (or equivalent) to conduct separate, site specific, transportation analysis; modified the land use trade off matrix; and added a provision to address the extra-jurisdictional transportation impacts which would be caused by Phase 4.

### PROJECT STATUS

The revised phasing schedule is as follows:

| LAND USE                       | PHASES 1 & 2 <sup>1</sup><br>(EXISTING)<br>[6,751 phase trips/<br>6,751 total trips] | PHASE 3A <sup>2</sup><br>(2015)<br>[3,789 phase trips/<br>10,540 total trips] | PHASE 3B <sup>3</sup><br>(2015)<br>[6,670 phase trips/<br>17,210 total trips] | PHASE 4 <sup>4</sup><br>(2015)<br>[4,693 phase trips/<br>21,903 total trips] | TOTAL     |
|--------------------------------|--|---|---|--|-----------|
| Retail (sq. ft.)               | 70,228   | 129,772   | 700,000   | 421,187  | 1,321,187 |
| Warehouse (sq. ft.)            | 1,033,032  | [516,516]   | [266,516]   | 52,000   | 302,000   |
| General Office (sq. ft.)       | 2,560,215  | 1,939,785   | 2,553,536   | 2,341,736  | 9,395,272 |
| Government Office (sq. ft.)    | 724,901  | 29,243  | 245,856   | 81,505   | 1,081,505 |
| Residential (units)            | 45   | 955   | 1,200   | 93   | 2,293     |
| Hotel (rooms)                  | 1,728  | 272   | 1,500   | 693  | 4,193     |
| Public Assembly (seats)        | 16,150   | 0   | 0   | 4,437  | 20,587    |
| Public Non-Assembly (sq. ft.)  | 176,632  | [26,632]  | 150,000   | 0  | 300,000   |
| Marina (Wet Slips - Permanent) | 0  | 0   | 80  | 45   | 120       |
| (Wet Slips - Day Use)          | 36   | 0   | 36  | 3  | 75        |

- Phases 1 & 2 have been constructed and transportation impacts fully mitigated.
- Phase 3A entitlements do not require transportation mitigation.
- The Phase 3B entitlements have been mitigated through previous right-of-way dedications and construction of Franklin Street/Royal Street intersection improvements.
- Phase 4 has been analyzed and requires the pre-payment of \$3,594,072 for transportation mitigation prior to initiation of development.

**Development this Reporting Year:** the developer has reported that 225,000 sq. ft. of Government office, 52,000 sq. ft. of general office, 25,000 sq. ft. of retail development, 1,167 residential units, 417 hotel rooms, and 66,000 sq. ft. of “Public Non-Assembly” space have all been completed between 2004-07.

**Cumulative Development:** 95,228 sq. ft. of retail space, 2,612,215 sq. ft. of general office space, 949,901 sq. ft. of government office space, 1,212 residential units, 2,145 hotel rooms, 16,150 public assembly seats, 300,000 sq. ft. of non-assembly space, 36 “temporary” slips have all been constructed. No permanent marina slips have been constructed.

**Projected Development:** Table 2 (of the Annual Report) identifies the anticipated construction of an additional 36 wet/day boat slips during the next reporting year.

### **SUMMARY OF DEVELOPMENT ORDER CONDITIONS**

1. The City has identified the following transportation improvements projects remain “pending” through the year 2008:
  - Riverwalk along the Hillsborough River and Garrison Channel pedestrian improvements;
  - Ashley Drive from Tyler Street to Brorein Street Streetscape, landscape and pedestrian improvements; and
  - Twiggs Street from Ashley Drive to Morgan Street and Madison Street from Ashley Drive to Pierce Street - reviewing the possibility of two-waying these downtown streets.
2. The developer has described the status of Expressway improvements as follows:
  - **I-275 from Tampa Bay to Hillsborough River.** FDOT commenced design of I-275 between the Howard Frankland Bridge and the Hillsborough River in the Fall of 1999. The proposed improvements will replace the existing interstate lanes and will consist of eight to ten local collector/distributor lanes located outside of the existing interstate facility. Construction is underway.
  - **Downtown Interchange I-275 from the Hillsborough River to FloriBraska Avenue and I-4 from the I-275/I-4 merge to the west of 19<sup>th</sup> Street.** Construction of this improvement has been completed for this 2.7± mile segment. Many “safety and operational” features were incorporated into this improvement, including eight new bridges and 18 bridge widenings.
  - **I-4 from west of 14<sup>th</sup> Street to east of 50<sup>th</sup> Street** - Construction of this 3.2± mile segment was completed and consisted of restructuring I-4 from a four-lane urban highway to a six-lane urban highway facility.
3. The annual report contained a breakdown of the Central Business District’s 32,272 total parking spaces identified for the project. The distribution is as follows: 18,000 spaces (55.8%) are within privately-owned facilities, 11,572 spaces (35.9%) are within municipally-owned facilities, 1,600 spaces (5.0%) are designated as “On-Street Metered” and the remaining 1,100 spaces (3.4%) are classified as “Other On-Street.”
4. The Hillsborough Area Regional Transit Authority (HARTline) is the provider of mass transit

services in the City and County. The annual report provided a system profile for service provided in 2007. During 2007, nearly 11 million HARTline passengers were served by 240 buses which traversed approximately 8 million miles in association with transportation to and from the CBD. The annual report also addressed the Tampa-Ybor Trolley and the services of the Bay Area Vanpool.

5. The Tampa Downtown Transportation Management Organization continues to strive to discover and implement alternatives for the commute of workers to and from downtown. Documentation of the accomplishments for FY 2007, include: notification of employees of road construction projects and timing thereof; distribution of marketing materials; and promotion of Tampa-Ybor Trolley, Historic Electric Streetcar and rail demonstration projects.
6. Environmental monitoring of the air and water quality is conducted by the Hillsborough County Environmental Protection Commission which publishes an annual Air Quality Report and an annual Water Quality Report for Hillsborough County. In summary, the 2006-07 data revealed that air quality is in the “good to moderate range.” Recent water quality sampling conducted at the mouth of the Hillsborough River has shown signs of “continued improvement for most indicators.”
7. Condition 4.E. obligates the Developer to submit annual reports on January 1<sup>st</sup> of each year until all terms and conditions of the Development Order have been satisfied. It is hereby stated that Reports, which were due on January 1, 2006, January 1, 2007 and January 1, 2008 (for the period between 2005-07) were not submitted. A cumulative (multi-year) Annual Report was subsequently submitted on September 17, 2008 to address this time period.

#### **DEVELOPER OF RECORD**

The City of Tampa, 306 E. Jackson Street, 8E, Tampa, FL 33602 (on behalf of developers), is the entity responsible for adhering to the conditions of the Development Order.

#### **DEVELOPMENT ORDER COMPLIANCE**

The project appears to be proceeding in a manner consistent with the Development Order. The City of Tampa (as local government) is responsible for ensuring compliance with the terms and conditions of the Development Order.