



ARS

Annual Report Summary

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DRI #78 - TAMPA DOWNTOWN DEVELOPMENT CITY OF TAMPA RY 2010-11

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 21 years (to December 15, 2020); 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, 2018 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 ¹ (EXISTING) [6,751 phase trips/ 6,751 total trips]	PHASE 3A ² (2018) ⁶ [3,789 phase trips/ 10,540 total trips]	PHASE 3B ³ (2018) ⁶ [6,670 phase trips/ 17,210 total trips]	PHASE 4 ⁴ (2018) ⁶ [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
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 entitlements 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.
6. Buildout date is reflective of an additional three-year extension granted in accordance with 2007 legislation (i.e. HB7203)

Development this Reporting Year: 65,000 sq. ft. of Office and 220 Hotel rooms were completed during the reporting period.

Cumulative Development:

LAND USE	SPECIFICALLY APPROVED	CONSTRUCTED DURING RY	CONSTRUCTED TO DATE	REMAINING DEVELOPMENT
Retail (sq. ft.)	900,000	0	115,228	784,772
Warehouse (sq. ft.)	250,000	0	0	250,000
General Office (sq. ft.)	6,626,736	65,000	2,702,215	3,924,521
Government Office (sq. ft.)	1,000,000	0	949,901	50,099
Residential (units)	2,200	0	1,212	988
Hotel (rooms)	3,500	220	2,365	1,135
Public Assembly (seats)	24,314	0	24,314	0
Public Non-Assembly (sq. ft.)	469,000	0	469,000	0
Marina (Wet Slips - Permanent)	80	0	0	80
(Wet Slips - Day Use)	72	0	36	36

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 2010:
 - 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; and
 - expansion of street car system to Whiting Street.

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 is completed.

- **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 (HART) is the provider of mass transit services in the City and County. The annual report provided a system profile for service provided in 2010. During 2010, approximately 12.3 million HART passengers were served by 240 buses which traversed more than 8 million miles in association with transportation to and from the CBD. The annual report also recognized 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 2010, include: production and distribution of informational materials; serving as regional coordinator of downtown rideshare matching service and information clearinghouse of downtown transportation projects and programs, as well as promoting car/van pooling, HART initiatives and telecommuting alternatives.
 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. The Annual Report continues to reflect that 2006-07 monitoring data revealed that air quality was in the “good to moderate range.” A statement regarding more recent monitoring has not been subsequently 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.”

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.