#118

TAMPA PORT AUTHORITY

September 30, 2013

Mr. John Meyer
Tampa Bay Regional Planning Council
4000 Gateway Centre Blvd., Ste 100
Pinellas Park, FL 33782

Subject: DRI #118, Tampa Cruise Ship Terminal

Dear Mr. Meyer:

Please be advised that the DRI Land Use Trade-Off Matrix approved in the Development Order for the above-referenced DRI has been utilized to accommodate the expansion of the Florida Aquarium.

Specifically, 15,022 sf of office was traded for an additional 34,910 sf of Aquarium uses, in accordance with the existing Land Use Equivalency Matrix. Development of the expansion is now under construction. We are herewith providing notice of the trade-off usage to the Regional Planning Council and the Florida Department of Economic Opportunity consistent with Section 3.B of the Development Order. The City of Tampa was notified of this land use exchange.

A copy of the revised DRI Land Use Equivalency Matrix (Composite Exhibit B of Ordinance 2006-233), the current Trade-Off Utilization Summary, and the letter from the City of Tampa approving the Aquarium expansion are attached for your records.

Construction of the additional square footage for the Aquarium expansion will also be reported in the Review Year 2013-14 Annual Report due on July 1, 2014 for the DRI. It is our understanding that this will require a formal Annual Report in lieu of the abbreviated letter format used when no development occurs. Please let me know if you need any additional information at this time.

Sincerely,

Charles Klug, Esq.
Chief Legal Counsel

encl.

cc: Brenda Winningham, Fl Dept. of Economic Opportunity
Ram Karcharla
Jim Renner
David Smith, Esq.
Sue Murphy

1101 Channelside Drive • Tampa, Florida 33602-3612 • Phone: 813-905-7678 • 800-741-2297 • Fax: 813-905-5109
www.tampaport.com • info@tampaport.com

#118

TAMPA PORT AUTHORITY

September 30, 2013

Mr. John Meyer
Tampa Bay Regional Planning Council
4000 Gateway Centre Blvd., Ste 100
Pinellas Park, FL 33782

Subject: DRI #118, Tampa Cruise Ship Terminal

Dear Mr. Meyer:

Please be advised that the DRI Land Use Trade-Off Matrix approved in the Development Order for the above-referenced DRI has been utilized to accommodate the expansion of the Florida Aquarium.

Specifically, 15,022 sf of office was traded for an additional 34,910 sf of Aquarium uses, in accordance with the existing Land Use Equivalency Matrix. Development of the expansion is now under construction. We are herewith providing notice of the trade-off usage to the Regional Planning Council and the Florida Department of Economic Opportunity consistent with Section 3.B of the Development Order. The City of Tampa was notified of this land use exchange.

A copy of the revised DRI Land Use Equivalency Matrix (Composite Exhibit B of Ordinance 2006-233), the current Trade-Off Utilization Summary, and the letter from the City of Tampa approving the Aquarium expansion are attached for your records.

Construction of the additional square footage for the Aquarium expansion will also be reported in the Review Year 2013-14 Annual Report due on July 1, 2014 for the DRI. It is our understanding that this will require a formal Annual Report in lieu of the abbreviated letter format used when no development occurs. Please let me know if you need any additional information at this time.

Sincerely,

Charles Klug, Esq.
Chief Legal Counsel

encl.

cc: Brenda Winningham, Fl Dept. of Economic Opportunity
Ram Karcharla
Jim Renner
David Smith, Esq.
Sue Murphy

1101 Channelside Drive • Tampa, Florida 33602-3612 • Phone: 813-905-7678 • 800-741-2297 • Fax: 813-905-5109
www.tampaport.com • info@tampaport.com

CITY OF TAMPA

Bob Buckhorn, Mayor | Planning and Development Department

September 12, 2012

Mr. Jose DeJesus, P.E.
Stantec Engineering
2205 N. 20th Street
Tampa, Florida 33605

Re: **GSC 12-01 701 Channelside Drive (Rising Tides Expansion of the Florida Aquarium)**
PD-A Incremental Plan Review

Dear Mr. DeJesus:

The Development Review Committee (DRC) completed the review of the PD-A Incremental Site Plan for GSC 12-01, located at 701 Channelside Drive (aka The Florida Aquarium). The DRC had **no objection** and is approving the proposed site plan, dated August 29, 2012, which shows the following improvements:

- Construction of 34,019 SF multi-floor addition (total building square footage of 194,910 SF);
- Removal of 20" Oak, 7 Palm and 4 Holly trees (mitigation to be provided);
- Construct new egress ramp and stairs associated with building expansion; and
- Proposed addition complies with PD-A parking ratios established pursuant to Z96-42. A total of 390 parking spaces are required and 500 spaces are provided, in combination of surface and structured parking.

Please note that the incremental plan approval is only for the request stated above and noted on the site plan and consistent with the original site plan dated July 25, 1996 (Z96-42). A copy of this approved plan as well as this letter should be submitted as a part of the permit application for the property. Please do not hesitate to contact me at (813) 274-8274 should you need additional information.

Sincerely,

Abbye Feeley
Planning & Development Coordinator
Land Development Coordination

Florida Aquarium Rising Tides Expansion:
Incremental Site Plan (ISP) Application - City of Tampa PD-A Ordinance No. 96-185
Tampa Cruiseship Terminal (Garrison Seaport) DRI (DRI #118)

DRI LAND USE TRADE-OFF UTILIZATION SUMMARY[1]

	MAXIMUM DRI-APPROVED DEVELOPMENT (REVISED DRI PHASE I ONLY)[2]	DEVELOPMENT AUTHORIZED BY DRI TRADE-OFF			EQUIVALENT AMOUNT IN OFFICE ENTITLEMENTS		
		DEVELOPMENT PER PREVIOUS TRADE-OFFS	DEVELOPMENT PER CURRENT ISP TRADE-OFF	REMAINING DEVELOPMENT AVAILABLE (UPON NEW TRADE-OFFS)	PREVIOUSLY TRADED	TRADED FOR CURRENT ISP APPROVAL	REMAINING AVAILABLE
Cruiseship Terminal (gsf) (2 Terminals @ 52,950 gsf each)	105,900			105,900			
Retail – Specialty (gla)	91,000[3]	12,000		79,000	3,892		
Retail – Destination (gla)	100,000	67,400		32,600	184,153		
Restaurant – Supportive (gla)	19,000	12,600		6,400	11,341		
Restaurant – Destination (gla)	30,000	30,000		0	27,726		
Aquarium (gsf)	200,000	160,000	**34,910**	5,090	68,847	**15,022**	
Museum (gsf)	100,000			100,000			
Movie Theater (Seats)	4,000	2,464		1,536	56,000		
Serial-Motion Theater (Seats)	300			300			
Special Event Theater (Seats)	6,000			6,000			
Bar / Music Complex (gsf)	60,000			60,000			
High Tech Amusement	40,000			40,000			
Theme Anchor (gsf)	80,000			80,000			
Status of Office Entitlements Used / Available via Trade-Off Mechanism (Initial Total - 830,000 sq. ft.)					351,959	15,022	463,019

---

1 Although allowed under the DRI, no hotel room entitlements have been exchanged to generate entitlements for other land uses listed in this table. Only office entitlements have been exchanged, or are proposed here to be exchanged.

2 These are additional DRI-authorized land uses allowed by the DRI in addition to the basic land uses. The latter are : (a) 600 Hotel rooms; (b) 850,000 sq. ft. Office (now reduced to 483,019 sq. ft. by land use exchanges); (c) Cruiseship Terminals (Total 105,900 sq. ft.); 21,000 sq. ft. Retail – Supportive; and (e) 9,000 sq. ft. Retail – Specialty.

3 9,000 sq. ft. of "Retail – Specialty" uses were authorized as basic land uses under DRI, i.e., those uses available for development without the requirement to implement any land use exchange. An additional increment of 91,000 sq. ft. of Retail – Specialty land uses were also available under the DRI, subject to land use exchanges that reduced office and/or hotel entitlements according to the ratios in the land use exchange matrix. In addition to constructing the base entitlement of 9,000 sq. ft. of Retail – Specialty uses, an additional 12,000 sq. ft. of Retail – Specialty uses were approved / constructed by exercising the land use exchange mechanism, bringing the total floor area of this land use constructed to 21,000 sq. ft.

COMPOSITE EXHIBIT B

EQUIVALENCY MATRIX[1]
Garrison Seaport Center

Change to:	Change from: Office	Change from: Hotel
Aquarium	2,324 sf/ksf	574 sf/room
Cruiseship Terminal in Peak Hour	1 terminal/338,400 sf	N/A
Cruiseship Terminal Non-peak Hour	1 terminal/34,134 sf	N/A
Retail		
- Specialty	3,084 sf/ksf[2]	762 sf/room
- Destination	366 sf/ksf	90 sf/room
Entertainment Center		
- High Tech Amusement	1,493 sf/ksf	369 sf/room
- Bar/Music Complex	242 sf/ksf	60 sf/room
Restaurants		
- Supportative	1,111 sf/ksf	274 sf/room
- Destination	1,082 sf/ksf	267 sf/room
Theaters		
- Movie	44 seats/ksf	11 seats/room
- Serial-Motion	330 seats/ksf	82 seats/room
- Special Event	132 seats/ksf	33 seats/room
Museum	3,330 sf/ksf	822 sf/room
Theme Anchor	2,324 sf/ksf	574 sf/room

1 Land use exchanges are based on net external p.m. peak hour peak direction project traffic. Matrix equivalents will change if peak hour operational restrictions are imposed. Use of this matrix shall be limited to the minimums and maximums below to ensure that project impacts for transportation, water, wastewater, solid waste, and affordable housing are not exceeded. Equivalency matrix does not apply to Revised Phase II.

Equivalency Factor Formula =Approved yet unbuilt Office or Hotel External Peak Direction Trip Rate (Table 2)

Proposed Land Use External Peak Direction Trip Rate (Table 2)

Office to Specialty Retail = 0.660/ksf = 3,084 sf/ksf
Equivalency Factor 0.214/ksf

Land Use	Minimum/Maximum[A, B]	Land Use	Minimum/Maximum[A, B]
Office	20,000 sf/1,000,000 sf	Supportative Restaurant	0/40,000 sf
Hotel	300 rooms/600 rooms	Destination Restaurant	0/30,000 sf
Aquarium	160,00 sf/200,000 sf	Movie Theater	0/4,000 seats
Cruiseship Terminal	2/4	Serial-Motion Theater	0/300 seats
Specialty Retail	30,000 sf/100,000 sf	Special Event Theater	0/6,000 seats
Destination Retail	30,000 sf/100,000 sf	Museum	0/100,000 sf
High Tech Amusement	0/40,000 sf	Theme Anchor	0/80,000 sf
Bar/Music Complex	0/60,000 sf		

A Equivalency Matrix maximums referenced in Footnote #1 are less than the maximums actually achievable utilizing this matrix. However exchanges using this matrix shall be limited to the maximums identified in Footnote #1.

B No additional office or hotel rooms beyond the amount originally approved are permitted under this matrix.

2 Example Exchange - Add 30,000 sf of Speciality Retail by reducing office. 30,000 sf ÷ 3,084 sf = 9.728; Reduce Office by 9,728 sf.

SAS

COMPOSITE EXHIBIT B

EQUIVALENCY MATRIX
UTILIZATION SUMMARY

APPROVED BASIC LAND USES			
LAND USE	REVISED PHASE 1	REVISED PHASE II*	TOTAL
Hotel (rooms)	600	600	1,200
Office (gsf)	850,000**	600,000	1,450,000**
Cruiseship Terminal 2 Terminals (gsf)	2 (105,900)	n/a	105,900
Restaurant (Supportative) (gsf)	21,000	20,000	41,000
Retail (Specialty) (gsf)	9,000	15,000	24,000

ALTERNATIVE LAND USES UTILIZING TRADE-OFF MECHANISM***				
LAND USE	MAXIMUM DEVELOPMENT	REQUESTED DEVELOPMENT	EQUIVALENT AMOUNT OFFICE / HOTEL	
			OFFICE	HOTEL
Cruiseship Terminal (52,950 gsf each)	2			
Retail - Specialty (gla)	91,000			
Retail - Destination (gla)	100,000			
Restaurant - Supportative (gsf)	19,000			
Restaurant - Destination (gsf)	30,000			
Aquarium (gsf)	200,000	160,000	68,847	
Museum (gsf)	100,000			
Movie Theater (seats)	4,000			
Serial-Motion Theater (seats)	300			
Special Event Theater (seats)	6,000			
Bar/Music Complex (gsf)	60,000			
High Tech Amusement (gsf)	40,000			
Theme Anchor (gsf)	80,000			
REMAINING EXCHANGE ENTITLEMENTS****				761,153 / 300

* Equivalency Matrix does not apply to Revised Phase II.

** Office square footage may be increased by 150,000 sf if Cruiseship Terminal operation is restricted from peak hour as per D.O. condition.

*** Alternative land uses require use of Equivalency Matrix. Maximum Development plus Approved Basic Development equals Equivalency Matrix maximum totals.

**** Maximum exchange amounts: Office - 830,000 sf; (plus 150,000 sf if Cruiseship Terminal operation is restricted from peak hour); and Hotel - 300 rooms

#118

CITY OF TAMPA

Pam Iorio, Mayor

Growth Management & Development Services

Land Development Coordination

January 13, 2009

Mr. David Mechanik
Mechanik, Nuccio et al
305 South Boulevard
Tampa, Florida 33606

Re: Tampa Cruise Ship Terminal – Development of Regional Impact
(Build Out Date Extension)

Dear Mr. Mechanik:

City of Tampa staff has reviewed the documentation you provided to demonstrate that the Tampa Cruise Ship Terminal Development of Regional Impact (DRI) was under active construction on July 1, 2007 and, therefore, eligible for the 3 year build out date extension authorized under Florida Statutes 380.06(19)(c), Florida Statutes.

This letter is to confirm that based upon the information submitted, the project was under active construction on July 1, 2007. Therefore, the projects build out is extended by three (3) years to December 31, 2018 with the expiration date also extended by a 3 year period to December 31, 2023.

If you have any questions, please contact me at (813) 274-8405.

Regards,

Susan Johnson,
DRI Coordinator
City of Tampa, Florida

Cc: John Meyer, TBRPC

306 E. Jackson St. 3E • Tampa, Florida 33602 • (813) 274-8405 • FAX: (813) 274-7706

TampaGov
www.tampagov.net

#118

CITY OF TAMPA

Pam Iorio, Mayor

Office of the City Clerk

Shirley Foxx-Knowles
City Clerk

January 16, 2007

Tampa Bay Regional Planning Council
Attention: John Meyer
4000 Gateway Centre, Suite 100
Pinellas Park, FL 33782

Re: File No. DZ84-138
Tampa Cruiseship Terminal DRI No. 118

Dear Sir:

The City Council of the City of Tampa met in regular session on January 11, 2007 at 9:00 a.m. in the City Council Chambers.

During this session, the enclosed ordinance was adopted regarding the above listed petition. This ordinance is being transmitted for your information and record keeping process.

If you have any questions, please contact my office or the office of Land Development Coordination, at (813) 274-8405.

Sincerely,

Shirley Foxx-Knowles / jc

Shirley Foxx-Knowles
City Clerk

SFK/jc

Enclosure: Certified Copy of Ordinance 2007-2
CERTIFIED MAIL

315 E. Kennedy Blvd., Third Floor • Tampa, Florida 33602 • (813) 274-8397 • FAX: (813) 274-8306

TampaGov
www.tampagov.net

ORDINANCE NO. 2007- 2

AN ORDINANCE AMENDING ORDINANCE NO. 2006-233, PASSED AND ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAMPA ON SEPTEMBER 28, 2006, WHICH APPROVED A FIFTH AMENDMENT TO A DEVELOPMENT ORDER FOR THE TAMPA CRUISESHIP TERMINAL DRI NO. 118, BY SUBSTITUTING A CORRECTED MAP H FOR AN INCORRECT MAP H THAT WAS SUPPLIED IN ERROR; PROVIDING FOR SEVERABILITY; PROVIDING AN EFFECTIVE DATE.

WHEREAS, it is necessary to amend Ordinance No. 2006-233 to substitute a corrected Map H for an incorrect Map H that was supplied in error.

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY COUNCIL
OF THE CITY OF TAMPA, FLORIDA:

Section 1. That Exhibit "C" to Ordinance No. 2006-233, which approved a fifth amendment to a development order for the Tampa Cruiseship Terminal DRI No. 118, is hereby amended by substituting a corrected Map H, attached as Exhibit "C", for the incorrect Map H that was attached as Exhibit "C" to Ordinance No. 2006-233 in error. The corrected Map H, attached as Exhibit "C", reflects the approved build out date of 2015.

Section 2. That all ordinances in conflict are repealed to the extent of any conflict.

Section 3. That if any part of this ordinance is declared unconstitutional or invalid by a court of competent jurisdiction, the remaining provisions shall remain in full force and effect.

Section 4. That this ordinance shall take effect immediately upon becoming a law.

Certified as true and correct copy

DZ84-138

PASSED AND ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAMPA, FLORIDA ON JAN 1 1 2007.

ATTEST:

Shirley Foxx-Knowles
CITY CLERK ~~\DEPUTY CITY CLERK~~

Evelyn M Miller
CHAIRMAN\CHAIRMAN PRO-TEM
CITY COUNCIL

APPROVED by me on JAN 1 2 2007

PAM IORIO, MAYOR

PREPARED AND APPROVED AS TO LEGAL SUFFICIENCY:

E/S
REBECCA M. KERT
ASSISTANT CITY ATTORNEY

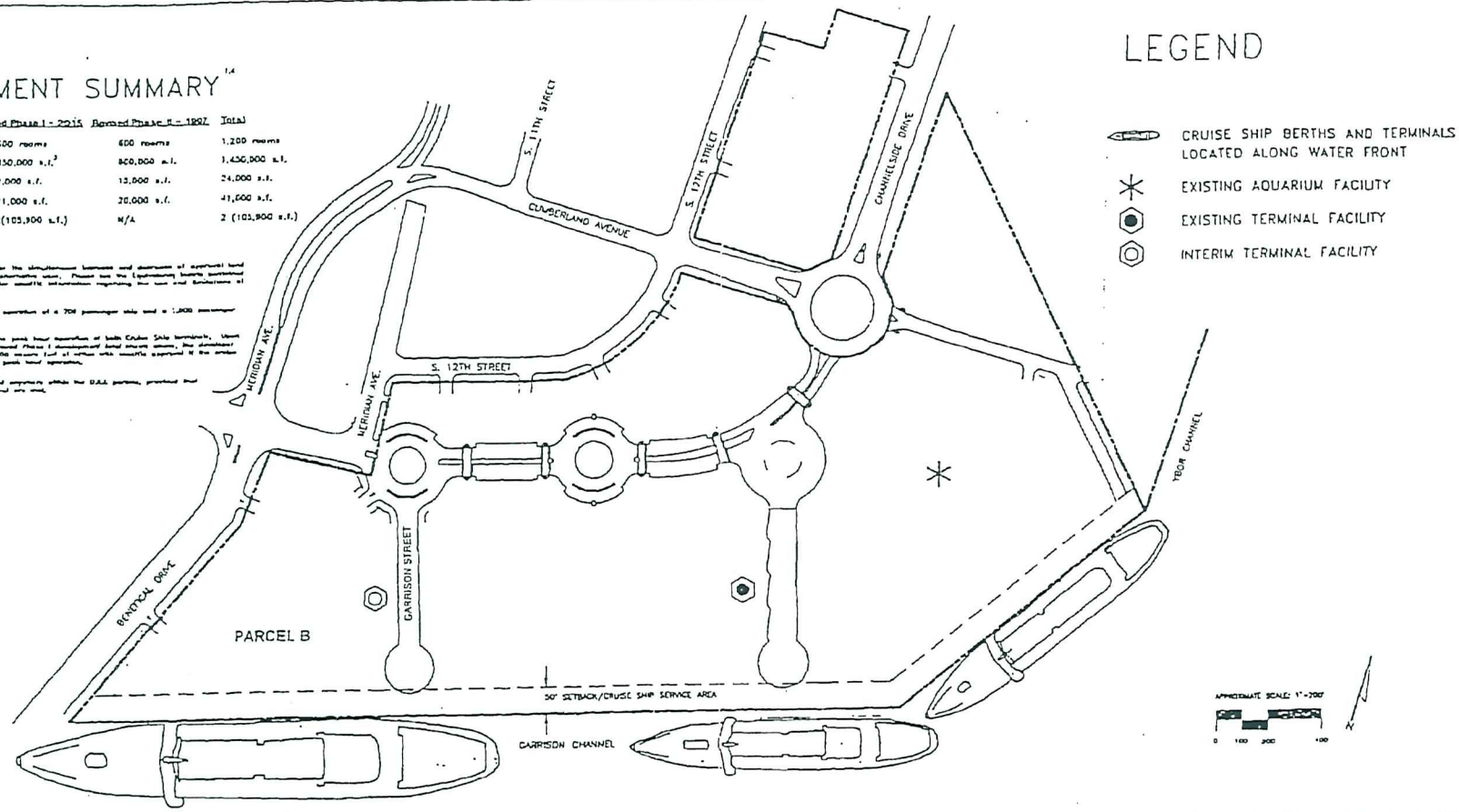
State of Florida
County of Hillsborough
This is to certify that the foregoing is a true and correct copy of Ord. No. 2007-2 on file on my office
Witness my hand and official seal this 16th day of Jan., 20 07

Sandra A Marshall
~~CITY CLERK~~ / DEPUTY CITY CLERK

DEVELOPMENT SUMMARY[1,4]

Land Use	Beyond Phase I - 2015	Beyond Phase II - 1997	Total
Hotel	500 rooms	600 rooms	1,200 rooms
Office	850,000 s.f.[3]	600,000 s.f.	1,450,000 s.f.
Specialty Retail	9,000 s.f.	15,000 s.f.	24,000 s.f.
Restaurant	21,000 s.f.	20,000 s.f.	41,000 s.f.
Cruise Ship Terminal[2]	2(105,900 s.f.)	N/A	2 (105,900 s.f.)

