



ARS

Annual Report Summary

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DRI #78 - TAMPA DOWNTOWN DEVELOPMENT CITY OF TAMPA RY 2009-10

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 4 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.

In lieu of preparing a formal Annual Report, the Applicant's representative has submitted a correspondence (dated January 5, 2010) indicating that "... no new construction was permitted within the Central Business District for the 2008-09 reporting year." Submittal of such correspondence in lieu of a Report is authorized under Subsection 380.06(18). Therefore, the following development and compliance representations would be identical to those previously reported, as presented below.

PROJECT STATUS

The revised phasing schedule is as follows:

LAND USE	PHASES 1& 2 ¹ (EXISTING) [6,751 phase trips/ 6,751 total trips]	PHASE 3A ² (2015) [3,789 phase trips/ 10,540 total trips]	PHASE 3B ³ (2015) [6,670 phase trips/ 17,210 total trips]	PHASE 4 ⁴ (2015) [4,693 phase trips/ 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	2,126,736 ⁵	2,341,736	8,968,472
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

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Public Assembly (seats)	16,150	0	8,164	4,437	28,751
Public Non-Assembly (sq. ft.)	176,632	[26,632]	319,000 ⁵	0	469,000
Marina (Wet Slips - Permanent)	0	0	80	45	120
(Wet Slips - Day Use)	36	0	36	3	75

1. Phases 1 & 2 have been constructed and transportation impacts fully mitigated.
2. Phase 3A entitlements do not require transportation mitigation.
3. The Phase 3B entitlements have been mitigated through prior right-of-way dedications and construction of Franklin Street/Royal Street intersection improvements.
4. Phase 4 has been analyzed but will require the pre-payment of \$3,594,072 for transportation mitigation prior to initiation of development.
5. Tradeoff of 426,800 sq. ft. of General Office for 8,164 additional Public-Assembly seats & 169,000 additional sq. ft. of Public Non-Assembly space occurred during RY 2007-08.

Development this Reporting Year: no development activity occurred during the reporting period.

Cumulative Development: 115,228 sq. ft. of retail space, 2,637,215 sq. ft. of general office space, 949,901 sq. ft. of government office space, 1,212 residential units, 2,145 hotel rooms, 24,314 public assembly seats, 469,000 sq. ft. of non-assembly space, and 36 “temporary” slips have all been constructed. No permanent marina slips have been constructed.

Projected Development: no specific development activities have been identified for 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 improvement will replace the existing interstate lanes and will consist of eight to ten local collector/distributor lanes located outside of the existing interstate facility. This improvement remains under construction.
 - **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 19th 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 14th Street to east of 50th 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 2008. During 2008, nearly 12 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 2008, 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 Environmental Protection Commission of Hillsborough County which publishes an annual Air Quality Report and an annual Water Quality Report for Hillsborough County. As previously indicated, 2006-07 data revealed that air quality was in the "good to moderate range." A statement regarding more recent monitoring has not been provided and/or prepared. 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 1st of each year until all terms and conditions of the Development Order have been satisfied. It is hereby stated that the Report, which was due on January 1, 2009 (for 2008), was not submitted until May 1, 2009.

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.