



ARS

Annual Report Summary

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DRI #141 - WESTSHORE AREA WIDE CITY OF TAMPA RY 2012-13

On January 7, 1988, the Tampa City Council granted a Development Order (Ordinance No. 88-1) to the Westshore Development Association for a two-phase, 1,450-acre project located in the City of Tampa, west of Dale Mabry Highway and north of Interstate 275. Phase 1 of development has been granted specific approval. Specific approval of Phase 2 is contingent upon further development review under the provisions of Chapter 380.06, Florida Statutes (F.S.).

The Development Order has been amended a total of six times, most recently on August 21, 2008 (Ordinance No. 2008-138). The amendments have cumulatively: levied a ten cent per square foot fee to administer the DRI; extended the buildout and expiration dates; consolidated and specifically approved a portion of (original) Phase 2 into a "Revised Phase 1"; increased the maximum number of multi-family units recognized within the Land Use Equivalency Matrix to 4,000 units; and authorized the potential use of project transportation impact fees for "mobility alternatives, including transit and pedestrian improvements." The project buildout and Development Order expiration dates were most recently extended by an additional four years (to December 31, 2017 & December 31, 2022, respectively) due to revisions to Subsection 380.06(19)(c)2., F.S. per the 2011 legislature.

The approved plan of development is as follows:

PH-ASE	BUILD-OUT	OFFICE (Sq. Ft.)	RETAIL (Sq. Ft.)	HOTEL (Rooms)	LT. INDUST. (Sq. Ft.)	MULTI-FAM. (Units)
1 ¹	12/31/2017	5,639,299 ³	1,648,726 ³	1,823 ³	178,502 ³	3,057 ³
2 ²	12/31/2017	3,809,347	0	1,810	0	0
TOTAL→		9,448,646	1,648,726	3,633	178,502	3,057

Unspecified amounts of each land use were existing prior to the approval of the Development Order and the DRI process. In these instances, the developer is able to demolish existing structures and reconstruct in similar quantities and uses. Therefore, the aforementioned Table represents only net increases in the identified land uses and amounts that are **not** exempt from the DRI process.

FOOTNOTES:

- Phase 1 entitlements consist of a previously approved consolidation of original Phase 1 plus a portion of original Phase 2 entitlements.
- Phase 2 is conceptually approved only. Specific Phase 2 approval will be contingent upon further Section 380.06, F.S., transportation analysis and availability of utility services (i.e. potable water, sanitary sewer, solid waste and energy).
- Entitlements are reflective of a LUEM conversion request dated June 30, 2011 in which 177,563 sq. ft. of Office and 21,498 sq. ft. of Industrial were exchanged for additional allocations of 50,000 sq. ft. of Retail and 198 Hotel rooms, all within Phase 1 entitlements. The above entitlements are also reflective of a LUEM conversion request dated February 7, 2013 in which 747,129 sq. ft. of Office were exchanged for additional allocations of 110,726 sq. ft. of Retail and 1,057 Multi-Family Residential units, all within Phase 1 entitlements.

PROJECT STATUS

Development this Reporting Year: 15,233 sq. ft. of Office, 49,788 sq. ft. of Retail and 300 Residential units were reportedly constructed during the reporting year. Industrial and Hotel development remained unchanged in comparison with last year's figures. No demolitions of existing facilities were identified.

Cumulative Development: construction activity to date includes the net development of 2,332,660 sq. ft. of Office space; 1,573,726 sq. ft. of Retail development; 1,523 Hotel rooms, 163,511 sq. ft. of Industrial and 1,707 multi-family residential units.

Projected Development: no specific development activity has been identified for the next reporting year.

SUMMARY OF DEVELOPMENT ORDER CONDITIONS

1. In accordance with Condition 4.G.6., the developer has identified the 2011 HART ridership to be 1,034,901 passengers for the nine routes identified to serve the site, a significant reduction from the 3,683,990 passengers identified to board HART buses during 2011 (over 11 routes) but more closely resembling the 1,755,100 passengers reported for 2010. It is presumed that the significant discrepancies in reported ridership are likely a result of the application of varying sources/techniques and/or variances in bus service/locations. It is suggested that a consistent methodology be applied to obtain future ridership counts so that meaningful and accurate comparisons of counts can be conducted.
2. The Developer has, once again, submitted the *Annual Average Daily Traffic Report* for the 21 links specified in Condition 4.G.7., as prepared by the Florida Department of Transportation for **2012**. These counts revealed nearly 1.69 million daily trips were being generated on these segments. However, the segments identified as “Eisenhower south of Hillsborough” and “Memorial Hwy. S/E of Eisenhower” were excluded, presumably due to construction activities occurring in 2012. For comparison purposes, prior monitoring has yielded the following results: approximately 1.51 million in 2011, 1.69 million in 2010, 1.59 million in 2009, 1.73 million in 2007, 1.71 million in 2005 & 2006, and 1.7 million in 2004. The Developer shall continue to provide the AADT Report of specified segments within all future Annual Reports, as obligated.
3. Consistent with Condition 4.G.9., the developer has identified the Westshore Area Projects scheduled through June, 2016, as identified in FDOT’s current Adopted Work Program.
4. Development Order Condition 4.G.9. (of Ordinance No. 88-1) and Subsection 380.06(18), F.S. obligate the Developer to submit an Annual Report “on January 10th of each year.” In this regard, the Annual Report, which was due on January 10, 2013, was not submitted until August 28, 2013.

DEVELOPER OF RECORD

The Westshore Alliance, 3109 W. Dr. Martin Luther King Jr. Blvd., Suite 140, Tampa, FL 33607 is 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 with the exception of the issue identified as *Summary of Development Order Condition #4*, above. The City of Tampa is responsible for ensuring compliance with the terms and conditions of the Development Order.