1. An exploratory master provides for the simultaneous licensing and expansion of aquatical land areas, as well as the addition of alternative uses. Please see the Exploratory Master Development in the G.S.C. Development Order for specific information regarding the uses and limitations of the exploratory master.
2. The site includes provisions for the operation of a 700 passenger ship and a 1,000 passenger ship.
3. The First Amendment authorized the joint hotel operation of both Cruise Ship terminals. Upon completion of the additionally approved Phase I development hotel square footage, the standard step contained in subsection 130.066 requiring full or partial site specific approval in the amount step mentioned was modified from joint hotel operation.
4. All permitted land uses are allowed exclusively within the G.S.C. parcels, provided that all licenses and installations of approved site uses.



GARRISON SEAPORT CENTER DEVELOPMENT PLAN

TAMPA PORT AUTHORITY

EXHIBIT C
MASTER PLAN
REVISED MAP H

Certified as true and correct copy

#118

CITY OF TAMPA

Pam Iorio, Mayor

Office of the City Clerk

Shirley Foxx-Knowles
City Clerk

Via Certified Mail/Return Receipt Requested

October 2, 2006

Tampa Bay Regional Planning Council
Attention: John Meyer
4000 Gateway Centre, Suite 100
Pinellas Park, Florida 33782

Re: File No. DZ84-138
Tampa Cruiseship Terminal DRI No. 118

Dear Sir or Madam:

The City Council of the City of Tampa, Florida met in a regular session on September 28, 2006 at 9:00 a.m. in the City Council Chambers.

During this session, the enclosed ordinance was adopted regarding the above listed petition. This ordinance is being transmitted for your information and record keeping process.

If you have any questions, please contact my office at (813) 274-8397 or Land Development Coordination at (813) 274-8405.

Sincerely,

Shirley Foxx-Knowles/ssm

(Mrs.) Shirley Foxx-Knowles
City Clerk

SFK/ssm

Enclosure: Certified Copy of Ordinance No. 2006-233

ORDINANCE NO. 2006-233

AN ORDINANCE OF THE CITY OF TAMPA, FLORIDA, APPROVING A FIFTH AMENDMENT TO A DEVELOPMENT ORDER RENDERED PURSUANT TO CHAPTER 380, FLORIDA STATUTES, FOR THE TAMPA CRUISESHIP TERMINAL DRI NO. 118; PROVIDING AN EFFECTIVE DATE.

WHEREAS, Ordinance No. 9108-A, passed and ordained by the City Council of the City of Tampa ("City Council") on November 21, 1985, approved a development order for the Tampa Cruise Ship Terminal ("Development"), a Development of Regional Impact ("DRI"), (hereinafter said Ordinance shall be referred to as the "Original Development Order"); and

WHEREAS, Ordinance No. 9696-A, passed and ordained by the City Council on August 20, 1987, approved an amendment to the Original Development Order (hereinafter referred to as the "First Amendment"); and

WHEREAS, Ordinance No. 90-09, passed and ordained by the City Council on January 25, 1990, approved an amendment to the Original Development Order (hereinafter referred to as the "Second Amendment"); and

WHEREAS, Ordinance No. 91-192, passed and ordained by the City Council on October 10, 1991, approved an amendment to the Original Development Order (hereinafter referred to as the "Third Amendment"); and

WHEREAS, Ordinance No. 96-178, passed and ordained by the City Council on August 28, 1996, approved an amendment to the Original Development Order (hereinafter referred to as the "Fourth Amendment"); (the Original Development Order as amended by the First, Second, Third and Fourth Amendments shall hereinafter be referred to as the "Development Order"); and

WHEREAS, on March 25, 2005, 2005, the Tampa Port Authority (the "Developer") filed a Notification of Proposed Change to a Previously Approved Development of Regional Impact pursuant to Subsection 380.06, Florida Statutes; and

WHEREAS, on May 27, 2005, September 14, 2005 and December 5, 2005, the Developer filed sufficiency responses to agency comments (the Notification of Proposed Change and sufficiency responses are hereinafter collectively referred to as the "Notice of Change" and are attached hereto as Exhibit A); and

WHEREAS, the Notice of Change proposed to amend the Development Order to extend the date of buildout of Revised Phase 1 of the Development by 10 years, to December 31, 2015; to automatically extend the termination date of the Development Order by a like period of time, to December 31, 2020; to incorporate a Revised Equivalency Matrix attached hereto as Exhibit B; and to add residential as a permitted land use with a maximum of 250 residential units permitted (hereinafter collectively referred to as the "Proposed Changes"); and

Certified as true and correct copy

DZ84-138

WHEREAS, pursuant to Subsection 380.06(19)(c), Florida Statutes, an extension of the date of buildout of a development, or any phase thereof, by seven (7) or more years shall be presumed to create a substantial deviation; and

WHEREAS, pursuant to Subsection 380.06(19)(c), Florida Statutes, applicant has submitted clear and convincing evidence rebutting these presumption; and

WHEREAS, the City Council as the governing body of the local government having jurisdiction pursuant to Chapter 380, Florida Statutes, is authorized and empowered to consider the Proposed Changes and to amend the Development Order; and

WHEREAS, the public notice requirements of Chapter 380, Florida Statutes, and Section 27-418, City of Tampa Code of Ordinances ("City Code"), have been fulfilled; and

WHEREAS, the City Council has conducted a duly noticed public hearing on the Proposed Changes and has reviewed and considered the Proposed Changes, as well as all testimony and evidence submitted by certain parties and members of the general public; and

WHEREAS, the City Council has received and considered the report and recommendations of the Tampa Bay Regional Planning Council ("TBRPC"); and

WHEREAS, all interested parties and members of the public have been afforded an opportunity to be heard at the public hearing on the Proposed Changes before the City Council; and

WHEREAS, the City Council has reviewed and considered the Notice of Change and the Proposed Changes, as well as all related testimony and evidence submitted by each party and members of the general public; and

WHEREAS, Section 380.06, Florida Statutes, requires that a development order be amended to reflect the City Council=s approval of changes to an adopted development order; and

WHEREAS, the Proposed Changes to the Development Order shall constitute the Fifth Amendment to the Development Order.

NOW THEREFORE,

BE IT ORDAINED BY THE CITY COUNCIL
OF THE CITY OF TAMPA, FLORIDA:

Section 1. Findings of Fact. The City Council, having received the above-referenced documents, and having received all related comments, testimony and evidence submitted by all persons and members of the general public, finds that there is substantial, competent, clear and convincing evidence to support the following Findings of Fact:

Certified as true and correct copy

A. That the Applicant submitted to the City the Notice of Change attached hereto as Exhibit A.

B. That the Notice of Change proposes to amend the Development Order to extend the buildout date of the Development by 10 years, to December 31, 2015; to automatically extend the termination date of the Development Order by a like period of time, to December 31, 2020; to incorporate a Revised Equivalency Matrix attached hereto as Exhibit B; and to add residential as a permitted land use (hereinafter collectively referred to as the "Proposed Changes").

C. That the Proposed Changes are consistent with all local land use development regulations and the local comprehensive plan.

D. That the Proposed Changes do not unreasonably interfere with the achievement of the objectives of the adopted State Land Development Plan applicable to the area, and are consistent with the State Comprehensive Plan.

E. That the Development is not located in an area of critical state concern as designated by to Section 380.05, Florida Statutes, as amended.

F. That the Proposed Changes are consistent with the report and recommendations of the TBRPC and satisfy the provisions of Subsection 380.06(14), Florida Statutes, as amended.

G. That the Proposed Changes are presumed to create a substantial deviation under Subsection 380.06(19), Florida Statutes.

H. That based upon the analyses which are part of Exhibit A and the record of the proceedings, and the conditions contained herein, the Applicant has submitted clear and convincing evidence to rebut the presumption created under Subsection 380.06(19), Florida Statutes.

I. The Proposed Changes do not create additional regional impacts to the previously approved Development, nor do they create any type of regional impact not previously reviewed;

J. That all statutory procedures have been adhered to;

K. That the findings of fact and conclusions of law made in the Development Order are hereby reaffirmed and are incorporated herein by reference, provided, however, that to the extent that a finding of fact or conclusion of law in the Original Development Order, or any amendments thereto, conflicts with another finding or conclusion in a different amendment, the more recent in time shall control.

Section 2. Conclusions of Law. That the City Council, having made the above findings of Fact, renders the following Conclusions of Law:

Certified as true and correct copy

A. That these proceedings have been duly conducted pursuant to applicable law and regulations, and based upon the record of these proceedings, the Development as described herein, is authorized subject only to the amendments, conditions, restrictions and limitations sat forth herein.

B. That the Proposed Changes are presumed to create a substantial deviation under Subsection 380.06(19), Florida Statutes;

C. That the review by the City, TBRPC and other participating agencies and interested citizens concludes that the impacts of the Proposed Changes are adequately addressed pursuant to the requirements of Chapter 380, Florida Statutes, within the terms and conditions of this Ordinance.

D. That the Proposed Changes do not create additional regional impacts to the previously approved Development, nor do they create any type of regional impact not previously reviewed, and therefore do not constitute a substantial deviation pursuant to Subsection 380.06(19), Florida Statutes;

~~E. That based on the foregoing and pursuant to Section 380.06(19), Florida Statutes~~ the Proposed Changes are found not to be substantial deviations to the previously approved Development Order.

Section 3. Order. That having made the above Findings of Fact and Conclusions of Law, it is ordered as follows:

A. The Proposed Changes are hereby approved and the Development Order is hereby amended to incorporate the Notice of Change.

B. The Development Order is hereby amended to modify the approved Equivalency Matrix, by incorporating the Revised Equivalency Matrix, attached hereto as Exhibit B, in lieu of the previously approved Equivalency Matrix. At the time of selection of a land use exchange under the Revised Equivalency Matrix, the Developer shall notify the Department of Community Affairs ("DCA") and the Tampa Bay Regional Planning Council ("TBRPC") of said selection and shall also provide DCA, the TBRPC and the City with cumulative land use totals and remaining allowable quantities. The Developer shall also provide notice of the selection of a lands use exchange in the Annual Report for the year the selection was made. Prior to approval of a conversion to residential use, the City of Tampa shall verify the adequacy of water, wastewater and solid waste utility capacities. This condition shall not be construed as a requirement for an approval of a particular land use exchange so long as the desired exchange is consistent with the formula set forth in the Revised Equivalency Matrix.

C. The Development Order hereby incorporates a Revised Map H, attached to the December 5, 2005 Supplemental Response to agency comments.

D. The date of buildout of Revised Phase I is hereby extended by 10 years to December 31, 2015.

Certified as true and correct copy

E. The termination date of the Development Order is hereby extended by 10 years to December 31, 2020. Accordingly, Section 7 of the Development Order is hereby amended and restated to provide:

> The order shall remain in effect until December 31, 2020. Any development activity for which plans have been submitted to the City for its review and approval prior to the expiration date of this Order, may be completed, if approved. This order may be extended by City Council on the finding of excusable delay in any proposed development activity.

F. The Development Order is hereby limited to a maximum of 250 residential units.

G. To offset the potential demand for park areas generated by the residential uses, the Developer will pay an assessment of $273.47 per multi-family dwelling unit which shall be assessed at the permit stage but payable upon the issuance of the certificate of occupancy for each residential unit. If 250 multi-family units are built, a total of $68,367.50 will be the total fee in lieu payment for park land.

H. To offset the potential demand for schools generated by the residential uses, the Developer will pay the prevailing Hillsborough County school impact fee upon issuance of the certificate of occupancy for each residential unit.

I. The approved access driveway on Beneficial Drive shall be designed as a right in/right out movement only. The developer of Parcel B shall complete design, permitting and construction of this access driveway, at its sole cost and expense, prior to issuance of the first certificate of occupancy for Parcel B. Parcel B is the portion of the Development bounded by Garrison St., Channelside Dr., Beneficial Dr. and Garrison Channel, as depicted on the Revised Map H.

J. The Developer will allow Parcel B, as depicted herein, to have an entrance only driveway for all traffic and an access driveway for ingress and egress of service vehicles, on Garrison Street (a private street located between Parcel A and B). The Developer will allow Parcel B ingress and egress between Channelside Drive and Garrison Street, as stated above, subject to local, State and Federal security requirements.

K. The Developer shall mitigate increased impact to shelter space through application of the following formula, imposed by the Emergency Management Office of Hillsborough County:

a. Number of dwelling units (x) 2.5 (*occupancy factor*) = the number of potential evacuees
b. Number of potential evacuees (x) .25 (*historical public shelter demand*) = shelter space demand
c. Number of shelter space demand (x) $129.00 = offset cost/mitigation for shelter impact.

Certified as true and correct copy

This fee shall be payable to Hillsborough County prior the issuance of a certificate of occupancy, at which time the Developer shall provide the City with a receipt evidencing payment of the mitigation assessment. In the event that Hillsborough County establishes a County-wide shelter space fee in excess of the fee set forth above, such increased fee shall be payable by the Developer for any residential units for which building permits are obtained after two years from the effective date of this Amended Development Order.

L. Prior to obtaining construction permits for residential units, the Developer shall obtain water and wastewater commitment letters from the appropriate City departments.

Section 4. Development Order, As Amended This Ordinance shall constitute the Fifth Amendment to Ordinance No. 9108-A and shall constitute, collectively, the Development Order for the DRI as passed and ordained by the City Council. All provisions of the Development Order except those specifically modified herein, shall remain in full force and effect and shall be considered conditions of the Development Order unless inconsistent with the terms and conditions of this Ordinance in which case the terms and conditions of this ordinance shall govern.

Section 5. Definitions. The Definitions contained in Chapter 380, Florida Statutes, shall control the interpretation and construction of any terms of this Ordinance.

Section 6. Binding Effect. This ordinance shall be binding upon the Applicant, its assigns, and its successors in interest.

Section 7. Governmental Agencies. It is understood that any reference herein to any governmental agency shall be construed to mean any future instrumentality which may be created or designated as successor in interest to, or which otherwise possesses any of the powers and duties of any referenced governmental agency in existence on the effective date of this Ordinance.

Section 8. Severance. In the event that any portion or section of this Ordinance is determined to be invalid, illegal or unconstitutional by a court or agency of competent jurisdiction, such decision shall in no manner affect the remaining portions or sections of this ordinance which shall remain in full force and effect.

Section 9. Transmittals. The City Clerk is hereby directed to send copies of this Ordinance, within five (5) days of its becoming a law, to the Applicant (c/o Mechanik, Nuccio, Williams Hearne and Wester, 101 E. Kennedy Blvd, Suite 3140, Tampa, Florida 33602, Attn: David M. Mechanik), the Florida Department of Community Affairs, and the Tampa Bay Regional Planning Council.

Section 10. Rendition. This ordinance shall be deemed rendered upon transmittal of the copies of this Ordinance in the manner and to the recipients specified in Chapter 380, Florida Statutes.

Certified as true and correct copy

Section 11. Recordation. The Applicant shall record a notice of adoption of this Ordinance pursuant to Chapter 380, Florida Statutes.

Section 12. Effective Date. This Ordinance shall become a law as provided in the City of Tampa Home Rule Charter and shall take effect immediately upon being rendered in accordance with law.

PASSED AND ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAMPA, FLORIDA, ON SEP 2 8 2006.

ATTEST:

Shirley Gee-Knowles
CITY CLERK\~~DEPUTY CITY CLERK~~

Gwendolyn M Miller
CHAIRMAN\CHAIRMAN-PRO-TEM
CITY COUNCIL

APPROVED BY ME ON 9-29-2006

Pam Iorio
PAM IORIO, MAYOR

APPROVED as to form by:

E\S
REBECCA M. KERT
ASSISTANT CITY ATTORNEY

State of Florida
County of Hillsborough
This is to certify that the foregoing is a true and correct copy of Ordinance No 2006-233 on file on my office
Witness my hand and official seal this 2 day of Oct, 2006
Sandra A Marshall
~~CITY CLERK~~ / DEPUTY CITY CLERK

F:\CLIENTS\T\Tampa Port Auth\Development Orders\DO Tpa Pt Auth 022206 (clean).doc

Notice of Proposed Change Application

submitted as part of

Ordinance No. 2006-233

a Development Order Amendment for

DRI #118, Tampa Cruise Ship Terminal

is located in the DRI Project File

EXHIBIT B

EQUIVALENCY MATRIX[1]

Garrison Seaport Center
(Revised 8/8/05)

Change to:	Change From	
	Office	Hotel
Aquarium	2.324 sf/ksf	574 sf/room
Cruiseship Terminal in Peak Hour	1 terminal/338,400 sf	N/A
Cruiseship Terminal in Non-Peak Hour	1 terminal/34,134 sf	N/A
Retail		
- SPECIALTY	3,084 sf/ksf[2]	762 sf/room
- Destination	366 sf/ksf	90 sf/room
Entertainment Center		
- High Tech Amusement	1,493 sf/ksf	369 sf/room
- Bar/Music Complex	242 sf/ksf	60 sf/room
Restaurants		
- Supportive	1,111 sf/ksf	274 sf/room
- Destination	1,082 sf/ksf	267 sf/room
Theaters		
- Movie	44 seats/ksf	11 seats/room
- Serial-Motion	330 seats/ksf	82 seats/room
- Special Event	132 seats/ksf	33 seats/room
Museum	3,330 sf/ksf	822 sf/room
Theme Anchor	2,324 sf/ksf	574 sf/room
Residential (High Rise Condominium)	3.471 dus/ksf	1.418 dus/room

1. Land use exchanges are based on net external p.m. peak hour peak direction project traffic. Matrix equivalents will change if peak hour operational restrictions are imposed. Use of this matrix shall be limited to the minimums and maximums below to ensure that project impacts for transportation, water, wastewater, solid waste, and affordable housing are not exceeded. Equivalency matrix does not apply to Revised Phase II.

Land Use	Minimum/Maximum[A,B]	Land Use	Minimum/Maximum[A,B]
Office	20,000 sf/1,000,000 sf	Supportive Restaurant	0/71,000 sf
Hotel	300 rooms/600 rooms	Destination Restaurant	0/75,000 sf
Aquarium	160,00 sf/200,000 sf	Movie Theater	0/4,000 seats
Cruiseship Terminal	2/4	Serial-Motion Theater	0/300 seats
Specialty Retail	30,000 sf/159,000 sf	Special Event Theater	0/6,000 seats
Destination Retail	30,000 sf/150,000 sf	Museum	0/100,000 sf
High Tech Amusement	0/40,000 sf	Theme Anchor	0/80,000 sf
Bar/Music Complex	0/60,000 sf	Residential (High Rise Condominium)	0/250 dus

A. Equivalency Matrix maximums referenced in Footnote #1 are less than the maximums actually achievable utilizing this matrix. However exchanges using this matrix shall be limited to the maximums identified in Footnote #1.
B. No additional office or hotel rooms beyond the amount originally approved are permitted under this matrix.

2. Example Exchange – Add 30,000 sf of Specialty Retail by reducing office. 30,000 sf ÷ 3,084 sf = 9.728; Reduce Office by 9,728 sf.

#118
LUEM
transaction

MECHANIK NUCCIO WILLIAMS HEARNE & WESTER

A PROFESSIONAL ASSOCIATION
ATTORNEYS AND COUNSELORS AT LAW
BANK OF AMERICA PLAZA, SUITE 3140
101 EAST KENNEDY BOULEVARD
TAMPA, FLORIDA 33602-5151
INTERNET ADDRESS: http://www.floridalandlaw.com

M. SCOTT ALLISON*
WENDOLYN S. BUSCH*
ANGELA CARTER CABASSA*
ALFRED A. COLBY
FRANK L. HEARNE
CAROLE T. KIRKWOOD
DAVID M. MECHANIK
JOHN B. NEUKAMM
VINCENT L. NUCCIO, JR.
ANNE Q. POLLACK
J. MEREDITH WESTER*
GREGORY L. WILLIAMS

TEL: 813 / 276-1920
FAX: 813 / 276-1560
E-MAIL ADDRESS: dmm@floridalandlaw.com

*NORTH TAMPA OFFICE: 18560 N. DALE MABRY HWY.
LUTZ, FLORIDA 33548
TEL: 813 / 968-1002
FAX: 813 / 968-1502

REPLY TO: ■ TAMPA
☐ NORTH TAMPA

November 3, 2003

VIA – FACSIMILE AND US MAIL

Mr. John M. Meyer
DRI Coordinator
9455 Koger Boulevard, Suite 219
St. Petersburg, FL 33702-2491

Re: DRI #118 – Downtown Cruise Ship Terminal 2001-2002 Annual Report

Dear John:

We hereby submit our responses to your letter dated June 3, 2003 regarding the above referenced Development of Regional Impact ("DRI") and provide our formal notice of selection of a land use exchange under the approved Equivalency Matrix pursuant to Condition 3.B. (Ordinance No. 96-178) of the Development Order.

Response to Comments 1.a. and 1.b.:

Attached hereto is our formal notice of selection of land use exchanges under the approved Equivalency Matrix pursuant to Condition 3.B. (Ordinance No. 96-178) of the Development Order. These exchanges are shown on the form approved by the Development Order.

Response to Comment 2:

The Developer will be responsible for submitting a Notice of Proposed Change application to formally request an extension for "Revised Phase II" prior to initiating any development activities associated with revised Phase II. As you know, a traffic analysis is required as a precondition to development of Revised Phase II and accordingly, the request for an extension would be filed simultaneously with such traffic analysis.

Response to Comment 3:

A small boat dock was constructed along the existing warf which houses a dinner cruise ship. The construction of this boat dock did not add any landside terminal square footage. It should be noted that such docking facilities are now exempt from the provisions of Section 380.06, Florida Statutes.

Please do not hesitate to contact me should you have any questions or comments regarding this information. Thank you.

Sincerely yours,

David M. Mechanik

DMM/aaz

TRANSMIITAL LIST

Mr. Charles Gauthier
Division of Resource Planning & Management
Bureau of State Planning
2555 Shumard Oak Boulevard
Tallahassee, Florida 32399

Ms. Susan Johnson
City of Tampa
Land Development Coordination
306 E. Jackson Street, 3rd Floor East
Tampa, Florida 33602

Mr. Ram Kancharla
Director, Planning & Development
Tampa Port Authority
1101 Channelside Drive
Tampa, Florida 33602

Mr. Randy Coen, AICP
Senior Project Manager
WilsonMiller, Inc.
1101 Channelside Drive, Suite 400 N
Tampa, Florida 33602

EQUIVALENCY MATRIX
UTILIZATION SUMMARY

APPROVED BASIC LAND USES			
LAND USE	REVISED PHASE I	REVISED PHASE II*	TOTAL
Hotel (rooms)	600	600	1,200
Office (gsf)	850,000**	600,000	1,450,000**
Cruiseship Terminal 2 Terminals (gsf)	2 (105,900)	n/a	105,900
Restaurant (Supportative) (gsf)	21,000	20,000	41,000
Retail (Specialty) (gsf)	9,000	15,000	24,000

ALTERNATIVE LAND USES UTILIZING TRADE-OFF MECHANISM***				
LAND USE	MAXIMUM DEVELOPMENT	REQUESTED DEVELOPMENT	EQUIVALENT AMOUNT OFFICE/HOTEL	
			OFFICE	HOTEL
Cruiseship Terminal (52,950 gsf each)	2			
Retail - Specialty (gla)	91,000			
Retail - Destination (gla)	100,000	67,400	184,153	
Restaurant - Supportative (gsf)	19,000	12,600[1]	11,341	
Restaurant - Destination (gsf)	30,000	30,000	27,726	
Aquarium (gsf)	200,000	160,000	68,847	
Museum (gsf)	100,000			
Movie Theater (seats)	4,000	2,464	56,000	
Serial-Motion Theater (seats)	300			
Special Event Theater (seats)	6,000			
Bar/Music Complex (gsf)	60,000			
High Tech Amusement (gsf)	40,000			
Theme Anchor (gsf)	80,000			
REMAINING EXCHANGE ENTITLEMENTS****				481,933/300

* Equivalency Matrix does not apply to Revised Phase II.

** Office square footage may be increased by 150,000 sf if Cruiseship Terminal operation is restricted from peak hour as per D.O. condition.

*** Alternative land uses require use of Equivalency Matrix. Maximum Development plus Approved Basic Development equals Equivalency Matrix maximum totals.

**** Maximum exchange amounts: Office - 830,000 sf; (plus 150,000 sf if Cruiseship Terminal operation is restricted from peak hour); and Hotel - 300 rooms

1 Approved 21,000 sf + 12,600 sf = 33,600 sf

SAS

Hma.C:\OFFICE\WP\WIN\WPDOCS\GARRISON\RCRC0606.WPD

CITY OF TAMPA

Janett S. Martin, City Clerk

Office of City Clerk

September 3, 1996

Tampa Bay Regional Planning Council
9455 Koger Boulevard
St. Petersburg FL 33702

RE: Petition No. DZ84-138
Ordinance No. 96-178

Dear Sir:

The enclosed document is being transmitted for your information and record keeping process. If further information is needed, please contact the office of Land Development Coordination, at (813) 274-8405.

Sincerely,

Janett S. Martin
City Clerk

JM/gg

Enclosure: Certified copy of Ordinance 96-178

cc: Land Development Coordination

Certified Mail

315 E. Kennedy Blvd., City Hall • Tampa, Florida 33602 • 813/274-8396 • FAX: 813/274-8306

CC - TBRPC
[illegible]

ORDINANCE NO. 96-178

AN ORDINANCE OF THE CITY OF TAMPA, FLORIDA, APPROVING AN AMENDMENT TO A DEVELOPMENT ORDER RENDERED PURSUANT TO CHAPTER 380, FLORIDA STATUTES, FILED BY THE TAMPA PORT AUTHORITY FOR THE DOWNTOWN CRUISE SHIP TERMINAL, A PREVIOUSLY APPROVED DEVELOPMENT OF REGIONAL IMPACT; PROVIDING AN EFFECTIVE DATE HEREOF.

WHEREAS, Ordinance No. 9108-A, passed and ordained by the City Council of the City of Tampa, Florida (the "City Council") , on November 21, 1985, approved a development order for the Downtown Cruise Ship Terminal (the "Development") , a Development of Regional Impact ("DRI") (hereinafter said Ordinance shall be referred to as the "Development Order"); and

WHEREAS, Ordinance No. 9696-A, passed and ordained by the City Council on August 20, 1987, approved a first amendment to the Development Order (hereinafter said Ordinance shall be referred to as the "First Amendment"); and

WHEREAS, Ordinance No. 90-09, passed and ordained by the City Council on January 25, 1990, approved a second amendment to the Development Order (hereinafter said Ordinance shall be referred to as the "Second Amendment"); and

WHEREAS, Ordinance No. 91-192, passed and ordained by the City Council on October 10, 1991, approved a third amendment to the Development Order (hereinafter said Ordinance shall be referred to as the "Third Amendment"); (hereinafter, the Development Order, as amended by the First, Second, and Third Amendments, shall collectively be referred to as the "Development Order" unless the context expressly provides otherwise); and

WHEREAS, on March 20, 1996, the Tampa Port Authority (the"Developer") filed a Notification of Proposed Change to a Previously Approved Development of Regional Impact (DRI) Subsection 380.06(19), Florida Statutes, for the Downtown Cruise Ship Terminal DRI (the "Notice of Change"); and

WHEREAS, the Notice of Change proposed to amend the Development Order to modify the approved Equivalency Matrix, which allows for the simultaneous exchange of approved land uses, to incorporate additional uses; to incorporate additional property located adjacent to the original DRI site; to revise the approved Master Plan (Map H) by including a Revised Map H-Master Plan; to modify the condition restricting the loading and off-loading of passengers in the peak hour; to extend the buildout date of Revised Phase I to December 31, 2005; and to extend the termination date of the Development Order to December 31, 2010, all as more particularly set forth in the Notice of Change (hereinafter said changes shall collectively be referred to as the "Proposed Changes"); and

2

WHEREAS, on August 2, 1996, the Developer filed a Response to Comments which shall, together with the Notice of Change filed on March 20, 1996, be hereinafter referred to as the "Notice of Change"; and

WHEREAS, the Proposed Changes to the Development Order shall constitute the Fourth Amendment to the Development Order; and

WHEREAS, the City Council has reviewed and considered the Notice of Change as well as all related testimony and evidence submitted by the Developer concerning the Proposed Changes; and

WHEREAS, the City Council as the governing body of the local government having jurisdiction pursuant to Chapter 380, Florida Statutes, is authorized and empowered to consider the Proposed Changes and to amend the Development order; and

WHEREAS, the public notice requirements have been fulfilled; and

WHEREAS, all interested parties and members of the public have been afforded an opportunity to be heard at the public hearing on the Proposed Changes before the City Council; and

WHEREAS, the City Council has reviewed and considered the above-referenced documents as well as all testimony and evidence submitted by certain parties and members of the general public; and

WHEREAS, Section 380.06, Florida Statutes, requires that a development order be amended to reflect the City Councils approval of changes to an adopted development order.

NOW, THEREFORE

BE IT ORDAINED BY THE CITY COUNCIL
OF THE CITY OF TAMPA, FLORIDA:

Section 1. Findings of Fact. That City Council, having received the above referenced documents, and having received all related comments, testimony and evidence submitted by all persons and members of the general public, finds that there is substantial, competent evidence to support the following findings of fact:

A. That the Developer submitted to the City the Notice of Change, attached hereto as Composite Exhibit "A", and incorporated herein by reference, which proposed to amend the Development Order to modify the approved Equivalency Matrix, which allows for the simultaneous exchange of approved land uses, to incorporate additional uses; to incorporate property to the DRI site, which is located adjacent to the original DRI site, and which has been previously developed; to revise the approved Master Plan (Map H) by including a Revised Map H-Master Plan; to modify the condition restricting the loading and off-loading of passengers in the peak hour; to extend the buildout date of Revised Phase I to December 31, 2005; and to extend the termination date of the Development Order to December 31, 2010, all as more particularly set forth in the Notice of Change

3

(hereinafter, the proposed changes shall collectively be referred to as the "Proposed Changes").

B. That the Proposed Changes are consistent with the State Comprehensive Plan.

C. That the Proposed Changes are consistent with all local land development regulations and the local comprehensive plan.

D. That the Proposed Changes do not unreasonably interfere with the achievement of the objectives of the adopted State Land Development Plan applicable to the area.

E. That the Proposed Changes are consistent with the Report and Recommendations of the Tampa Bay Regional Planning Council.

F. That the Proposed Changes are presumed to create a substantial deviation under Subsection 380.06, Florida Statutes.

G. That a comprehensive review of the impacts generated by the Proposed Changes has been conducted by the City and the Tampa Bay Regional Planning Council.

H. That the Proposed Changes do not create additional regional impacts or impacts that were not previously reviewed nor do they meet or exceed any of the criteria set forth in Subsection 380.06(19)(b), Florida Statutes.

Section 2. Conclusions of Law. That the City Council having made the above findings of fact, renders the following conclusions of law:

A. That these proceedings have been duly conducted pursuant to applicable law and regulations, and based upon the record of these proceedings, the Developer is authorized to conduct the Development as described herein, subject only to the amendments, conditions, restrictions and limitations set forth herein.

B. That the review by the City, the Tampa Bay Regional Planning Council and other participating agencies and interested citizens concludes that the impacts of the Proposed Changes are adequately addressed pursuant to the requirements of Chapter 380, Florida Statutes, within the terms and conditions of this ordinance.

C. That based upon the analyses which are part of Composite Exhibit "A" and the record of the proceedings, and the conditions contained herein, the Developer has submitted clear and convincing evidence to rebut the presumption created under Subsection 380.06(19), Florida Statutes.

D. That based on the foregoing and pursuant to Subsection 380.06(19), Florida Statutes, the Proposed Changes are found not to be a substantial deviation to the previously approved Development Order.

Section 3. Order. That having made the above findings of fact, and conclusions of law, it is

ordered:

A. That the Proposed Changes are hereby approved and the Development Order is hereby amended to incorporate the Notice of Change;

B. The Development Order is hereby amended to modify the approved Equivalency Matrix, by incorporating the Revised Equivalency Matrix and Equivalency Matrix Utilization Summary, attached hereto as Composite Exhibit "B" and incorporated herein, in lieu of the previously approved Equivalency Matrix, which allows for the simultaneous exchange of previously approved land uses under the Development Order. At the time of selection of a land use exchange under the Equivalency Matrix, the Developer shall notify the Department of Community Affairs (DCA) and the Tampa Bay Regional Planning Council (TBRPC) of said selection and shall also provide DCA, TBRPC and the City with cumulative land use totals and remaining allowable quantities. This condition shall not be construed as a requirement for an approval of a particular land use exchange so long as the desired exchange is consistent with the formula set forth in the Revised Equivalency Matrix;

C. The legal description of the property subject to the Development Order is hereby amended to add property consisting of 8.56 acres (m.o.l.) to the DRI site which is located adjacent to the original DRI site and which has been previously developed (the "Additional Property") in lieu of the previously approved legal description. Accordingly the legal description of the property subject to the Development order is hereby amended as reflected in the legal description attached hereto as Exhibit "B" and incorporated herein.

D. The approved Master Plan (Map H) is hereby amended by including Revised Map H-Master Plan, attached hereto as Exhibit "C" and incorporated herein, in lieu of the previously approved Master Plan (Map H) , in order to effectuate the changes to the Equivalency Matrix and the inclusion of the Additional Property;

E. Section 4.H.H. is hereby restated in its entirety as follows:

Operation of the cruise ship terminals shall be permitted on weekends and weekdays during peak hours and off-peak hours provided that upon the completion of two (2) cruise ship terminals, 850,000 square feet of office space, 600 hotel rooms, 21,000 square feet of restaurant space and 9,000 square feet of retail space, the developer shall elect one of the following options:

1. The times for operation of Cruise Ship Terminal shall be changed as follows: cruise ship operations shall be permitted on weekends and weekdays provided that passengers shall not be accepted for processing during the peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.). In the event the Developer selects this Option 1, the Developer may construct the Development totals provided in Section 1. of the Development Order (Section 3.H. of this Order), in accordance with the requirements of Section 4.E.4. of the Development Order; or

5

2. The Developer shall submit a revised and updated traffic analysis pursuant to Section 380.06, Florida Statutes, in accordance with provisions in Section 4.E.4. of the Development Order. In the event the Developer elects this Option 2, the Developer shall not be required to submit another traffic analysis under the provisions of Section 4.E.4., until it proposes to commence Revised Phase II development.

F. The date of buildout of Revised Phase I is hereby extended to December 31, 2005;

G. The termination date of the Development order is hereby extended to December 31, 2010. Accordingly, Section 7 of the Development Order is hereby amended and restated to provide:

> This Order shall remain in effect until December 31, 2010. Any development activity for which plans have been submitted to the City for its review and approval prior to the expiration date of this Order, may be completed, if approved. This Order may be extended by City Council on the finding of excusable delay in any proposed development activity.

H. The land use schedule, as set forth in Section 3.B.1. of the Third Amendment is hereby restated in its entirety as follows:

APPROVED DEVELOPMENT[1]

Land Use	Revised Phase I-2005	Revised Phase II-1997	Total
Hotel	600 rooms	600 rooms	1,200 rooms
Office	850,000 s.f[3]	600,000	1,450,000
Specialty Retail[4]	9,000 s.f.	15,000	24,000
Restaurant	21,000 s.f.	20,000	41,000
Cruise Ship Terminal[2]	2 (105,900 s.f.)		2

1 Revised Phase I is specifically approved. Revised Phase II is also specifically approved except with respect to traffic issues, which issues are governed by Subsection 4.E.4. of the Development Order. The above land use types and land use totals may be modified pursuant to the Land Use Equivalency Matrix attached hereto as part of Composite Exhibit "A", and approved as part of this Order. The Land Use Equivalency Matrix provides for the simultaneous increase and decrease of approved land uses, with a concomitant reduction in the approved office and/or hotel uses exhibited in the land use table, above.

2 The two terminals provide for the operation of a 700 passenger ship and a 1,000 passenger ship.

3 The First Amendment to the Development Order authorized the peak hour operation of both cruise ship terminals. Upon completion of the specifically approved cumulative Revised Phase I development total shown above, the Developer may construct an additional 150,000 square feet of office with specific approval if the cruise ship terminals are restricted from peak hour operations.

4 Specialty Retail shall be defined as a commercial establishment that caters to the particularized markets necessary for the support of tenants and patrons of the Development. An initial 9,000 gross square feet increment of retail development will be permitted prior to the construction of the Aquarium and related facilities. The remaining retail square footages will be phased such that 100,000 gross square feet of additional retail development may be constructed after the first building permit for the Aquarium is issued and 41,000 gross square feet of additional retail development may be constructed after the first building permits for the Amphitheater is issued.

6

I. The findings of fact and conclusions of law made in the Development Order are hereby reaffirmed and are incorporated herein by reference, provided, however, that to the extent that a finding of fact or conclusion of law in the original Development Order, or any amendment thereto, conflicts with another finding or conclusion in a different amendment, the more recent in time shall control.

Section 4. Development Order, as Amended. This Ordinance shall constitute the Fourth Amendment to Ordinance No. 9108-A, as previously amended by Ordinance No. 9696-A, Ordinance No. 90-09, and Ordinance No. 91-192, which shall constitute, collectively, the Development Order for the Development as passed and ordained by the City Council. All provisions of the Development Order except those provisions specifically modified herein, shall remain in full force and effect and shall be considered conditions of the Development unless inconsistent with the terms and conditions of this Ordinance, in which case the terms and conditions of this Ordinance shall govern.

Section 5. Definitions. That the definitions contained in Chapter 380, Florida Statutes, shall control the interpretation and construction of any terms of this Ordinance.

Section 6. Binding Effect. That this Ordinance shall be binding upon the Developer, its assigns, and its successors in interest.

Section 7. Governmental Agencies. That it is understood that any reference herein to any governmental agency shall be construed to mean any future instrumentality which may be created or designated as successor in interest to, or which otherwise possesses any of the powers and duties of any referenced governmental agency in existence on the effective date of this Ordinance.

Section 8. Severance. That in the event that any portion or section of this Ordinance is determined to be invalid, illegal, or unconstitutional by a court or agency of competent jurisdiction, such decision shall in no manner affect the remaining portions or sections of this Ordinance which shall remain in full force and effect.

Section 9. Transmittals. That the City Clerk is directed to send copies of this Ordinance, within five (5) days of its being passed and ordained by the City Council, to the Developer, the Florida Department of Community Affairs (Bureau of State Planning) and the Tampa Bay Regional Planning Council.

Section 10. Rendition. That this Ordinance shall be deemed rendered upon transmittal of copies of this Ordinance to the recipients specified in Chapter 380, Florida Statutes.

Section 11. Recording. That the Developer shall record a notice of adoption of this Ordinance pursuant to Chapter 380, Florida Statutes.

Section 12. Effective Date. That this Ordinance shall become a law as provided in the City of Tampa Home Rule Charter and shall take effect upon transmittal to the parties specified in Section 9 hereof.

PASSED AND ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAMPA, FLORIDA, ON AUG 29 1996

Rosemie Mason

CHAIRMAN, CITY COUNCIL

Approved by me AUG 30 1996

ATTEST: Janett S. Martin

CITY CLERK

MAYOR

APPROVED as to form by:

ASSISTANT CITY ATTORNEY

State of Florida
County of Hillborough

This is to certify that the foregoing is a true and correct copy of Ordinance 96-178 on file in my office
Witness my hand and official seal this 3rd day of Sept 19 96.

Janett S. Martin
CITY CLERK

8

COMPOSITE EXHIBIT A

RGC:8/13/96

COMPOSITE EXHIBIT B

EQUIVALENCY MATRIX[1]
Garrison Seaport Center

Change to:	Change from: Office	Change from: Hotel
Aquarium	2,324 sf/ksf	574 sf/room
Cruiseship Terminal in Peak Hour	1 terminal/338,400 sf	N/A
Cruiseship Terminal Non-peak Hour	1 terminal/34,134 sf	N/A
Retail		
- Specialty	3,084 sf/ksf[2]	762 sf/room
- Destination	366 sf/ksf	90 sf/room
Entertainment Center		
- High Tech Amusement	1,493 sf/ksf	369 sf/room
- Bar/Music Complex	242 sf/ksf	60 sf/room
Restaurants		
- Supportative	1,111 sf/ksf	274 sf/room
- Destination	1,082 sf/ksf	267 sf/room
Theaters		
- Movie	44 seats/ksf	11 seats/room
- Serial-Motion	330 seats/ksf	82 seats/room
- Special Event	132 seats/ksf	33 seats/room
Museum	3,330 sf/ksf	822 sf/room
Theme Anchor	2,324 sf/ksf	574 sf/room

1 Land use exchanges are based on net external p.m. peak hour peak direction project traffic. Matrix equivalents will change if peak hour operational restrictions are imposed. Use of this matrix shall be limited to the minimums and maximums below to ensure that project impacts for transportation, water, wastewater, solid waste, and affordable housing are not exceeded. Equivalency matrix does not apply to Revised Phase II.

Equivalency Factor Formula =Approved yet unbuilt Office or Hotel External Peak Direction Trip Rate (Table 2)

Proposed Land Use External Peak Direction Trip Rate (Table 2)

Office to Specialty Retail = 0.660/ksf = 3,084 sf/ksf
Equivalency Factor 0.214/ksf

Land Use	Minimum/Maximum[A, B]	Land Use	Minimum/Maximum[A, B]
Office	20,000 sf/1,000,000 sf	Supportative Restaurant	0/40,000 sf
Hotel	300 rooms/600 rooms	Destination Restaurant	0/30,000 sf
Aquarium	160,00 sf/200,000 sf	Movie Theater	0/4,000 seats
Cruiseship Terminal	2/4	Serial-Motion Theater	0/300 seats
Specialty Retail	30,000 sf/100,000 sf	Special Event Theater	0/6,000 seats
Destination Retail	30,000 sf/100,000 sf	Museum	0/100,000 sf
High Tech Amusement	0/40,000 sf	Theme Anchor	0/80,000 sf
Bar/Music Complex	0/60,000 sf		

A Equivalency Matrix maximums referenced in Footnote #1 are less than the maximums actually achievable utilizing this matrix. However exchanges using this matrix shall be limited to the maximums identified in Footnote #1.

B No additional office or hotel rooms beyond the amount originally approved are permitted under this matrix.

2 Example Exchange - Add 30,000 sf of Speciality Retail by reducing office. 30,000 sf ÷ 3,084 sf = 9.728; Reduce Office by 9,728 sf.

10

SAS

COMPOSITE EXHIBIT B

EQUIVALENCY MATRIX
UTILIZATION SUMMARY

APPROVED BASIC LAND USES			
LAND USE	REVISED PHASE I	REVISED PHASE II*	TOTAL
Hotel (rooms)	600	600	1,200
Office (gsf)	850,000**	600,000	1,450,000**
Cruiseship Terminal 2 Terminals (gsf)	2 (105,900)	n/a	105,900
Restaurant (Supportative) (gsf)	21,000	20,000	41,000
Retail (Specialty) (gsf)	9,000	15,000	24,000

ALTERNATIVE LAND USES UTILIZING TRADE-OFF MECHANISM***				
LAND USE	MAXIMUM DEVELOPMENT	REQUESTED DEVELOPMENT	EQUIVALENT AMOUNT OFFICE / HOTEL	
			OFFICE	HOTEL
Cruiseship Terminal (52,950 gsf each)	2			
Retail - Specialty (gla)	91,000			
Retail - Destination (gla)	100,000			
Restaurant - Supportative (gsf)	19,000			
Restaurant - Destination (gsf)	30,000			
Aquarium (gsf)	200,000	160,000	68,847	
Museum (gsf)	100,000			
Movie Theater (seats)	4,000			
Serial-Motion Theater (seats)	300			
Special Event Theater (seats)	6,000			
Bar/Music Complex (gsf)	60,000			
High Tech Amusement (gsf)	40,000			
Theme Anchor (gsf)	80,000			
REMAINING EXCHANGE ENTITLEMENTS****				761,153 / 300

* Equivalency Matrix does not apply to Revised Phase II.

** Office square footage may be increased by 150,000 sf if Cruiseship Terminal operation is restricted from peak hour as per D.O. condition.

*** Alternative land uses require use of Equivalency Matrix. Maximum Development plus Approved Basic Development equals Equivalency Matrix maximum totals.

**** Maximum exchange amounts: Office - 830,000 sf; (plus 150,000 sf if Cruiseship Terminal operation is restricted from peak hour); and Hotel - 300 rooms

SAS

Hmg C:\OFFICE\WPWIN\WPDOCS\GARRISON\RCRC0606.WPD

CITY OF TAMPA

Frances Henriquez, City Clerk

OFFICE OF CITY CLERK

October 11, 1991

RECEIVED
OCT 17 1991
Tampa Bay Regional
Planning Council

Tampa Bay Regional Planning Council
9455 Koger Boulevard
St. Petersburg FL 33702

RE: Petition No. DZ84-138
Ordinance No. 91-192

Dear Sir:

The enclosed document is being transmitted for your information and record keeping process.

If further information is needed, please contact Susan Swift, Manager, Land Development Coordination, 223-8405.

Sincerely,

(Mrs.) Frances Henriquez
City Clerk

mailed 10/15/91

FH/gg

Enclosure: Ordinance

CERTIFIED MAIL

cc: Susan Swift, Land Development Coordination

#118

315 E. Kennedy Blvd. City Hall • Tampa, Florida 33602 • 813/223-8396

7 EXP 2

ORDINANCE NO. 91-192

AN ORDINANCE OF THE CITY OF TAMPA, FLORIDA, APPROVING A THIRD AMENDMENT TO A DEVELOPMENT ORDER RENDERED PURSUANT TO CHAPTER 380, FLORIDA STATUTES, FILED BY THE TAMPA PORT AUTHORITY FOR THE DOWNTOWN CRUISE SHIP TERMINAL, A PREVIOUSLY APPROVED DEVELOPMENT OF REGIONAL IMPACT, AND SUBSEQUENT AMENDMENT THERETO; PROVIDING AN EFFECTIVE DATE HEREOF.

WHEREAS, Ordinance No. 9108-A passed and ordained by the City Council of the City of Tampa, Florida, on November 21, 1985, approved a Development Order for the Downtown Cruise Ship Terminal (the "Development"), a Development of Regional Impact (the "Development Order"); and

WHEREAS, Ordinance No. 9696-A passed and ordained by the City Council of the City of Tampa, Florida, on August 20, 1987, approved an Amendment to the Development Order ("First Amendment"), which was not a substantial deviation to the Development Order; and

WHEREAS, Ordinance No. 90-09 passed and ordained by the City Council of the City of Tampa, Florida, on January 25, 1990, approved an Amendment to the Development Order ("Second Amendment"), which was not a substantial deviation to the Development Order; and

WHEREAS, the Tampa Port Authority (the "Developer") has filed a Notification of Proposed Change to a Previously Approved Development of Regional Impact along with Response to Agency Comments, a letter dated September 16, 1991 to the Tampa Bay Regional Planning Council, a letter dated September 23, 1991 to the State of Florida Department of Community Affairs, a letter dated September 25, 1991 to the State of Florida Department of Community Affairs, and Revised Map H (collectively referred to as the "Notification"), attached hereto as Composite Exhibit "A"; and

WHEREAS, the Notification proposes to amend the Application for Development Approval (the "ADA") as approved in the Development Order to add an aquarium, related facilities and accompanying land uses, as approved land uses, to incorporate a land use equivalency matrix in order to maintain a net zero increase in approved DRI traffic impacts and other modifications, all as more specifically described below (hereinafter all proposed modifications as set forth in the Notification shall be referred to as the "Proposed Changes"); and

WHEREAS, the addition of an aquarium, related facilities and accompanying land uses, as approved land uses and the other proposed modifications described herein shall constitute the Third Amendment to the Development Order; and

WHEREAS, the City Council has reviewed and considered the Notification, as well as all related testimony and evidence submitted by the Developer concerning the Proposed Changes; and

WHEREAS, the City Council as the governing body of the local government having jurisdiction pursuant to Chapter 380, Florida Statutes, is authorized and empowered to consider the Proposed Changes and to amend the Development Order; and

WHEREAS, the public notice requirements of Chapter 380, Florida Statutes, and Section 27-418, City of Tampa Code, have been fulfilled; and

WHEREAS, all interested parties and members of the public have been afforded an opportunity to be heard at the public hearing on the proposed Third Amendment before the City Council; and

WHEREAS, the City Council has held a duly noticed public hearing on the proposed Third Amendment to the Development Order and has reviewed and considered the Notification, as well as all testimony and evidence submitted by certain parties and members of the general public; and

WHEREAS, Section 380.06, Florida Statutes, requires that a development order be amended to reflect the City Council's approval of changes to the approved development order;

NOW THEREFORE

BE IT ORDAINED BY THE CITY COUNCIL
OF THE CITY OF TAMPA, FLORIDA:

Section 1. Findings of Fact. That City Council, having received the Notification, and having received all related comments, testimony and evidence submitted by all persons and members of the general public, finds that there is substantial, competent evidence to support the following findings of fact:

A. That the Developer submitted to the City the Notification attached hereto as Composite Exhibit "A".

B. That the Developer proposes to amend the ADA approved in the Development Order to add an aquarium, related facilities and accompanying land uses, as approved land uses, to add a land use equivalency matrix in order to maintain a net zero increase in approved DRI traffic impacts, to extend Phases I, II and III of the Development to December 31, 1997; to modify the phase designations so that Phase I and that specifically approved portion of Phase II (as defined in the Development Order) be treated as a single phase and referred to as "Revised Phase I" with the remainder of the Development being treated as a single phase and referred to as "Revised Phase II"; to increase the size of the cruise ship terminal structure; to modify the general development plan to depict the Proposed Changes; to extend the period of effectiveness of the Development Order to December 31, 2002; and to delete the requirement for an area-wide transportation study, since such condition has been satisfied.

C. That the Proposed Changes are consistent with all local land use development regulations and the local comprehensive plan.

D. That the Proposed Changes do not unreasonably interfere with the achievement of the objectives of the adopted State Land Development Plan applicable to the area.

E. That the Proposed Changes are consistent with the report and recommendations of the Tampa Bay Regional Planning Council.

F. That a comprehensive review of the impacts generated by the Proposed Changes has been conducted by the City and the Tampa Bay Regional Planning Council.

G. That the Proposed Changes do not create additional regional impacts or impacts that were not previously reviewed nor meet or exceed any of the criteria set forth in Subsection 380.06(19)(b), Florida Statutes (1989).

Section 2. Conclusions of Law. That the City Council having made the above findings of fact, renders the following conclusions of law:

A. That these proceedings have been duly conducted pursuant to applicable law and regulations and, based upon the record of these proceedings, the Developer is authorized to conduct the Development as described herein, subject to the terms and conditions of the Development Order, First Amendment, Second Amendment and the amendments, conditions, restrictions and limitations set forth herein.

B. The review by the City, the Tampa Bay Regional Planning Council and other participating agencies and interested citizens concludes that the impacts of the Proposed Changes are adequately addressed pursuant to the requirements of Chapter 380, Florida Statutes, within the terms and conditions of this Ordinance.

C. That the Proposed Changes are presumed to create a substantial deviation under Subsection 380.06(19), Florida Statutes.

D. That based upon analyses which are part of Composite Exhibit "A", the record of the proceeding and the aforementioned reviews, and the conditions contained herein, the Developer has submitted clear and convincing evidence to rebut the presumption created under Subsection 380.06(19), Florida Statutes.

E. That based on the foregoing and pursuant to Section 380.06(19), Florida Statutes (1989), the Proposed Changes are found not to be substantial deviations to the previously approved Development Order and the First and Second Amendments thereto.

Section 3. Order. That, having made the above findings of fact, and conclusions of law, it is ordered:

A. That the Proposed Changes are hereby approved subject to the following conditions, limitations and restrictions:

1. The Developer shall comply with the City of Tampa Code, as amended, regulating storm water management in effect at the time of permitting.

2. At the time the application for commercial site plan approval for the aquarium, related facilities and accompanying land uses is submitted and during build-out of the Development, the Developer shall submit information regarding potable water demands to ensure such demands shall not exceed the total daily water requirements of 449,900 gallons per day referenced in the Development Order. Cumulative totals of potable water demands shall be submitted with each Annual Report submitted under Section 4.B. of the Development Order.

3. At the time the application for commercial site plan approval for the aquarium, related facilities and accompanying land uses is submitted and during build-out of the Development, the Developer shall submit information regarding average daily flows of waste water to ensure such flows shall not exceed the average daily flows of 339,500 gallons per day referenced in the Development Order. Cumulative totals of average daily flows of waste water shall be submitted with each Annual Report submitted under Section 4.B. of the Development Order.

4. Any hazardous waste and materials generated by the aquarium, related facilities and accompanying land uses shall be stored or disposed of in accordance with all applicable statutes and regulations regarding hazardous waste and materials.

5. Any solid waste generated by the aquarium, related facilities and accompanying land uses shall be disposed of in accordance with all applicable statutes and regulations regarding solid waste. As part of commercial site plan review, the Developer shall submit information regarding solid waste generation. Solid waste to be generated by the Development shall not exceed the totals for solid waste generation of 24,400 pounds per day referenced in the Development Order. Cumulative totals of average daily solid waste generation shall be submitted with each Annual Report submitted under Section 4.B. of the Development Order.

6. At the time of selection of a land use trade-off under the Equivalency Matrix approved under Subsection 3.B.1., below, the Developer shall notify the Department of Community Affairs of said selection and shall also provide the Department of Community Affairs, TBRPC and the City with cumulative land use totals and remaining allowable quantities. This condition shall not be construed as a requirement for an approval of a particular land-use tradeoff so long as the desired tradeoff is consistent with the conversions set forth in the Equivalency Matrix.

7. The Special Events Theatre performances shall not be scheduled to commence or finish during the weekday hours of 7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m.

8. The Developer shall comply with applicable provisions of Chapter 1-10 (Noise) of the Rules of the Hillsborough County Environmental Protection Commission.

B. That the Development Order, as amended by the First and Second Amendments, is hereby amended as follows:

1. Section 1 of the Development Order, as amended by the First and Second Amendments, is hereby amended to incorporate the Notification. The following establishes the revised land use schedule for the Development.

APPROVED DEVELOPMENT[1]

Land Use	Revised Phase I-1997	Revised Phase II-1997	Total
Hotel	600 rooms	600 rooms	1,200 rooms
Office	850,000 s.f.[3]	600,000	1,450,000
Specialty Retail[4]	9,000 s.f.	15,000	24,000
Restaurant	21,000 s.f.	20,000	41,000
Cruise Ship Terminal[2]	2 (105,900 s.f.)		2

1 Revised Phase I is specifically approved. Revised Phase II is also specifically approved except with respect to traffic issues, which issues are governed by Subsection 4.E.4. of the Development Order (Subsection 3.B.10. of this Order). The above land use types and land use totals may be modified pursuant to the Land Use Equivalency Matrix attached hereto as Exhibit "B", and approved as part of this Order. The Land Use Equivalency Matrix provides for the simultaneous increase and decrease of approved land uses as well as the addition of Attraction land uses which include a 200,000 square foot Aquarium facility, a 60,000 square foot museum, a 300 seat serial performance theater, and a 12,000 seat special events theater with a concomitant reduction in the approved office and/or hotel uses exhibited in the land use table, above.

2 The two terminals provide for the operation of a 700 passenger ship and a 1,000 passenger ship.

3 The First Amendment to the Development Order authorized the peak hour operation of both Cruise Ship terminals. Upon completion of the specifically approved cumulative Revised Phase I development total shown above, the Developer may construct an additional 150,000 square foot of office with specific approval if the cruise ship terminals are restricted from peak hour operations.

4 Specialty Retail shall be defined as a commercial establishment that caters to the particularized markets necessary for the support of tenants and patrons of the Development. An initial 9,000 gross square foot increment of retail development will be permitted prior to the construction of the Aquarium and related facilities. The remaining retail square footages will be phased such that 100,000 gross square feet of additional retail development may be constructed after the first building permit for the Aquarium is issued and 41,000 gross square feet of additional retail development may be constructed after the first building permits for the Amphitheater is issued.

2. Section 2 of the Development Order, as amended by the First and Second Amendments, is hereby amended to incorporate the Notification.

3. Section 4.B.6. is hereby restated in its entirety as follows:

> A p.m. peak hour traffic count taken at all established access points from public right-of-way to the development site;

4. Section 4.E.1. of the Development Order is hereby deleted due to the satisfaction of all conditions contained therein.

5. Section 4.E.2. of the Development Order is hereby restated in its entirety as follows:

> Transit measures were assumed in the evaluation and assessment of transportation impacts of the Development. The projections for modal splits as a result of these measures are as follows:
>
> Transit Modal Splits by Year
>
> 1997 (Revised Phase I) - Peak = 12%
>
> 1997 (Revised Phase II) - Peak = 17%

Accordingly, the Revised Phase I p.m. peak hour ridership are assumed to be 121 inbound person trips and 259 outbound person trips. Ridership for Revised Phase II shall be estimated as part of the transportation analysis required for Revised Phase II under Subsection 4.E.4. of the Development Order (Subsection 3.B.10 of this Order). The Developer's annual report after issuance of certificates of occupancy shall include a yearly assessment of the actual achievement of vehicle trips diverted from the peak hour as a result of the transit measures and other circumstances. This assessment shall also include sufficient and appropriate documentation for all diversions claimed as a result of implementation of transit measures. If an annual report is not submitted, or if the report indicates that the total trip diversions are not being met, the Developer shall submit such event for a substantial deviation determination pursuant to Subsection 380.06(19), Florida Statutes (1989), to determine whether this Development Order should be amended to change transit objectives and/or require those roadway improvements that were not included in this Development Order in contemplation of the transit measures' being successful. The results of this assessment may serve as a basis for the Developer or reviewing agencies to request Development Order amendments.

The four stipulations indicated in the letter from the Hillsborough Area Regional Transit (HART) officials to the Developer (dated August 13, 1984 and included in the ADA) concerning a proposed mode split shall be required and monitored with each annual report pursuant to this Section 4.E.2. Until such time as the "Bus Staging" area is constructed (as defined in the August 3, 1984 HART letter), the Developer shall provide for the Aquarium an interim public bus stop with accessibility for the handicapped at a location mutually agreed upon among the City, HART and the Developer. When the "Bus Staging" area is constructed and operational, the Developer may discontinue use of the interim public bus stop. This "Bus Staging" area shall be in addition to the bus stage and loading/unloading areas provided for non-HART buses at the Aquarium, described below.

A loading/unloading area and a staging area for non-HART buses shall be provided for the Aquarium in accordance with HART and City standards.

The design of the transit amenities, as described above, shall be subject to review by the Hillsborough Area Regional Transit Authority ("HART") and shall be mutually agreed upon among the City, HART and the Developer.

(The above revisions are made to effectuate the redesignation of the phases and to reflect the change in phase dates.)

6. Section 4.E.3.(a) of the Development Order is hereby amended to refer to "Revised Exhibit C" dated May 1, 1991, attached hereto and made a part hereof, in lieu of original Exhibit "C" of the Development Order.

(The above revision is made to effectuate the redesignation of the phases and to reflect the change in phase dates.)

7. Sections 4.E.3.(b)&(c)(1)&(2) of the Development Order are modified to add the following notation:

(Except as provided in Section 4.E.3.(g) of the Development Order, as amended by this Third Amendment, all at-grade payments have been made by the Developer in accordance with the above requirements. Accordingly, no revision to the phase designations are shown in these subsections.)

8. Section 4.E.3.(d) of the Development Order is hereby amended to refer to "Revised Exhibit C" dated May 1, 1991, in lieu of original Exhibit "C" of the Development Order.

(The above revision is made to effectuate the redesignation of the phases and to reflect the change in phase dates.)

9. Section 4.E.3.(g) is hereby restated in its entirety as follows:

(g) (1) In the event that the City needs to acquire right-of-way for the construction of the improvement listed on "Revised Exhibit C" as "Revised Phase I, #7" ("Improvement #7"), the Developer shall pay to the City the amount the City estimates to expend to acquire such right-of-way up to a maximum amount of Two Hundred Ninety-Nine Thousand Dollars ($299,000.00) (the "Maximum Right-of-Way Amount"). Within 30 days after the City notifies the Developer of the amount the City reasonably estimates will be necessary to acquire such right-of-way, the Developer shall pay to the City such necessary amount (the "Projected Cost"), not to exceed the Maximum Right-of-Way Amount. The City shall notify the Developer of the Projected Cost no sooner than six (6) months before the proposed acquisition date of the right-of-way or on the date that the first construction permit for Revised Phase II is issued, whichever is later. In the event that the actual cost of the right-of-way is more than the Projected Cost, the Developer shall pay to the City such additional amount, provided that the total payment due from the Developer to acquire the right-of-way shall not exceed the Maximum Right-of-Way Amount. In the event that the actual cost of the right-of-way is less than the Projected Cost, the City shall refund the difference in the two amounts to the Developer. If the City is unable to acquire any necessary right-of-way for any reason, the City shall determine an alternative improvement (the "Alternative Improvement") to serve in lieu of Improvement #7. The Alternative Improvement shall be designed to serve the same purposes as Improvement #7.

(2) In the event that Revised Phase II does not commence by December 31, 1997, (but only in such event) the Developer shall pay to the City the sum of Twenty-one Thousand Five Hundred Dollars ($21,500) for construction of the improvement listed on "Revised Exhibit C" as "Revised Phase I, #9," which amount shall be paid to the City on said date.

(3) The amounts that may be payable to the City pursuant to the provisions of this Section 4.E.3.(g) shall be in addition to the amount set forth in Section 4.E.3.(b), provided that in no event shall the Developer's assessment for right-of-way and construction costs incurred for the installation of the Alternative Improvement exceed the amount the Developer could have paid for right-of-way and construction costs for Improvement #7 pursuant to the provisions of this Order.

(The above revisions are made to effectuate the redesignation of the phases and to reflect the change in phase dates.)

10. Section 4.E.4. is hereby restated in its entirety as follows:

The foregoing transportation conditions set forth in Section 4.E.3. of the Development Order only address needed at-grade improvements to accommodate development and background traffic through buildout of the Development. However, the Revised Phase II interstate and other non at-grade improvements ("Freeway Improvements", Revised Phase II) listed in "Revised

Exhibit C" are not needed for Revised Phase II development until the completion of Revised Phase I. Consequently, prior to the issuance of construction permits in excess of the development totals approved for Revised Phase I, the Developer shall submit a revised and updated traffic analysis pursuant to Section 380.06, Florida Statutes, together with a Notice of Proposed Change to a Previously Approved DRI to be filed pursuant to Subsection 380.06(19), Florida Statutes. Both the traffic counts and projections of traffic volume shall be prepared consistent with generally accepted traffic engineering practices. The analysis shall serve to verify the findings of the ADA traffic analysis or shall indicate alternate transportation improvements/measures which, if implemented, would maintain the regional roadways at a satisfactory Level of Service, (Level of Service C daily, D peak hour). Funding commitments shall be secured from the responsible entities for the needed Revised Phase II improvements/measures identified in this analysis prior to any development in excess of the Revised Phase I land use amounts. The securing of the needed funding commitments shall be the only criteria used to determine whether development in excess of the above stated land use amounts may be commenced, provided all other conditions of this Order are met. In no event shall the Developer be required to expend or pay an amount in excess of the sums set forth in Section 4.E.3.(b) and (g).

(The above revision is made to effectuate the redesignation of the phases.)

11. Section 4.E.6. is hereby restated in its entirety as follows:

If the p.m. peak hour traffic count referenced in Section 4.B.6. reflects that the total actual development traffic exceeds the total trips estimated in the ADA for the Development at the end of the present development phase by more than 10%, such increase shall be subject to a substantial deviation determination pursuant to Section 380.06, Florida Statutes (1989), as amended.

12. Section 7 of the Development Order is hereby restated in its entirety as follows:

That this Order shall remain in effect until December 31, 2002. Any development activity for which plans have been submitted to the City for its review and approval prior to the expiration date of this Order, may be completed, if approved. This Order may be extended by City Council on the finding of excusable delay in any proposed development activity.

Section 4. Development Order, As Amended. This Ordinance shall constitute the Third Amendment to Ordinance No. 9108-A, Ordinance No. 9696-A and Ordinance No. 90-09 which shall constitute, collectively, the Development Order as passed and ordained by the City Council. All provisions of the Development Order and First and Second Amendments, except those provisions specifically modified herein, shall remain in full force and effect and shall be considered conditions of the Development unless inconsistent with the terms and conditions of this Ordinance, in which case the terms and conditions of this Ordinance shall govern.

Section 5. Definitions. The definitions contained in Chapter 380, Florida Statutes, shall control the interpretation and construction of any terms of this Ordinance.

Section 6. Binding Effect. That this Ordinance shall be binding upon the Developer, its assigns, and its successors in interest.

Section 7. Governmental Agencies. That it is understood that any reference herein to any governmental agency shall be construed to mean any future instrumentality which may be created or designated as successor in interest to, or which otherwise possesses any of the powers and duties of any referenced governmental agency in existence on the effective date of this Ordinance.

Section 8. Severance. That in the event that any portion or section of this Ordinance is determined to be invalid, illegal or unconstitutional by a court or agency of competent jurisdiction, such decision shall in no manner affect the remaining portions or sections of this Ordinance which shall remain in full force and effect.

Section 9. Transmittals. That the City Clerk is directed to send copies of this Ordinance, within five (5) days of its effective date to the Developer, the Florida Department of Community Affairs (Bureau of Land and Water Management), and the Tampa Bay Regional Planning Council.

Section 10. Rendition. That this Ordinance shall be deemed rendered upon transmittal of the copies of this Ordinance to the recipients specified in Chapter 380, Florida Statutes.

Section 11. Recording. That the Developer shall record a notice of adoption of this Ordinance pursuant to Chapter 380, Florida Statutes.

Section 12. Effective Date. That this Ordinance shall take effect immediately upon being rendered in accordance with law.

PASSED AND ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAMPA, FLORIDA, ON OCT 10 1991.

Joe Gruters
CHAIRMAN, CITY COUNCIL

APPROVED by me on OCT 10 1991

ATTEST:

Frances Henriquez
CITY CLERK

Sandra W. Freedman
MAYOR

APPROVED as to form by:

Gina K. Grimes
ASSISTANT CITY ATTORNEY

State of Florida
County of Hillsborough

This is to certify that the foregoing is a true and correct copy of Ordinance no 91-192 on file in my office.

Witness my hand and official seal this 12 day of Oct, 1991.

FRANCES HENRIQUEZ
By CITY CLERK
Deputy City Clerk

COMPOSITE EXHIBIT "A"

NOTIFICATION OF PROPOSED CHANGE,
RESPONSE TO AGENCY COMMENTS,
LETTER TO TBRPC DATED SEPTEMBER 16, 1991,
LETTER TO DCA DATED SEPTEMBER 23, 1991,
LETTER TO DCA DATED SEPTEMBER 25, 1991 AND
REVISED MAP H

Certified to true copy

EXHIBIT "B"

EQUIVALENCY MATRIX,[1,2,7]

To Change To / To Change From	Office Factor	Office s.f./unit	Hotel Factor	Hotel Rooms/Unit
Office	N/A	N/A	6.7366[4]	6.74 rooms/k.s.f.
Hotel	0.1484[5]	148 s.f./room	N/A	N/A
Specialty Retail[3]	0.5765	577 s.f./k.s.f.	3.8834	3.88 rooms/k.s.f.
Restaurant	0.5353	535 s.f./k.s.f.	3.6061	3.61 rooms/k.s.f.
Aquarium	0.2551	255 s.f./k.s.f.	1.718	1.72 rooms/k.s.f.
Museum	1.5307	1,531 s.f./k.s.f.	10.4364	10.44 rooms/k.s.f.
Serial Theater	0.0029[6]	3 s.f./seat	0.0194	0.02 rooms/seat
Special Event Theater	0.0043	4.3 s.f./seat	0.02912	0.03 rooms/seat

---

1 Matrix allows for the exchange of approved Office square footage and Hotel rooms into all other approved uses. All exchanges based on DRI approved Revised Phase I net external outbound pm peak hour traffic.

2 The following minimums and maximums shall apply:

Minimums: Office - 200,000 s.f.; Hotel - 300 rooms; Special Event Theater - 10,000 seats; Restaurant and Specialty Retail will not decrease below approved square feet.

Maximums: Office square feet and Hotel rooms shall not exceed specifically approved levels; Aquarium 200,000 s.f.; Museum 60,000 s.f.; Serial Theater 300 seats; and Special Event Theater 12,000 seats; and Specialty Retail 150,000 s.f.

3 Assumes one fourth of all additional Specialty Retail vehicle trip will be external vehicle trips.

4 Example: Add 20,000 s.f. of Office by reducing Hotel
20.0 k.s.f. (20,000 s.f. of office) x 6.7336 = 134.73 = 135 rooms

5 Example: Add 150 rooms of Hotel by reducing Office
150 rooms x .1484 = 22,260 k.s.f. = 22,260 s.f.

6 Example: Add 300 seats (1 screen) Serial Theater by reducing Office
300 seats x .0029 = 0.87 k.s.f. = 870 s.f.

7 Use of this matrix shall be limited to the extent necessary to ensure that the total water requirements, waste water flows and solid waste amount generated shall not exceed DRI approved amount as set forth in Section 3.A. of this Order.

"REVISED EXHIBIT C"

Roadway Improvements for
Tampa Cruise Ship Terminal

Improvement Type[1]		Improvement	Cost
		Revised Phase I	
At Grade	1.	Meridian & Platt - provide: * Signalization[2] * NB - 2 left turn lanes, one thru lane * EB - 1 left/thru lane, one thru lane, one right turn lane * SB - Existing geometry satisfactory * WB - Existing geometry satisfactory	$79,200
At Grade	2.	Platt - 13th Avenue - provide: * One site entrance driveway to be provided allowing right-in/right-out access with exclusive accel/decel lane for each movement.	Site Specific[3] Improvement
At Grade	3.	Meridian & Twiggs - provide: * Signalization	$56,000
At Grade $82,000	4.	Cumberland & 13th - provide:[4] * Signalization * NB - 1 left turn lane, 2 thru lanes * EB - signing and marking to provide one-way westbound flow on existing two-lane section * WB - one left turn lane one thru lane, one thru/right lane * SB - Existing geometry satisfactory	
At Grade	5.	Platt - 13th Avenue - provide: * Second right-in/right-out driveway to be provided with exclusive accel/decel lane for each movement	Site Specific[3] Improvement

Improvement Type[1]		Improvement	Cost
At Grade	6.	Meridian & Cumberland - provide: * Signalization * WB - signing & marking to provide one-way westbound flow on existing two lane section * EB - See Item 7 * NB - Pavement markings to indicate left and left/thru lanes * SB - Existing geometry satisfactory	Cost included in Phase I, Item 7
At Grade	7.	Cumberland Avenue - provide: * Connection of Cumberland Avenue between Caesar Street. Meridian to allow continuous one-way flow between 13th Avenue and Jefferson Street. All necessary signing and marking changes also to be provided with any necessary railroad crossing coordination and equipment.	$207,000
At Grade	8.	Jefferson & Brorein/Cumberland - provide: * Signalization[5] * NB - (Jefferson) - 1 left thru lane, 1 thru lane * WB - (Cumberland) - 2 thru lanes, 2 right turn lanes * NWB -Existing geometry satisfactory * North Leg - (Jefferson) - 2 thru lanes NB to receive 2 lanes of traffic * West Leg - (Brorein) Existing geometry satisfactory	$109,200
	9.	Meridian and Platt - provide: * SB - separate right turn lane	$21,500[6]
		Subtotal Revised Phase I	$533,400

Revised Phase II

Freeway	1.	NB Orange & Scott - at this location improvements proposed per the CBD DRI will result in satisfactory service levels in 1997 (and in Phase II). Should these improvements not be in place by Revised Phase II, the addition of a third thru lane to	N/A[7]

Improvement Type[1]		Improvement	Cost
		access the Interstate on-ramps will be required.	
Freeway	2.	Construct two NB through lanes and three southbound lanes on I-275 from Jefferson Street ramps to I-275/4 interchange bringing the total to six lanes in each direction. These through lanes should have termini in accordance with proper design standards.	N/A[7]
Freeway	3.	Construct two northbound through lanes and two southbound through lanes on I-275 from Busch Boulevard to Fowler Avenue bringing the total to four lanes in each direction. These through lanes should have their termini in accordance with proper design standards.	N/A[7]
Freeway	4.	Construct three through lanes eastbound and three through lanes westbound on I-4 from 22nd Street ramps to 50th Street ramps bringing the total to five lanes in each direction. These through lanes should have their termini in accordance with proper design standards.	N/A[7]
Freeway	5.	Construct one eastbound through lane and one westbound through lane on the Crosstown Expressway from 22nd Street to 50th Street bringing the total to three lanes in each direction. These through lanes should have termini in accordance with proper design standards.	N/A[7]
At Grade	6.	Meridian & Platt - provide: * NB - 1 left turn lane, 2 thru lanes	Site Specific[3] Improvement
	7.	Platt - 13th - provide: * Third right in/right-out driveway with exclusive accel/decel lane for each movement.	Site Specific[3] Improvement
Freeway	8.	Construct and additional through lane in each direction on I-275 from Jefferson Street ramps to I-275/I-4 interchange bringing the total to seven lanes in each direction. These through lanes	N/A[7]

Improvement Type[1]		Improvement	Cost
		should have their termini in accordance with proper design standards.	
Freeway	6.	Construct an additional through lane in each direction on the Crosstown Expressway between 22nd Street and Kennedy Boulevard bringing the total to three lanes in each direction. These through lanes should have their termini in accordance with proper design standards.	N/A[7]
		Subtotal Revised Phase II	N/A
		GRAND TOTAL REVISED PHASES I-II	$533,400[8]

1. At grade improvements were specified by the City of Tampa and the Tampa Bay Regional Planning Council.

2. Signal design to coordinate with adjacent Harbour Island Signal.

3. Site improvement for ingress and egress to site. Developer responsible for 100 percent of costs.

4. Developer shall construct site specific improvement on westbound approach to intersection of Cumberland and 13th Street. Developer shall construct this portion of the improvement at its expense in conjunction with the City's construction of the remaining improvements at this location.

5. Signal design to coordinate with adjacent signal at Crosstown ramp.

6. Improvement only if Revised Phase II does not commence by December 31, 1997. If Phase II is not commenced by such date, the Developer shall pay to the City the sum of $21,500 for this improvement, which is in addition to the amounts set forth in Section 4.E.3.(b).

7. N/A - Not applicable. No developer fair share cost required. Subject to future traffic analysis as provided for in Development Order.

8. Off-site improvements for Revised Phase II are included in the improvements for Revised Phase I.

Greiner, Inc.
P.O. Box 31646 (33631-3416)
7(West Courtney Campbell Causeway
Ta. ,4, Florida 33607-1462
(813) 286-1711
FAX: (813) 287-8591

Greiner

C2469.00
September 16, 1991

Ms. Suzanne Cooper
Tampa Bay Regional Planning Council
Hendry Building, Suite 219
9455 Koger Boulevard
St. Petersburg, Florida 33702

Reference: Tampa Downtown Cruise Ship NOPC

Dear Ms. Cooper:

This letter provides responses to the concerns raised by you and Ms. Linda Hallis on behalf of the Tampa Bay Regional Planning Council at our meeting of Thursday, August 29, 1991 at the City of Tampa. The responses are presented in the order in which the concerns were raised.

Special Event Theater Internalization Rate

A meeting was held at TBRPC on Monday, September 9, 1991 regarding this issue. The conclusions reached by the TBRPC transportation consultant indicated that the internalization rate was within acceptable limits given the rather minor effect any variation this internal rate would have on the overall external vehicle trips. In addition, the proposed Amended Development Order (copy attached) requiring annual p.m. peak hour external traffic monitoring and the scheduling of Special Event Theater functions outside of the a.m. and p.m. peak hours provide significant assurances regarding the operation and potential impacts associated with this element of the development.

Special Event Theater Market Demand and Economic Benefit

TBRPC staff cited 21.4.5 of the Regional Policy Plan as their authority for requesting this information. If, and to the extent that, these concerns are expressed in order to address how one development might compete with another, the applicant believes that the DRI reviewing agencies lack the authority to consider such factors in determining whether a DRI amendment should be approved. Further, the applicant believes that the cited policy is not intended to address this aspect of the economic impact of a development. Nevertheless, the applicant supplies the requested information in order to fully inform the TBRPC of the characteristics of the proposed uses.

<u>Market Demand</u>

The tremendous growth in the contemporary music industry has created the need for venues which are designed to showcase the musical performer in an environment that the promoter can control. This need has resulted in the creation of the modern outdoor music amphitheater, first introduced in 1977 at the Poplar Creek Amphitheater, Chicago, Illinois. In the following years, the idea caught on and there are now fifty such facilities around the country. These facilities are all outdoors with a roof covering most of the seating area. They offer excellent acousties, pleasant

environments and ideal musical production features, but because they are outdoors, they function only from Spring through Fall. There is now an amphitheater in each of the 20 largest cities in the U.S. except for those cities whose summer weather is excessively hot, humid and unpredictable. (Tampa, Orlando, Miami and New Orleans). Dallas, Houston and Atlanta have outdoor venues despite their weather. Similarly, it is clear that the industry has determined that this market is ready for an amphitheater, as is evidenced by the fact that several amphitheater developers are currently seeking to establish locations in west central Florida. Similar outdoor facilities are planned for Orlando and Miami. The Tampa Bay market, with 3 million people within a 45 minute drive, has become too large for the industry to ignore.

The Special Event Theater (a.k.a., MusicDome) is a facility designed strictly for the presentation of live contemporary music performances to audiences of 10 to 12 thousand people (see Equivalency Matrix Exhibit B of the Amended Development Order). The only venues in the area designed for live music presentations are the performing arts centers which can seat a maximum of 2500. There is no music dedicated venue available in the Tampa Bay market for any act which draws over 2500 people. All other potential venues, existing or proposed, are sports facilities which must be substantially modified to serve temporarily as music venues.

Sports facilities are designed to function well for their intended purpose, but do not meet the needs of the music industry. The sports facilities fall short in the areas of acoustics, staging, lighting, seat alignment to the stage, excessive spatial volume, difficult and expensive production logistics, and numerous other factors which are essential both to the consumer's enjoyment and to the producer's economic success. The only current viable options for an act with a large draw is to play a sports facility with inadequate acoustics or bypass the Tampa Bay market. Unfortunately for the music consumers of the Tampa Bay market, most acts are choosing not to come.

There are now approximately 100 concert nights available to an appropriately designed music venue each year. The amphitheater acts tour the "circuit" and appear at facilities designed for the presentation of live music. Because Tampa has no such facility, the great majority of these acts bypass the area. In fact, in 1989 the Tampa Bay market landed only seven such tour nights and in 1990 achieved just 15.

In summary, the MusicDome concept is to take the positive attributes of a suburban amphitheater and bring them to an urban location in an all weather structure which can operate year round. The unique features of the MusicDome include:

- Excellent Acoustics
- Built-in staging and production support facilities.
- State of the art lighting and cable systems.

- Permanent video installations
- Intimate seated, unencumbered by a large sports floor area.
- All seats face the stage.
- Operable roof allowing fresh air when the weather is pleasant and climate control for inclement nights.
- Dynamic urban waterfront setting as the backdrop to the stage.
- Night time use of the transportation, parking, and utility networks already in place to serve downtown Tampa and the Tampa Downtown Cruise Ship development.

Economic Benefits

The MusicDome will lease the air rights over the cruise terminals which the Port of Tampa intends to build, and use the parking, drive, plazas, bulkheads and other infrastructure which the Port will be constructing for the terminals and the adjacent Florida Aquarium. Unlike the aquarium, the MusicDome is to be privately developed and privately financed. There will be no public investment in the facility, and no public guarantee of the financing.

The Tampa Port Authority and the MusicDome developer have signed a Letter of Intent to enter into a participating lease which is expected to produce annual rents to the port of between $500,000 and $1,000,000. This again contrasts with the Florida Aquarium, which is expected to produce little revenue for the Port in the early years.

The MusicDome revenue can be used by the port to finance the construction of the cruise terminals and infrastructure needed to support the Aquarium. Additionally, the night parking for the MusicDome will generate substantial additional revenue for both the Port and the aquarium by using parking lots that would otherwise be empty. To the city, the MusicDome will bring nearly one million annual visitors to the downtown waterfront in the evening, moving Tampa towards its 24 hour city goal.

The MusicDome will stimulate the downtown economy, especially restaurants, hotels, Ybor City, the Convention Center and cruise ship attraction by the virtue of its "draw". In addition, the MusicDome will enhance the redevelopment of the convention/tourist district, benefiting the downtown property tax base and tourist related tax revenues.

The proposed amendment to the Cruise Ship DRI involves the reduction of approved office space in order to permit the MusicDome and other attractions on the Port's Downtown Cruise Ship DRI property. This exchange of uses will provide an economic benefit to the region by reducing the amount of approved office space in the area, for which there is currently an overabundance, both in terms of existing unoccupied space as well as approved, but unbuilt space. Moreover, the proposed amendment will further TBRPC Regional Policy 21.2.4 which provides:

"The Tampa Bay Region will continue to strive to build on its attractiveness, making itself a leader in the visual and performing arts, and in all phases of film, television, and recording production." [Emphasis added]

Special Event Theater Equivalency Matrix

At the request of the TBRPC, the matrix has been revised to identify a minimum number of seats to be constructed in the Special Event Theater. A review of footnote 2 of the Equivalency Matrix attached as Exhibit B of the Amended Development Order identifies a minimum of 10,000 seats and a maximum of 12,000 seats.

Project Phasing

As previously agreed to with the City of Tampa, the proposed Amended Development Order (submitted to TBRPC under separate cover) includes a revised land use schedule and phasing which clearly identifies the development of the project. In addition, the Equivalency Matrix, together with applicable minimum and maximum development criteria is provided as Exhibit B to the Amended Development Order.

Parking

As agreed to at our meeting a worst-case parking calculation has been completed for the project, considering the various land use combination available under the Equivalency Matrix. The inclusion of the Aquarium (for office square footage) and development of the remainder of the originally approved land uses represents the worst-case peak parking demand. The demand is calculated at 4,362 gross spaces, which is 708 spaces greater than the 3,654 spaces currently identified.

However, the 3,654 spaces currently identified reflect the utilization of previously approved shared parking. The current parking demand estimate assumes no shared parking. However, there will be shared parking, based on the complimentary land uses provided. Using the shared parking criteria documented in the original application, the actual number of spaces needed to meet peak parking demands would be 3,617 spaces or 37 spaces less than that currently approved. The applicant will submit shared parking analyses as a part of the City of Tampa Commercial Site Plan approval process; but, in any event, can accommodate the worst-case parking demands on-site, if necessary.

The Special Event Theater was eliminated from this analysis since the peak parking demands associated with this land use will occur after peak hours. The peak parking demand for the Special Event Theater is 3,600 spaces, which is slightly less than the total spaces which will be provided for the project.

Greiner

Affordable Housing

Table 1, attached, presents a comparison of the employment characteristics associated with the entertainment land uses (i.e, aquarium, serial theater, special events theater, and museum) and their corresponding Equivalency Matrix amount in office or hotel employment. In both cases, the matrix equivalent in terms of square feet (office) and rooms (hotel) results in more employees for these approved uses by each income group than the entertainment employment. As a result, the use of the equivalency matrix for the inclusion of entertainment land uses will result in a lower number of employees in each of the income groups. Thus, any potential demand for affordable housing resulting from this amendment will be less than that currently approved for the development, and no additional impact will occur as a result of the proposed change.

Aquarium Salt Water Supply

It is anticipated that saltwater for the aquarium will be collected from 4 to 10 miles outside of Tampa Bay, in the Gulf of Mexico and barged to the site. After initial fill ups, a closed re-use system will be provided for recycling salt water. Any emergency salt water discharged from the site will be treated on-site, as necessary, prior to discharge and will meet city of Tampa wastewater criteria standards, at a minimum. This matter has been fully discussed with the city of Tampa and they have concluded that the resulting water quality is acceptable and the potential water quantities are within the limits established during the DRI review.

We have responded to your concerns as fully as possible and trust that you will find them satisfactory.

Sincerely,

GREINER, INC.

Randy Coen
Senior Project Manager

RGC:vh

cc: Susan Johnson
Joe Valenti
Jim Egnew
Dave Mechanik
Marina Pennington

TABLE 1
EMPLOYMENT COMPARISON[1]

Income[2] Group	Entertainment[3] Employment	Equivalent[4] Office Employment	Equivalent[5] Hotel Employment
0-4,999	0	0	0
5,000-6,999	3	9	8
7,000-9,999	31	91	82
10,000-14,999	86	251	228
15,000-24,999	43	146	133
≥25,000	27	88	79
TOTAL	190	585	530

---

1 See appended calculations for detailed information relating to this table.
2 Income Group structured to replicate original application Table 20.4. This table was also used for distribution of Office and Hotel employees.
3 Entertainment Employment includes permanent full and part-time employees for the Aquarium, Serial Theater, Special Event Theater, and Museum.
4 Employees based on matrix square foot equivalence and original application employment ratio of 3 employees/1,000 s.f.
5 Employees based on matrix room equivalence and original application employment ratio of .4 employees/room.

ATTACHMENT

Employment Calculations

Table 20.2

Estimated Permanent Employees

Project Element	Employees	Annual Payroll
Office	4350*	$65,250,000
Hotel	480	5,600,000
Cruise Terminal	200**	500,000
Retail/Restaurant	70	900,000
TOTAL	5100	$72,250,000

*Based on 3 employees per 1000 square feet (Inst. of Transportation Engineers)

**Full-time and part-time.

Revised 1-16-84

Table 20.4

Employment by Income Group

Income Group	Construction Employees	Revised Phase I Emp.*	Permanent Employees**
0-4,999	-0-	0	-0-
5000-6,999	-0-	45	100
7000-9,999	60	469	1010
10000-14,999	260	1301	2810
15,000-24,999	485	756	1630
25,000	70	454	980
TOTAL	875	3025	6530**

* Employment based on Phase I and Phase IIA development amounts approved in current D.
** Employment reduce to 5100, see Revised Table 20.2, dated 1/16/84.

EMPLOYMENT BY INCOME GROUP

	Aquarium	Museum	Serial Theater	Special Event Theater	TOTAL
0 - 4,999	0	0	0	0	0
5,000 - 6,999	2	0	1	0	3
7,000 - 9,999	18	7	2	4	31
10,000 - 14,999	52	17	5	12	86
15,000 - 24,999	30	10	1	2	43
≥ 25,000	18	6	1	2	27
TOTAL	120	40	10	20	190

Greiner, Inc.

JOB _____ SHEET ___ OF ___ PROJ. NO. _____
DESCRIPTION _____ COMPUTED BY _____ DATE _____
CHECKED BY _____ DATE _____

EMPLOYMENT EQUIVALENT

	SIZE	OFFICE Matrix Equiv.*	OFFICE Emp.**	Hotel Matrix Equiv.*	Hotel Emp.
Aquarium	200k	51,020 sf	153	344 rooms	138
Museum	60k	91,842 sf	275	626 rooms	250
Serial Theater	300 seats	870 sf	3	6 rooms	2
Special Event Theater	12,000 seats	51,600 sf	154	349 rooms	140
TOTAL			585		530

* Square footage/number of rooms based on Equivalency Matrix

** Employment based on approved DRI application employee densities: Office - 3 employees/1,000 s.f.; and Hotel - .4 employees/room.

Form No. G333-07

Greiner

Greiner, Inc.
P.O Box 31646 (33631-3416)
7(West Courtney Campbell Causeway
Ta. a, Florida 33607-1462
(813) 286-1711
FAX: (813) 287-8591

C2469.00
September 23, 1991

Ms. Marina Pennington
Florida Department of Community Affairs
Division of Resource Planning & Management
Bureau of State Planning
2740 Centerview Drive
The Rhyne Building
Tallahassee, Florida 32399

Reference: **Tampa Downtown Cruise Ship NOPC**

Dear Ms. Pennington:

Enclosed please find responses to the concerns raised during our telephone conversation of Thursday, September 19, 1991, regarding the referenced project. Please call as soon as possible if you require any further clarification.

Sincerely,

GREINER, INC.

Randy Coen
Senior Project Manager

RGC:vh

cc: Suzanne Cooper
Susan Johnson
Jim Egnew
David Mechanik

COMPOSITE EXHIBIT "A"

RESPONSES TO
DEPARTMENT OF COMMUNITY AFFAIRS (DCA)
Verbal Comments of September 19, 1991

TAMPA DOWNTOWN CRUISE SHIP NOPC

The additional information which follows responses to verbal comments received from DCA during a telephone conversation which occurred on Thursday, September 19, 1991. These comments were confirmed with DCA on Friday, September 20, 1991 during a subsequent telephone conversation.

1. Status of Transportation Mitigation

The developer has fully satisfied the transportation mitigation requirements set forth in the Development Order for Revised Phase I.

2. Comparison of 1990 and 1997 Project and Total Traffic

DCA requested that an "apples to apples" comparison of the current specifically approved development (i.e., Phase I and the specifically approved portion of Phase II as set forth in Section 4.E.4 of the Development Order and redefined in the NOPC as "Revised Phase I") be made with the Revised Phase I development analyzed in the NOPC. The Revised Phase I traffic characteristics provided in the NOPC (Table 2 for gross, or unadjusted project traffic and Table 3 for external, or adjusted project traffic) reflects the updated traffic characteristics requested for the current specifically approved development (i.e., Phase I and the specifically approved portion of Phase II) since it is identical to the Revised Phase I development.

Tables 2 and 3 of the NOPC document also provide an "apples to apples" calculation of project trips (unadjusted or adjusted) associated with the new land uses included in the NOPC. The proposed Equivalency Matrix is based exclusively on these tables so that the "apples to apples" equivalency is maintained. Tables 2 and 3 also reflect and document that the cumulative effects of Revised Phase I are being assessed by virtue of the quantities (i.e., rooms, square feet and seats) upon which project traffic is calculated.

Tables 7 and 8 of the NOPC document, the areawide and CBD roadway tables, respectively, have also been modified to reflect an "apples to apples" analysis of 1990 traffic conditions for the current specifically approved project traffic and resulting identification of transportation impacts. These modified tables have been labelled Tables 7A and 8A, and are attached. The modified tables provide 1990 background traffic as calculated in the original DRI application and the identical calculations of project traffic, service volumes, capacity and project traffic percentage of the level of service D (LOS D) service volume used in the NOPC 1997 analysis.

A review of Tables 7A and 8A indicate that project traffic as a percentage of LOS D does not change since the "apples to apples" comparison results in no change in project traffic volumes or distribution of project traffic (see response to Item 3 - Distribution, below). While the LOS designations vary somewhat, it must first be realized that 10% is the threshold for determining regionally significant impact (this is also a constant between the original DRI analysis and the NOPC analysis).

No project traffic percentages of LOS D on attached Table 7A or Table 7 of the NOPC document exceed 10%; therefore, no further discussion is required. Attached Table 8A and Table 8 of the NOPC document identify the same six segments as having project traffic percentages which exceed 10%. Attached Table 8A (the 1990 updated comparison table) shows that only one of these six segments operates below LOS D. Table 8 of the NOPC document shows that none of these six segments operate below LOS D.

As a result, the extension of Revised Phase I from its original approved buildout date of 1990 to the NOPC buildout date of 1997 does not result in any additional regionally significant adverse transportation impacts. In fact, with the extension to 1997 there are less impacts than projected in the original analysis for 1990.

3. Project Traffic Distribution

The distribution of project traffic during the PM peak hour does not change as a result of the addition of the entertainment land uses. There are four factors on which this is based. First, the entertainment land uses are similar in nature to one of the currently approved anchor land uses, the cruise ship terminals. Both land uses serve the same market and are similar in attraction characteristics, i.e., special generators having similar attraction characteristics from a modeling standpoint.

Second, access to the site is significantly effected by its location within the Tampa Central Business District, adjacent to Garrison and Ybor Channels. During the original DRI analysis it was found that due to these access factors the distribution of project traffic for all on-site land uses were the same regardless of their individual land use differences.

Third, the previous NOPC analysis reviewed and approved for the aquarium land use (i.e, the Florida Aquarium at Harbour Island) immediately across Garrison Channel from this site concluded that no changes in approved project traffic distribution resulted from the inclusion of an identical aquarium land use into a mixed-use project with significant office, hotel, restaurant and retail development.

Finally, the special event theater (i.e., the amphitheater) has been restricted in the proposed Amended Development Order so that it will not be open to the public during the PM peak hour. Thus, the special event theater will have no effect on the distribution of PM peak hour project traffic.

In summary, the NOPC entertainment land uses are similar to a previously approved on-site land use. The location of the site prohibits significant changes in approach and departure patterns to and from the site due to pre-existing physical limitations. Of the two major entertainment land uses, one (the aquarium) has previously been documented to have no effect on the equivalent distribution of the office and/or

hotel traffic, and the other (the amphitheater) by virtue of development order restrictions will not effect PM peak hour project traffic distribution since it is prohibited from operating during that time period.

4. **Internalization**

A response to this concern was provided in the September 16, 1991 letter to TBRPC, a copy of which was provided to DCA. It has been concluded by the TBRPC traffic consultant and the City of Tampa that the internalizations are acceptable based on the analysis and proposed Amended Development Order conditions. A second copy of this letter is attached.

5. **Background Traffic Growth Rates**

A detailed comparative analysis of background traffic growth rates was provided to the City of Tampa in a letter dated August 26, 1991. The growth rates used in the NOPC analysis are conservative, in that they exceed the growth rates documented by the City of Tampa. A copy of the City of Tampa letter is attached.

6. **Equivalency Matrix**

A review of the recently revised (September 23, 1991) Amended Development Order language will reveal that the Equivalency Matrix is limited to Revised Phase I, as requested. The revised Amended Development Order is being provided under separate cover.

7. **Parking**

The parking concerns identified by DCA are addressed in part by the TBRPC letter of September 16, 1991 which was previously introduced in response to Item 4 - Internalization, above.

As indicated during our telephone conversation, the difference in parking space numbers between Table 1 and the response to TBRPC Comment #9 of the August

1991 Response to Agency Comments document are not in consistent. Table 1 indicates the tentative number of parking spaces to be physically constructed by building parcel. The response to TBRPC Comment #9 provides the anticipated allotment of parking spaces by land use. Due to the development of a staged parking structure and shared parking among the on-site land uses, it is impossible to parcel parking in the same manner in which buildings are parceled.

8. Master Plan - Parking, Acreage and Building Quantities

The Revised Master Plan contained in the proposed Amended Development Order provides the information required as a result of this change; i.e., the designation of Revised Phase I and Revised Phase II along with individual land use quantities of development and phase buildout dates. In absence of the utilization of the Equivalency Matrix, the acreage and parking space allotments remain unchanged from that previously approved. In the event that the Equivalency Matrix is used, the resulting changes in quantities of development, acreage allotments and parking space allotments for the effected land uses will not be known until such time as the conversions are made. Thus, the matrix-related land use changes can not be identified until such changes are made. This procedure is consistent with numerous other DCA approved Development Orders and Amended Development Orders containing equivalency matrices.

9. Amended Development Order Transit Language

The proposed Amended Development Order, previously referred to in Item 6 - Equivalency Matrix, above, has included specific estimates of transit person trips for Revised Phase I during the PM peak hour. Daily and AM peak hour ridership estimates have been omitted since they are no longer required under TBRPC or DCA policies. Estimates for Revised Phase II have not been provided, however, a Development Order condition requiring their inclusion in the updated transportation study required prior to commence of Revised Phase II has been included in the proposed Amended Development Order.

ATTACHMENTS

TABLE 7A

1990 ~~1997~~ AREAWIDE ROADWAY CONDITIONS WITH PROJECT
Downtown Cruise Ship Terminal

Link[a] Index	Roadway	Location	Lanes	P.M. Peak-Hour Traffic Conditions: Major Direction Background[c]	Project	Total	Minor Direction Background[c]	Project	Total	Directional[b] Capacity	LOS	Project % of LOS D Capacity
I-3	I-275	I-275/4 Interchange to Buffalo Ave.	8LD	9018 ~~5972~~ NB	429	9447 ~~6401~~	6678 ~~6435~~ SB	191	6869 ~~6624~~	7980	~~D~~ F	5.8
I-4	I-275	Buffalo Ave. to Busch Blvd.	6LD	7735 ~~7064~~ NB	358	8093 ~~7422~~	5859 ~~5361~~ SB	156	6015 ~~5517~~	5990	F ✓	6.4
I-5	I-275	Busch Blvd. to Fowler Ave.	4LD	5957 ~~5707~~ NB	248	6205 ~~5955~~	4618 ~~4331~~ SB	112	4730 ~~4543~~	3990	F ✓	6.7
I-7	I-275	Howard/Armenia Ave. Ramps to Dale Mabry	6LD	8320 ~~6817~~ NB	222	8542 ~~7039~~	6121 ~~5028~~ EB	98	6219 ~~5126~~	5990	F ✓	3.9
I-8	I-275	Dale Mabry to Memorial Hwy. (S.R. 60)	6LD	5537 ~~7509~~ NB	177	5714 ~~7686~~	4035 ~~5686~~ EB	79	4114 ~~5665~~	5990	~~D~~ E	3.2
I-9	I-4	I-275/4 Interchange to 22nd St. ramps	6LD	8462 ~~6938~~ EB	261	8723 ~~7199~~	6529 ~~5366~~ WB	116	6645 ~~5482~~	5990	F ✓	4.7
I-10	I-4	22nd St. Ramps to 50th St. Ramp	4LD	7738 ~~6350~~ EB	241	7979 ~~6591~~	6025 ~~4984~~ WB	107	6132 ~~5061~~	3990	F ✓	6.5
I-11	I-4	50th St. Ramps to I-75/4 Interchange	4LD	5710 ~~5813~~ EB	223	5933 ~~6036~~	4924 ~~6545~~ WB	101	5025 ~~6646~~	3990	F ✓	6.0
S-1	Adamo Dr. (S.R. 60)	13th St. to 21st ST.	4L	1954 ~~1776~~ EB	88	2042 ~~1864~~	860 ~~786~~ WB	39	899 ~~825~~	1810	F ✓	5.1
X-7	X-Town	22nd St. to 50th St.	4LD	3020 ~~3669~~ EB	273	3293 ~~3942~~	1836 ~~2283~~ WB	122	1958 ~~2405~~	3990	~~E~~ D	7.4

TABLE 7A

1990 ~~1997~~ AREAWIDE ROADWAY CONDITIONS WITH PROJECT
Downtown Cruise Ship Terminal
(Continued)

Link[a] Index	Roadway	Location	Lanes	P.M. Peak-Hour Traffic Conditions: Major Direction Background[c]	Major Direction Project	Major Direction Total	Minor Direction Background[c]	Minor Direction Project	Minor Direction Total	Directional[b] Capacity	LOS	Project % of LOS D Capacity
X-8	X-Town	50th St. to U.S. 301	4LD	2264 ~~3668~~ EB	266	2530 ~~3928~~	1361 ~~2252~~ WB	117	1478 ~~2369~~	3990	~~E~~ C	7.2
C-1	21st/ 22nd St.	Adamo Drive to 22nd St. Causeway	3	1412 ~~1577~~ SB	35	1447 ~~1612~~	533 ~~617~~ NB	15	548 ~~632~~	1810	~~D~~ C	2.0
B-2	Brorein St.	Hillsborough River to Plant Ave.	3	1519 ~~681~~ WB	65	1584 ~~746~~	--	--	--	2940	~~X~~ B	2.3
P-1	Platt St.	Plant Ave. to Hillsborough River	3	526 ~~752~~ EB	8	534 ~~760~~	--	--	--	2940	A	0.3
N-1	Bayshore Blvd.	Brorein St. to Platt St.	2	1749 ~~1513~~ SB	134	1883 ~~1647~~	--	--	--	1950	~~E~~ C	7.3
N-2	Bayshore Blvd.	Platt St. to Plant St.	4LD	1922 ~~1745~~ SB	134	2056 ~~1877~~	1139 ~~1036~~ NB	71	1210 ~~1109~~	1810	F	7.8

[a] See Map J-1 for Link Location.

[b] From FDOT's Generalized Peak Hour/Peak Direction Level of Service Maximum Volumes for Florida's Urban/Urbanized Areas.

c 1990 background obtained from Table 31.5C of the original DRI Application.

TABLE 8A

1990 ~~1997~~ CBD ROADWAY CONDITIONS WITH PROJECT
Downtown Cruise Ship Terminal

Link[a] Index	Roadway	Location	Lanes	P.M. Peak-Hour Traffic Conditions: Major Direction: Background[c]	Project	Total	Minor Direction: Background[c]	Project	Total	Directional[b] Capacity	LOS	Project % of LOS D Capacity
I-1	I-275	Ashley St. Ramp to Jefferson St. Ramps	6LD	7094 ~~6967~~ EB	0	7094 ~~6967~~	5804 ~~5700~~ WB	0	5804 ~~5700~~	5990	F	--
I-2	I-275	Jefferson St. Ramp to I-275/I-4 Interchange	NB-4 SB-3	8456 ~~8753~~ NB	659	9115 ~~9412~~	6843 ~~7087~~ SB	305	7148 ~~7392~~	NB-7980 SB-5990	F	8.9
I-6	I-275	Ashley St. Ramps to Howard/Armenia Ramps	8LD	7806 ~~6591~~ WB	222	8028 ~~6825~~	6429 ~~5400~~ EB	98	6527 ~~5498~~	7980	~~D~~ F	3.0
X-1	X-Town	West to Hillsborough River	4LD	933 ~~2440~~ WB	97	1030 ~~2587~~	763 ~~1972~~ EB	37	800 ~~2089~~	3990	C	2.6
X-2	X-Town	22nd St. to Kennedy Blvd. Ramps	4LD	2476 ~~3608~~ EB	291	2767 ~~3899~~	2021 ~~2945~~ WB	131	2152 ~~3077~~	3990	~~E~~ C	7.8
A-3	Ashley	Kennedy Blvd. to Jackson St.	4	1092 ~~1468~~ NB	6	1098 ~~1474~~	1250 SB	--	1250	1740	D	0.4
B-1	Brorein St.	Morgan St. to Hillsborough River	4	1258 ~~1228~~ WB	200	1458 ~~1428~~	--	--	--	3850	C	5.6
T-1	Tampa St.	Harrison St. to Jackson St.	4	831 ~~1289~~ SB	43	874 ~~1332~~	--	--	--	3850	C	1.2

TABLE 8A

1990 ~~1997~~ CBD ROADWAY CONDITIONS WITH PROJECT
Downtown Cruise Ship Terminal
(Continued)

Link[a] Index	Roadway	Location	Lanes	P.M. Peak-Hour Traffic Conditions: Major Direction Background[a]	Major Direction Project	Major Direction Total	Minor Direction Background[a]	Minor Direction Project	Minor Direction Total	Directional[b] Capacity	LOS	Project % of LOS D Capacity
F-1	Florida Ave.	Kennedy Blvd. to Tyler St.	4	2302 ~~1445~~ NB	291	2593 ~~1736~~	--	--	--	3850	C	8.1
F-2	Florida Ave.	Brorein St. to Kennedy Blvd.	4	1849 ~~1269~~ NB	326	2175 ~~1595~~	--	--	--	3850	C	9.1
G-1	Pierce St.	Scott St. to Whiting Ave.	4	510 ~~847~~ SB	85	595 ~~932~~	--	--	--	3850	C	2.4
J-1	Jefferson St.	Whiting Ave. Scott St.	4L	699 ~~500~~ NB	504	1203 ~~1004~~	382 ~~276~~ SB	0	276	1810	B	29.3 (1)
K-1	Kennedy Blvd.	North Blvd. to Hillsborough River	5LU	1185 ~~1521~~ NB	35	1220 ~~1556~~	971 ~~1245~~ EB	15	986 ~~1260~~	1810	~~C~~ B	2.0
N-1	Nebraska Ave. Pkwy.	Twiggs St. to Nick Nuccio	4L	704 ~~816~~ NB	57	761 ~~873~~	777 ~~524~~ SB	117	894 ~~641~~	1810	B	3.3
U-1	13th St.	Kennedy Blvd. to Platt St.	4L	1274 ~~809~~ NB	88	1362 ~~897~~	753 ~~677~~ SB	39	792 ~~546~~	1810	~~B~~ C	5.1
M-1	Meridian St.	Platt St. to Twiggs St.	2L	99 ~~81~~ NB	265	364 ~~346~~	60 ~~50~~ SB	117	177 ~~167~~	850	B	33.1 (2)
W-1	Twiggs St.	Nebraska Ave. to Meridian St.	2L	264 ~~265~~ NB	265	529 ~~528~~	305 ~~303~~ EB	117	422 ~~420~~	850	~~C~~ B	33.1 (3)
P-2	Platt St.	Hillsborough River to Nebraska Ave.	3	1883 ~~935~~ EB	82	1965 ~~1017~~	--	--	--	2870	C	3.1

TABLE 8 4

1990 ~~1997~~ CBD ROADWAY CONDITIONS WITH PROJECT
Downtown Cruise Ship Terminal
(Continued)

Link[a] Index	Roadway	Location	Lanes	P.M. Peak-Hour Traffic Conditions: Major Direction Background[c]	Major Direction Project	Major Direction Total	Minor Direction Background[c]	Minor Direction Project	Minor Direction Total	Directional[b] Capacity	LOS	Project % of LOS D Capacity
P-3	Platt St.	Nebraska Ave. to Cumberland	4L	1545 ~~607~~ WB	859	2404 ~~1266~~	923 ~~685~~ EB	223	1146 ~~908~~	1810	~~B~~ F	49.9 (4)
E-1	Cumber-land St.	13th St. to Meridian St.	2	25 ~~16~~ WB	842	867 ~~858~~	--	--	--	1900	C	48.1 (5)
E-2	Cumber-land St.	13th St. to E. Brorein St.	2	16 ~~21~~ EB	1078	1094 ~~1099~~	--	--	--	1900	C	61.6

[a] See Map J-1 for Link Location.

[b] From FDOT's Generalized Peak Hour/Peak Direction Level of Service Maximum Volumes for Florida's Urban/Urbanized Areas.

c 1990 background traffic obtained from Table 31.5D of the original DRI application.

Greiner, Inc.
P.O. Box 31646 (33631-3416)
7 West Courtney Campbell Causeway
Tampa, Florida 33607-1462
(813) 286-1711
FAX: (813) 287-8591

Greiner

C2469.00
September 16, 1991

Ms. Suzanne Cooper
Tampa Bay Regional Planning Council
Hendry Building, Suite 219
9455 Koger Boulevard
St. Petersburg, Florida 33702

Reference: Tampa Downtown Cruise Ship NOPC

Dear Ms. Cooper:

This letter provides responses to the concerns raised by you and Ms. Linda Hallis on behalf of the Tampa Bay Regional Planning Council at our meeting of Thursday, August 29, 1991 at the City of Tampa. The responses are presented in the order in which the concerns were raised.

Special Event Theater Internalization Rate

A meeting was held at TBRPC on Monday, September 9, 1991 regarding this issue. The conclusions reached by the TBRPC transportation consultant indicated that the internalization rate was within acceptable limits given the rather minor effect any variation this internal rate would have on the overall external vehicle trips. In addition, the proposed Amended Development Order (copy attached) requiring annual p.m. peak hour external traffic monitoring and the scheduling of Special Event Theater functions outside of the a.m. and p.m. peak hours provide significant assurances regarding the operation and potential impacts associated with this element of the development.

Special Event Theater Market Demand and Economic Benefit

TBRPC staff cited 21.4.5 of the Regional Policy Plan as their authority for requesting this information. If, and to the extent that, these concerns are expressed in order to address how one development might compete with another, the applicant believes that the DRI reviewing agencies lack the authority to consider such factors in determining whether a DRI amendment should be approved. Further, the applicant believes that the cited policy is not intended to address this aspect of the economic impact of a development. Nevertheless, the applicant supplies the requested information in order to fully inform the TBRPC of the characteristics of the proposed uses.

<u>Market Demand</u>

The tremendous growth in the contemporary music industry has created the need for venues which are designed to showcase the musical performer in an environment that the promoter can control. This need has resulted in the creation of the modern outdoor music amphitheater, first introduced in 1977 at the Poplar Creek Amphitheater, Chicago, Illinois. In the following years, the idea caught on and there are now fifty such facilities around the country. These facilities are all outdoors with a roof covering most of the seating area. They offer excellent acoustics, pleasant

Certified as true and correct copy

environments and ideal musical production features, but because they are outdoors, they function only from Spring through Fall. There is now an amphitheater in each of the 20 largest cities in the U.S. except for those cities whose summer weather is excessively hot, humid and unpredictable. (Tampa, Orlando, Miami and New Orleans). Dallas, Houston and Atlanta have outdoor venues despite their weather. Similarly, it is clear that the industry has determined that this market is ready for an amphitheater, as is evidenced by the fact that several amphitheater developers are currently seeking to establish locations in west central Florida. Similar outdoor facilities are planned for Orlando and Miami. The Tampa Bay market, with 3 million people within a 45 minute drive, has become too large for the industry to ignore.

The Special Event Theater (a.k.a., MusicDome) is a facility designed strictly for the presentation of live contemporary music performances to audiences of 10 to 12 thousand people (see Equivalency Matrix Exhibit B of the Amended Development Order). The only venues in the area designed for live music presentations are the performing arts centers which can seat a maximum of 2500. There is no music dedicated venue available in the Tampa Bay market for any act which draws over 2500 people. All other potential venues, existing or proposed, are sports facilities which must be substantially modified to serve temporarily as music venues.

Sports facilities are designed to function well for their intended purpose, but do not meet the needs of the music industry. The sports facilities fall short in the areas of acoustics, staging, lighting, seat alignment to the stage, excessive spatial volume, difficult and expensive production logistics, and numerous other factors which are essential both to the consumer's enjoyment and to the producer's economic success. The only current viable options for an act with a large draw is to play a sports facility with inadequate acoustics or bypass the Tampa Bay market. Unfortunately for the music consumers of the Tampa Bay market, most acts are choosing not to come.

There are now approximately 100 concert nights available to an appropriately designed music venue each year. The amphitheater acts tour the "circuit" and appear at facilities designed for the presentation of live music. Because Tampa has no such facility, the great majority of these acts bypass the area. In fact, in 1989 the Tampa Bay market landed only seven such tour nights and in 1990 achieved just 15.

In summary, the MusicDome concept is to take the positive attributes of a suburban amphitheater and bring them to an urban location in an all weather structure which can operate year round. The unique features of the MusicDome include:

- Excellent Acoustics
- Built-in staging and production support facilities.
- State of the art lighting and cable systems.

Certified as true
and c...

- Permanent video installations
- Intimate seated, unencumbered by a large sports floor area.
- All seats face the stage.
- Operable roof allowing fresh air when the weather is pleasant and climate control for inclement nights.
- Dynamic urban waterfront setting as the backdrop to the stage.
- Night time use of the transportation, parking, and utility networks already in place to serve downtown Tampa and the Tampa Downtown Cruise Ship development.

Economic Benefits

The MusicDome will lease the air rights over the cruise terminals which the Port of Tampa intends to build, and use the parking, drive, plazas, bulkheads and other infrastructure which the Port will be constructing for the terminals and the adjacent Florida Aquarium. Unlike the aquarium, the MusicDome is to be privately developed and privately financed. There will be no public investment in the facility, and no public guarantee of the financing.

The Tampa Port Authority and the MusicDome developer have signed a Letter of Intent to enter into a participating lease which is expected to produce annual rents to the port of between $500,000 and $1,000,000. This again contrasts with the Florida Aquarium, which is expected to produce little revenue for the Port in the early years.

The MusicDome revenue can be used by the port to finance the construction of the cruise terminals and infrastructure needed to support the Aquarium. Additionally, the night parking for the MusicDome will generate substantial additional revenue for both the Port and the aquarium by using parking lots that would otherwise be empty. To the city, the MusicDome will bring nearly one million annual visitors to the downtown waterfront in the evening, moving Tampa towards its 24 hour city goal.

The MusicDome will stimulate the downtown economy, especially restaurants, hotels, Ybor City, the Convention Center and cruise ship attraction by the virtue of its "draw". In addition, the MusicDome will enhance the redevelopment of the convention/tourist district, benefiting the downtown property tax base and tourist related tax revenues.

The proposed amendment to the Cruise Ship DRI involves the reduction of approved office space in order to permit the MusicDome and other attractions on the Port's Downtown Cruise Ship DRI property. This exchange of uses will provide an economic benefit to the region by reducing the amount of approved office space in the area, for which there is currently an overabundance, both in terms of existing unoccupied space as well as approved, but unbuilt space. Moreover, the proposed amendment will further TBRPC Regional Policy 21.2.4 which provides:

Certified as true
and [illegible] copy.

"The Tampa Bay Region will continue to strive to build on its attractiveness, making itself a leader in the visual and performing arts, and in all phases of film, television, and recording production." [Emphasis added]

Special Event Theater Equivalency Matrix

At the request of the TBRPC, the matrix has been revised to identify a minimum number of seats to be constructed in the Special Event Theater. A review of footnote 2 of the Equivalency Matrix attached as Exhibit B of the Amended Development Order identifies a minimum of 10,000 seats and a maximum of 12,000 seats.

Project Phasing

As previously agreed to with the City of Tampa, the proposed Amended Development Order (submitted to TBRPC under separate cover) includes a revised land use schedule and phasing which clearly identifies the development of the project. In addition, the Equivalency Matrix, together with applicable minimum and maximum development criteria is provided as Exhibit B to the Amended Development Order.

Parking

As agreed to at our meeting a worst-case parking calculation has been completed for the project, considering the various land use combination available under the Equivalency Matrix. The inclusion of the Aquarium (for office square footage) and development of the remainder of the originally approved land uses represents the worst-case peak parking demand. The demand is calculated at 4,362 gross spaces, which is 708 spaces greater than the 3,654 spaces currently identified.

However, the 3,654 spaces currently identified reflect the utilization of previously approved shared parking. The current parking demand estimate assumes no shared parking. However, there will be shared parking, based on the complimentary land uses provided. Using the shared parking criteria documented in the original application, the actual number of spaces needed to meet peak parking demands would be 3,617 spaces or 37 spaces less than that currently approved. The applicant will submit shared parking analyses as a part of the City of Tampa Commercial Site Plan approval process; but, in any event, can accommodate the worst-case parking demands on-site, if necessary.

The Special Event Theater was eliminated from this analysis since the peak parking demands associated with this land use will occur after peak hours. The peak parking demand for the Special Event Theater is 3,600 spaces, which is slightly less than the total spaces which will be provided for the project.

Certified as true
copy

Greiner

Affordable Housing

Table 1, attached, presents a comparison of the employment characteristics associated with the entertainment land uses (i.e, aquarium, serial theater, special events theater, and museum) and their corresponding Equivalency Matrix amount in office or hotel employment. In both cases, the matrix equivalent in terms of square feet (office) and rooms (hotel) results in more employees for these approved uses by each income group than the entertainment employment. As a result, the use of the equivalency matrix for the inclusion of entertainment land uses will result in a lower number of employees in each of the income groups. Thus, any potential demand for affordable housing resulting from this amendment will be less than that currently approved for the development, and no additional impact will occur as a result of the proposed change.

Aquarium Salt Water Supply

It is anticipated that saltwater for the aquarium will be collected from 4 to 10 miles outside of Tampa Bay, in the Gulf of Mexico and barged to the site. After initial fill ups, a closed re-use system will be provided for recycling salt water. Any emergency salt water discharged from the site will be treated on-site, as necessary, prior to discharge and will meet city of Tampa wastewater criteria standards, at a minimum. This matter has been fully discussed with the city of Tampa and they have concluded that the resulting water quality is acceptable and the potential water quantities are within the limits established during the DRI review.

We have responded to your concerns as fully as possible and trust that you will find them satisfactory.

Sincerely,

GREINER, INC.

Randy Coen
Senior Project Manager

RGC:vh

cc: Susan Johnson
Joe Valenti
Jim Egnew
Dave Mechanik
Marina Pennington

Certified as true

TABLE 1
EMPLOYMENT COMPARISON[1]

Income[2] Group	Entertainment[3] Employment	Equivalent[4] Office Employment	Equivalent[5] Hotel Employment
0-4,999	0	0	0
5,000-6,999	3	9	8
7,000-9,999	31	91	82
10,000-14,999	86	251	228
15,000-24,999	43	146	133
≥25,000	27	88	79
TOTAL	190	585	530

1 See appended calculations for detailed information relating to this table.
2 Income Group structured to replicate original application Table 20.4. This table was also used for distribution of Office and Hotel employees.
3 Entertainment Employment includes permanent full and part-time employees for the Aquarium, Serial Theater, Special Event Theater, and Museum.
4 Employees based on matrix square foot equivalence and original application employment ratio of 3 employees/1,000 s.f.
5 Employees based on matrix room equivalence and original application employment ratio of .4 employees/room.

Certified as true

ATTACHMENT

Employment Calculations

Certified as true
copy

Table 20.2

Estimated Permanent Employees

Project Element	Employees	Annual Payroll
Office	4350*	$65,250,000
Hotel	480	5,600,000
Cruise Terminal	200**	500,000
Retail/Restaurant	70	900,000
TOTAL	5100	$72,250,000

*Based on 3 employees per 1000 square feet (Inst. of Transportation Engineers)

**Full-time and part-time.

Revised 1-16-84

Table 20.4

Employment by Income Group

Income Group	Construction Employees	Revised Phase I Emp.*	Permanent Employees**
0-4,999	-0-	0	-0-
5000-6,999	-0-	45	100
7000-9,999	60	469	1010
10000-14,999	260	1301	2810
15,000-24,999	485	756	1630
25,000	70	454	980
TOTAL	875	3025	6530**

* Employment based on Phase I and Phase IIA development amounts approved in current D

** Employment reduce to <100, see Revised Table 20.2, dated 1/16/84.

EMPLOYMENT BY INCOME GROUP

	Aquarium	Museum	Serial Theater	Special Great Theater	TOTAL
0 - 4,999	0	0	0	0	0
5,000 - 6,999	2	0	1	0	3
7,000 - 9,999	18	7	2	4	31
10,000 - 14,999	52	17	5	12	86
15,000 - 24,999	30	10	1	2	43
≥ 25,000	18	6	1	2	27
TOTAL	120	40	10	20	190

Certified as true copy

Greiner, Inc.

JOB DESCRIPTION _____ SHEET ___ OF ___ PROJ. NO. _____
COMPUTED BY _____ DATE _____
CHECKED BY _____ DATE _____

EMPLOYMENT EQUIVALENT

	SIZE	Office Matrix Equiv.*	Office Emp.**	Hotel Matrix Equiv.*	Hotel Emp.
Aquarium	200k	51,020 s.f.	153	344 rooms	138
Museum	60k	91,842 s.f.	275	626 rooms	250
Serial Theater	300 seats	870 s.f.	3	6 rooms	2
Special Event theater	12,000 seats	51,600 s.f.	154	348 rooms	140
TOTAL			585		530

* Square footage/number of rooms based on Equivalency Matrix

** Employment based on approved DRP application employee densities: Office - 3 employees/1,000 s.f.; and Hotel - .4 employees/room.

Certified as true

Form No. [illegible]-07

Greiner, Inc.
P. ox 31646 (33631-3416)
7650 West Courtney Campbell Causeway
Tampa, Florida 33607-1462
(813) 286-1711
FAX: (813) 287-8591

Greiner

C2469.00
August 26, 1991

Mr. Mahdi Mansour
Transportation Planning Engineer
City of Tampa
Transportation Division
City Hall Plaza, 4E
Tampa, Florida 33602

Reference: Cruiseship DRI/NOPC

Dear Mr. Mansour:

In your absence, I discussed the three comments contained in your Memorandum, dated August 22, 1991, with Mr. Richard Ranck on Friday, August 24, 1991. The following paragraphs summarize our discussion and provide additional information which addresses each of your comments.

The applicant is satisfied that the internalization rates are conservative (i.e., somewhat understated) and appropriate. However, at the same time, we understand your concerns and have in fact addressed them in the manner suggested in your Memorandum. During our meeting of Wednesday, August 21, 191, with Ms. Johnson, Ms. Grimes, and Ms. Swift it was agreed that Condition 4.B.6 (page 3) of the original Development Order will be amended to require annual monitoring of the p.m. peak hour external project trips as a part of the annual report. This additional Development Order amendment specifically addresses your concerns and provides the City with the requested annual monitoring procedure.

Regarding the second comment, the background growth rate comparison, a methodology different than that used by you was used in preparing our previous response. However, we find your methodology equally appropriate. Upon review of your table we found one inconsistency which resulted in your conclusion that the City's current model reflects a higher growth rate than that presented in our analysis.

The "1995 Conc. Vol." contains the Cruiseship project as a vested DRI. The "1997 Estim. Vol." used in your table reflects the NOPC background traffic volumes. The NOPC background traffic volumes do not include the Cruiseship DRI traffic.

The attached table replicates your table, but uses the NOPC background plus project traffic volumes. Since the project traffic volumes do not change as a result of this amendment, the attached table provides a direct and consistent comparison. The attached table indicates that the NOPC, or DRI study as it is labeled in the table, growth rate exceeds the City growth rate within the CBD and within the entire study area. As a result, the NOPC analysis has conservatively (slightly overestimated) background traffic growth.

Aquarium transit ridership, the final concern, is easily addressed but requires considerable knowledge of the original Cruiseship DRI analysis and the original Development Order conditions regarding transit. First, the traffic characteristics

Certified to true

Greiner

associated with the Florida Aquarium were established, reviewed, and approved as a part of the recent Harbour Island NOPC. The aquarium proposed in the Cruiseship NOPC is the Florida Aquarium and contains the same amount of mass vehicle usage (26 tour buses per day) as previous reviewed.

Unlike the Harbour Island site which relies on the extension of the CBD transit system. The Cruiseship DRI negotiated a unique transit split of 8% daily and 15% peak hour (see Development Order Condition 4.E.2, page 5, specifically Phase II which is equivalent to the NOPC Revised Phase I). This transit split is based on the agreement the applicant entered into with HART and the binding payment made by the applicant to HART of the funds identified in the agreement.

As a result, the Cruiseship DRI development has equal or better transit access than that of the CBD and yet assumes no increase in transit usage above that approved when the aquarium was to be built on Harbour Island adjacent to the CBD.

I will telephone you this afternoon (letter being sent by FAX) to review this letter and determine if any additional information is needed.

Sincerely,

GREINER, INC.

Randy Coen
Senior Project Manager

RGC:vh

cc: David Mechanik
Jim Egnew

P.S. I've also attached a copy of the HART letter referenced in the D.O.

R

Certified as true

GROWTH RATES COMPARISON
Downtown Cruiseship Terminal

LINK INDEX	Exist (1990) ADT	MPO FSUTMS 2010 ADT	MPO FSUTMS 1997 ADT	1997 PROJECT ADT	1997 TOTAL ADT	City Tables 1995 ADT
CBD ROADWAYS						
I-1	118,756	193,100	144,776	0	144,776	112,456
I-2	144,754	248,400	181,030	11,009	192,039	154,654
I-6	110,857	186,000	137,157	3,654	140,811	134,457
X-1	31,164	85,200	50,077	1,530	51,607	60,214
X-2	32,289	142,900	71,003	4,819	75,822	71,889
A-3	19,684	52,200	31,065	68	31,133	29,995
B-1	13,673	14,700	14,032	2,285	16,317	15,731
T-1	10,852	21,930	14,729	490	15,220	11,436
F-1	14,577	20,100	16,510	3,323	19,833	19,967
F-2	11,538	19,075	14,176	3,722	17,898	16,831
G-1	7,314	14,085	9,684	971	10,655	8,200
J-1	6,068	14,100	8,879	5,755	14,635	13,193
K-1	22,974	42,150	29,686	537	30,223	19,074
N-1	8,538	27,900	15,315	1,987	17,302	14,638
U-1	12,670	18,450	14,693	1,450	16,143	22,170
W-1	5,742	7,800	6,462	4,362	10,825	6,092
P-2	10,509	11,000	10,681	936	11,617	21,359
P-3	11,876	13,600	12,479	12,356	24,836	19,626
TOTAL CBD	593,835				841,690	751,982
AREAWIDE ROADWAYS						
I-3	106,328	142,500	118,988	7,090	126,078	116,128
I-4	117,371	187,716	141,992	5,874	147,866	105,485
I-5	84,433	174,200	115,851	4,114	119,965	76,233
I-7	110,857	180,900	135,372	3,657	139,029	127,557
I-8	123,595	194,800	148,517	2,926	151,443	153,662
I-9	111,998	188,200	138,669	4,249	142,918	139,698
I-10	88,633	204,500	129,186	3,977	133,163	119,283
I-11	78,259	191,900	118,033	3,703	121,736	90,659
X-7	32,232	168,026	79,760	5,293	85,053	47,587
X-8	24,778	167,591	74,763	4,842	79,605	24,178
B-2	7,727	7,768	7,748	740	8,488	11,827
H-1	11,552	20,000	14,509	1,481	15,990	15,952
H-2	24,887	44,600	31,787	2,343	34,130	29,287
CBD+AREAWIDE	1,516,485				2,147,154	1,809,518

GROWTH COMPARISON:

CBD:	Total Growth, City Tables	1.2663
	Growth/year	1.0484
	Total 7yr Growth, DRI study	1.4174
	Growth/year	1.0511
CBD+AREAWIDE	Total Growth, City Tables	1.1932
	Growth/year	1.0360
	Total 7yr Growth, DRI study	1.4159
	Growth/year	1.0509

Certified as true

QUESTION 31
RESPONSE TO CITY OF TAMPA
COMMENT PAGE 31-45

QUESTION 31
RESPONSE TO CITY OF TAMPA
COMMENT APPENDIX A -
HART's LETTER

ectors:
BANKS
airman
OLSON
Vice-Chairman
Commissioner
Hillsborough County
C LAWRENCE STAGG
Secretary
BOB MARTINEZ
Mayor, City of Tampa
WILLIAM N LEONARD
RICHARD MAURER
LAWRENCE J. O'NEIL
ALTON WHITE
JOHN M KING
Councilman
Temple Terrace
Executive Administrator
HARRY F ORR

August 13, 1984

Mr. Thomas J. O'Connor
Director of Administrative Services
Tampa Port Authority
P. O. Box 2192
Tampa, Florida 33601

Re: Tampa Port Authority Downtown Cruise Ship
DRI - Transit Mode Split

Dear Mr. O'Connor

It was a pleasure to meet with you and representatives of Greiner Engineering on Thursday, August 9, 1984, to discuss the above referenced project.

To briefly summarize our discussion, the main issue was this development's ability to appreciate the following transit modal splits by year:

1988 (Phase I) - Peak = 12%
Daily = 8%

1990 (Phase II) - Peak = 15%
Daily = 8%

1992 (Phase III) - Peak = 17%
Daily = 8%

Transit person trips provided were:

		PM		AM	
	Daily	IN	OUT	IN	OUT
1988	2,522	89	246	290	68
1990	2,757	106	366	418	81
1992	6,291	261	771	883	187

It is HART's position that comparable transit mode splits to the downtown CBD would require a commitment to transit

Certified

4305 E. 21st Avenue ☐ Tampa, Florida 33605 ☐ (813) 623-5825

accessibility and amenities. Most important would be the actual provision of service to your development which would require capital and operating financing.

The relative location of your proposed development and the downtown core area could very well permit service of some type such as a shuttle, to permit convenient accessibility to all our routes serving downtown Tampa.

As discussed with you, HART could support the transit trips submitted above provided that the following requirements be met:

1. Capital Financing - Initial fleet requirements of an additional five buses would be needed to service the site. Based on local funds required and UMTA funding, the developer's cost is calculated to be $103,125. In order to process grants and secure the vehicles, this amount would be paid to HART 18 months prior to beginning service.

2. Operating Subsidy - The developer will assist in the provision of transit service by funding the first five years of operating costs based on deficits according to the following schedule:

Year	Subsidy
1	$50,000
2	$45,000
3	$40,000
4	$35,000
5	$30,000

The subsidy will be due prior to beginning service and annually thereafter on the anniversary of starting service.

3. Transit Accessibility - HART shall designate the approach and location of boarding and alighting in the area denoted in the plans as "Bus Staging". The developer will provide necessary signage and public schedule /information displays as prescribed by HART.

Certified as true and co.

4. Transit Incentive Programs - The developer will actively promote and work with HART in developing and maintaining Bus Pass Programs with tenants of the project.

Should you have any questions regarding the requirements above, please feel free to contact me. HART looks forward to working with you on this impressive project.

Sincerely,

Harry F. Orr
Executive Administrator

HFO/nas

Greiner, Inc.
P.O. Box 31646 (33631-3416)
7650 West Courtney Campbell Causeway
Tampa, Florida 33607-1462
(813) 286-1711
FAX: (813) 287-8591

Greiner

C2469.00
September 25, 1991

Ms. Marina Pennington
Florida Department of Community Affairs
Division of Resource Planning & Management
Bureau of State Planning
2740 Centerview Drive
The Rhyne Building
Tallahassee, Florida 32399

Reference: **Tampa Downtown Cruise Ship NOPC**

Dear Ms. Pennington:

Pursuant to our telephone conversation, Tables 7A and 8A have been revised to reflect the original specifically approved development (Phase I and the specifically approved portion of Phase II), i.e., 1,000,000 s.f. of Office and the Cruise Ship Terminals restricted from peak hour operation. For the purpose of clarity, the revised Tables 7A and 8A have been labelled Table 7B and 8B, respectively.

In addition Tables 2 and 3 of the NOPC have been revised to reflect an "apples to apples" estimate of gross and net external trips associate with the original development scenario. These revised tables have been labelled Table 2A and 3A, respectively.

As a bottom line, the results identified in my letter of September 23, 1991 regarding the comparison of original and NOPC traffic impacts remain unchanged. The extension of Revised Phase I from its original approved buildout date of 1990 to the NOPC buildout date of 1997 does not result in any additional regionally significant adverse transportation impacts. In fact, with the extension to 1997, there are less impacts than projected in the original analysis for 1990.

Please call as soon as possible if you require any further clarification.

Sincerely,

GREINER, INC.

Randy Coen
Senior Project Manager

RGC:vh

cc: Suzanne Cooper
Susan Johnson
Jim Egnew
David Mechanik

Certified as true and correct

COMPOSITE EXHIBIT "A"

TABLE 2A

DOWNTOWN CRUISE SHIP TERMINAL
GROSS VEHICLE AND PERSON TRIPS

Approved Land Uses	Quantity[1]	Vehicle Trip Generation Rates[2] P.M. Peak-Hour In	Out	Unadjusted Vehicle Trips[4] P.M. Peak-Hour In	Out	CBD VOR[3]	Unadjusted Person Trips[4] P.M. Peak Hour In	Out
REVISED PHASE I - 1997								
Hotel (ITE Code 310)	600 rooms	0.43	0.36	257	219	1.35	347	296
Office (ITE Code 710)	1,000,000 ~~850,000~~ s.f.	0.27	1.40	270 ~~227~~	1400 ~~1,192~~	1.35	365 ~~306~~	1890 ~~1,609~~
Specialty Retail (ITE Code 814)	9,000 s.f.	1.89	1.89	17	17	1.35	23	23
Restaurant (ITE Code 831)	21,000 s.f.	4.33	1.95	91	41	1.35	123	55
Cruise Ship Terminals[5,6]	2							
Proposed Land Uses								
Aquarium (Florida Aquarium)	200,000 s.f.	0.20[7]	0.77[7]	40	154	2.00[9]	80	308
Museum (ITE Code 590)	60,000 s.f.	2.60[8]	2.32[8]	156	139	2.00[9]	312	278
Serial Theater (ITE Code 444)	300 seats	0.05	0.03	14	10	2.00[9]	28	20
Special Event Theater (ITE Code 441)	12,000 seats	0.01	0.01	120	120	2.00[9]	240	240
Condominium (ITE Code 230)	600 dus.	0.31	0.15	189	93	1.35	2325	126

SEE NEXT PAGE FOR FOOTNOTES

TABLE 2A

DOWNTOWN CRUISE SHIP TERMINAL
GROSS VEHICLE AND PERSON TRIPS
(Continued)

---

1 Development quantities as per original approval, i.e ~~reduced to provide~~ restricted operations of one 1,000 passenger cruise ship and one 700 passenger cruise ship during weekday peak hours.

2 Institute of Transportation Engineers Trip Generation, 4th Edition 1987.

3 Vehicle Occupency Rates (VOR) obtained from "Tampa Central Business District Master Plan" DRI/ADA, November, 1984.

4 Internal/External and transit trips are not accounted for in Table ~~4~~ 2A. See Table ~~2~~ 3A for Internal/External Split, Transit and Auto Development Trips.

5 Restricted cruise ship terminal operation provides for the equivalent development of an additional 150,000 s.f. of office use.

6 See Table ~~3~~ 3A for Net External PM Peak Hour Cruise Ship Trips.

7 Trip rate based on actual trips established in Harbor Island NOPC, City of Tampa Ordinance 89-260. Trip rates are the same as previous approved since the exact same facility, The Florida Aquarium, is proposed at this location.

8 The ITE Library trip rate was applied to the Museum land use since no ITE trip rate is available for museums. The two land uses are similar in size, number of employees and types of materials available (i.e. educational and reference).

9 VOR assumed, based on other Florida Attractions.

TABLE 3A

DOWNTOWN CRUISE SHIP TERMINAL
AUTO, TRANSIT AND INTERNAL/EXTERNAL TRIPS[1]

	External P.H. Peak Hour Person Trips[2]								External P.H. Peak Hour Auto Trips		
	Internal		Transit		Auto		Total				
Approved Land Uses	In	Out	In	Out	In	Out	In	Out	In	Out	Total
REVISED PHASE I - 1997											
Hotel	71	98	69 44	59 227	207 241	139 1574	347 365	296 1890	153 179	103 1166	256 1345
Office	80	89	~~37~~	~~195~~	~~189~~	~~1,327~~	~~306~~	~~1,609~~	~~140~~	~~983~~	~~1,123~~
Specialty Retail	23	23	0	0	0	0	23	23	0	0	0
Restaurant	67	31	15	7	41	17	123	55	30	13	43
SUB TOTAL	241	241	128 ~~121~~	293 ~~259~~	489 ~~437~~	1730 ~~1,685~~	858 ~~799~~	2264 ~~1,983~~	362 ~~323~~	1282 ~~1,099~~	1644 ~~1,422~~
Cruise Ship Terminal[3]									N/A ~~465~~	N/A ~~694~~	N/A ~~1,129~~
TOTAL REVISED PHASE I									362 ~~788~~	1282 ~~1,793~~	1644 ~~2,551~~
Proposed Land Uses											
Aquarium	59	247	N/A[5]	N/A[5]	21	61	80	308	11	31	42
Museum	207	131	N/A[5]	N/A[5]	105	147	312	278	53	74	127
Serial Theater	25	18	N/A[5]	N/A[5]	3	2	28	20	2	1	3
Special Event Theater	120	120	N/A[5]	N/A[5]	120	120	240	240	60	60	120
Condominium	N/A	N/A	31	15	286	111	255	126	212	828	294
Proposed Land Use Total									338	248	586

1 See Table 2 for Trip Generation.

2 All Transit and Auto Trips are external. Transit and internal rates per approved Downtown Cruise Ship DRI-ADA, November 1984.

3 External PH Peak Hour Auto Trips ~~obtained from Table 31.48, Page 31-41 of approved Downtown Cruise Ship DRI-ADA, November 1984.~~ prohibited under original development order approval.

TABLE 7B

1997 AREAWIDE ROADWAY CONDITIONS WITH PROJECT
Downtown Cruise Ship Terminal

Link[a] Index	Roadway	Location	Lanes	P.M. Peak-Hour Traffic Conditions: Major Direction Background[c]	Major Direction Project[d]	Major Direction Total	Minor Direction Background[c]	Minor Direction Project[d]	Minor Direction Total	Directional[b] Capacity	LOS	Project % of LOS D Capacity
I-3	I-275	I-275/4 Interchange to Buffalo Ave.	8LD	9013 ~~5972~~ NB	313 ~~429~~	~~9441~~ ~~6401~~ 9331	6673 ~~4435~~ SB	88 ~~191~~	~~6969~~ ~~4624~~ 6766	7980	~~D~~ F	~~5.8~~ 4.2
I-4	I-275	Buffalo Ave. to Busch Blvd.	6LD	7735 ~~7064~~ NB	261 ~~358~~	~~7093~~ ~~7422~~ 7996	5859 ~~5361~~ SB	72 ~~156~~	6015 ~~5517~~ 5931	5990	F	~~6.4~~ 4.7
I-5	I-275	Busch Blvd. to Fowler Ave.	4LD	5757 ~~5707~~ NB	181 ~~248~~	~~6005~~ ~~5955~~ 6138	4619 ~~4431~~ SB	52 ~~112~~	~~4730~~ ~~4543~~ 4670	3990	F	~~6.7~~ 4.9
I-7	I-275	Howard/Armenia Ave. Ramps to Dale Mabry	6LD	2321 ~~6817~~ WB	162 ~~222~~	~~2312~~ ~~7039~~ 8482	6121 ~~5028~~ EB	45 ~~98~~	~~6219~~ ~~5126~~ 6166	5990	F	~~3.9~~ 2.9
I-8	I-275	Dale Mabry to Memorial Hwy. (S.R. 60)	6LD	5527 ~~7509~~ WB	129 ~~177~~	~~5714~~ ~~7686~~ 5666	4[illegible] ~~5486~~ EB	36 ~~79~~	~~4114~~ ~~5565~~ 4071	5990	~~F~~ E	~~3.2~~ 2.3
I-9	I-4	I-275/4 Interchange to 22nd St. ramps	6LD	2412 ~~6938~~ EB	191 ~~261~~	~~2703~~ ~~7199~~ 8653	6529 ~~5366~~ WB	53 ~~116~~	~~6015~~ ~~5482~~ 6582	5990	F	~~6.7~~ 3.4
I-10	I-4	22nd St. Ramps to 50th St. Ramp	4LD	7733 ~~6350~~ EB	176 ~~241~~	~~7979~~ ~~6591~~ 7914	6025 ~~4956~~ WB	49 ~~107~~	~~6132~~ ~~5061~~ 6074	3990	F	~~6.5~~ 4.7
I-11	I-4	50th St. Ramps to I-75/4 Interchange	4LD	5712 ~~5813~~ EB	163 ~~225~~	~~5934~~ ~~6036~~ 5873	4934 ~~4515~~ WB	46 ~~101~~	~~5125~~ ~~4616~~ 4970	3990	F	~~6.0~~ 4.4
S-1	Adamo Dr. (S.R. 60)	13th St. to 21st ST.	4L	1954 ~~1776~~ EB	64 ~~88~~	~~2042~~ ~~1864~~ 2018	860 ~~786~~ WB	18 ~~39~~	~~899~~ ~~825~~ 878	1810	F	~~5.1~~ 3.7
X-7	X-Town	22nd St. to 50th St.	4LD	3020 ~~3669~~ EB	199 ~~273~~	~~3273~~ ~~3942~~ 3219	1[illegible] ~~2283~~ WB	56 ~~122~~	~~1955~~ ~~2405~~ 1892	3990	~~E~~ D	~~7.6~~ 5.4

TABLE 7B

1997 AREAWIDE ROADWAY CONDITIONS WITH PROJECT
Downtown Cruise Ship Terminal
(Continued)

Link[a] Index	Roadway	Location	Lanes	P.M. Peak-Hour Traffic Conditions: Major Direction Background[c]	Major Direction Project	Major Direction Total	Minor Direction Background[c]	Minor Direction Project	Minor Direction Total	Directional[b] Capacity	LOS	Project % of LOS D Capacity
X-8	X-Town	50th St. to U.S. 301	4LD	~~3668~~ 2344 EB	~~266~~ 194	~~3934~~ 3928 2458	~~2252~~ 1361 WB	~~117~~ 54	~~2369~~ 1415	3990	~~E~~ C	~~7.2~~ 5.2
C-1	21st/ 22nd St.	Adamo Drive to 22nd St. Causeway	3	~~1577~~ 1412 SB	~~35~~ 26	~~1612~~ 1438	~~617~~ 523 NB	~~15~~ 7	~~632~~ 540	1810	~~D~~ C	~~2.0~~ 1.5
B-2	Brorein St.	Hillsborough River to Plant Ave.	3	~~681~~ 699 WB	~~65~~ 47	~~746~~ 746	--	--	--	2940	~~A~~ F	~~2.5~~ 1.7
P-1	Platt St.	Plant Ave. to Hillsborough River	3	~~752~~ 754 EB	~~8~~ 6	~~760~~ 760 532	--	--	--	2940	A	~~0.3~~ 0.2
N-1	Bayshore Blvd.	Brorein St. to Platt St.	2	1313 SB	~~134~~ 98	1447 1847	--	--	--	1950	~~C~~ E	~~3.5~~ 5.4
H-2	Bayshore Blvd.	Platt St. to Plant St.	4LD	~~1743~~ 1722 SB	~~134~~ 98	~~1877~~ 2020	~~1036~~ 1139 NB	~~71~~ 33	~~1109~~ 1172	1810	F	~~2.8~~ 5.7

[a] See Map J-1 for Link Location.

[b] From FDOT's Generalized Peak Hour/Peak Direction Level of Service Maximum Volumes for Florida's Urban/Urbanized Areas.

c 1996 background data taken from Table 31.5C of the original DRI Application.

d Project traffic based on Table 3A, Attached.

TABLE 8B

~~1997~~ 1992 CBD ROADWAY CONDITIONS WITH PROJECT
Downtown Cruise Ship Terminal

Link[a] Index	Roadway	Location	Lanes	P.M. Peak-Hour Traffic Conditions: Major Direction Background[c]	Major Direction Project[d]	Major Direction Total	Minor Direction Background[c]	Minor Direction Project[d]	Minor Direction Total	Directional[b] Capacity	LOS	Project % of LOS D Capacity
I-1	I-275	Ashley St. Ramp to Jefferson St. Ramps	6LD	~~6967~~ 7094 EB	0	~~6967~~ 7094	~~5700~~ 5804 WB	0	~~5700~~ 5804	5990	F	--
I-2	I-275	Jefferson St. Ramp to I-275/I-4 Interchange	NB-4 SB-3	~~8735~~ 8954 NB	~~659~~ 481	~~9412~~ 9435 8937	~~7087~~ 6943 SB	~~305~~ 140	~~7392~~ 7148 6983	NB-7980 SB-5990	F	~~8.9~~ 6.5
I-6	I-275	Ashley St. Ramps to Howard/Armenia Ramps	8LD	~~6601~~ 7764 WB	~~222~~ 162	~~6823~~ 7926 7968	5400 EB	~~98~~ 45	5498 6473	7980	~~D~~ F E	~~3.0~~ 2.2
X-1	X-Town	West to Hillsborough River	4LD	~~2410~~ 933 WB	~~97~~ 71	~~2507~~ 1004	~~1972~~ 763 EB	~~37~~ 17	~~2009~~ 780	3990	~~C~~ A	~~2.6~~ 1.9
X-2	X-Town	22nd St. to Kennedy Blvd. Ramps	4LD	~~3608~~ 2476 EB	~~291~~ 212	~~3899~~ 2707 2688	~~2946~~ 2021 WB	~~131~~ 60	~~3077~~ 2081	3990	~~E~~ C	~~7.8~~ 5.7
A-3	Ashley	Kennedy Blvd. to Jackson St.	4	~~1468~~ 1072 NB	~~6~~ 4	~~1474~~ 1076 1096	1250 SB	--	1250	1740	D	~~0.6~~ 0.3
B-1	Brorein St.	Morgan St. to Hillsborough River	4	~~1228~~ 1243 WB	~~200~~ 146	~~1428~~ 1389 1404	--	--	--	3850	C	~~5.6~~ 4.1
T-1	Tampa St.	Harrison St. to Jackson St.	4	~~1289~~ 1231 SB	~~43~~ 31	~~1332~~ 1262 862	--	--	--	3850	C	~~1.8~~ 0.9

TABLE 8A

1997 CBD ROADWAY CONDITIONS WITH PROJECT
Downtown Cruise Ship Terminal
(Continued)

Link[a] Index	Roadway	Location	Lanes	P.M. Peak-Hour Traffic Conditions: Major Direction Background[a]	Major Direction Project[d]	Major Direction Total	Minor Direction Background[a]	Minor Direction Project[d]	Minor Direction Total	Directional[b] Capacity	LOS	Project % of LOS D Capacity
F-1	Florida Ave.	Kennedy Blvd. to Tyler St.	4	2302 ~~1445~~ NB	212 ~~291~~	~~2573~~ ~~1736~~ 2514	--	--	--	3850	C	~~8.4~~ 5.9
F-2	Florida Ave.	Brorein St. to Kennedy Blvd.	4	1949 ~~1240~~ NB	238 ~~326~~	~~2174~~ ~~1566~~ 2087	--	--	--	3850	C	~~9.4~~ 6.6
G-1	Pierce St.	Scott St. to Whiting Ave.	4	[illegible] 847 SB	62 ~~85~~	~~[illegible]~~ ~~932~~ 572	--	--	--	3850	C	~~2.4~~ 1.7
J-1	Jefferson St.	Whiting Ave. Scott St.	4L	[illegible] 500 NB	368 ~~504~~	~~[illegible]~~ ~~1004~~ 1067	332 ~~276~~ SB	0	332 ~~276~~	1810	B	~~29.5~~ (1) 21.4
K-1	Kennedy Blvd.	North Blvd. to Hillsborough River	5LU	[illegible] 1521 WB	26 ~~35~~	~~1550~~ ~~1556~~ 1161	[illegible] 1245 EB	7 ~~15~~	~~[illegible]~~ ~~1260~~ 978	1810	~~B~~ B	~~2.0~~ 1.5
N-1	Nebraska Ave. Pkwy.	Twiggs St. to Nick Nuccio	4L	704 ~~816~~ NB	42 ~~57~~	~~746~~ ~~873~~ 746	777 ~~524~~ SB	54 ~~117~~	~~[illegible]~~ ~~641~~ 831	1810	B	~~3.3~~ 2.4
U-1	13th St.	Kennedy Blvd. to Platt St.	4L	1274 ~~809~~ NB	64 ~~86~~	~~1340~~ ~~897~~ 1338	753 ~~477~~ SB	18 ~~39~~	~~798~~ ~~516~~ 771	1810	~~B~~ C	~~5.1~~ 3.7
M-1	Meridian St.	Platt St. to Twiggs St.	2L	97 ~~81~~ NB	193 ~~265~~	~~304~~ ~~346~~ 292	60 ~~50~~ SB	54 ~~117~~	~~177~~ ~~167~~ 114	850	B	~~38.1~~ (2) 24.1
W-1	Twiggs St.	Nebraska Ave. to Meridian St.	2L	264 ~~265~~ WB	193 ~~265~~	~~457~~ ~~528~~ 457	355 ~~303~~ EB	54 ~~117~~	~~409~~ ~~620~~ 359	850	C ~~B~~	~~33.1~~ (3) 24.1
P-2	Platt St.	Hillsborough River to Nebraska Ave.	3	1933 ~~935~~ EB	60 ~~82~~	~~1960~~ ~~1017~~ 1943	--	--	--	2870	C	~~3.1~~ 2.2

TABLE 8 4

1990 ~~1997~~ CBD ROADWAY CONDITIONS WITH PROJECT
Downtown Cruise Ship Terminal
(Continued)

Link[a] Index	Roadway	Location	Lanes	P.M. Peak-Hour Traffic Conditions: Major Direction Background[c]	Major Direction Project[d]	Major Direction Total	Minor Direction Background[c]	Minor Direction Project[d]	Minor Direction Total	Directional[b] Capacity	LOS	Project % of LOS D Capacity
P-3	Platt St.	Nebraska Ave. to Cumberland	4L	1545 ~~507~~ WB	627 ~~859~~	~~2404~~ ~~1266~~ 2172	923 ~~685~~ EB	103 ~~223~~	~~1140~~ ~~908~~ 1026	1810	~~B~~ F	~~49.9~~ 4 20.5
E-1	Cumberland St.	13th St. to Meridian St.	2	215 ~~16~~ WB	615 ~~842~~	~~1057~~ ~~858~~ 640	--	--	--	1900	C	~~48.1~~ 5 35.1
E-2	Cumberland St.	13th St. to E. Brorein St.	2	16 ~~21~~ EB	787 ~~1078~~	~~1074~~ ~~1099~~ 803	--	--	--	1900	C	~~61.6~~ 6 45.0

[a] See Map J-1 for Link Location.

[b] From FDOT's Generalized Peak Hour/Peak Direction Level of Service Maximum Volumes for Florida's Urban/Urbanized Areas.

c 1990 background traffic obtained from Table 31.5D of the original DRI application.

d Project traffic based on Table 3A, Attached

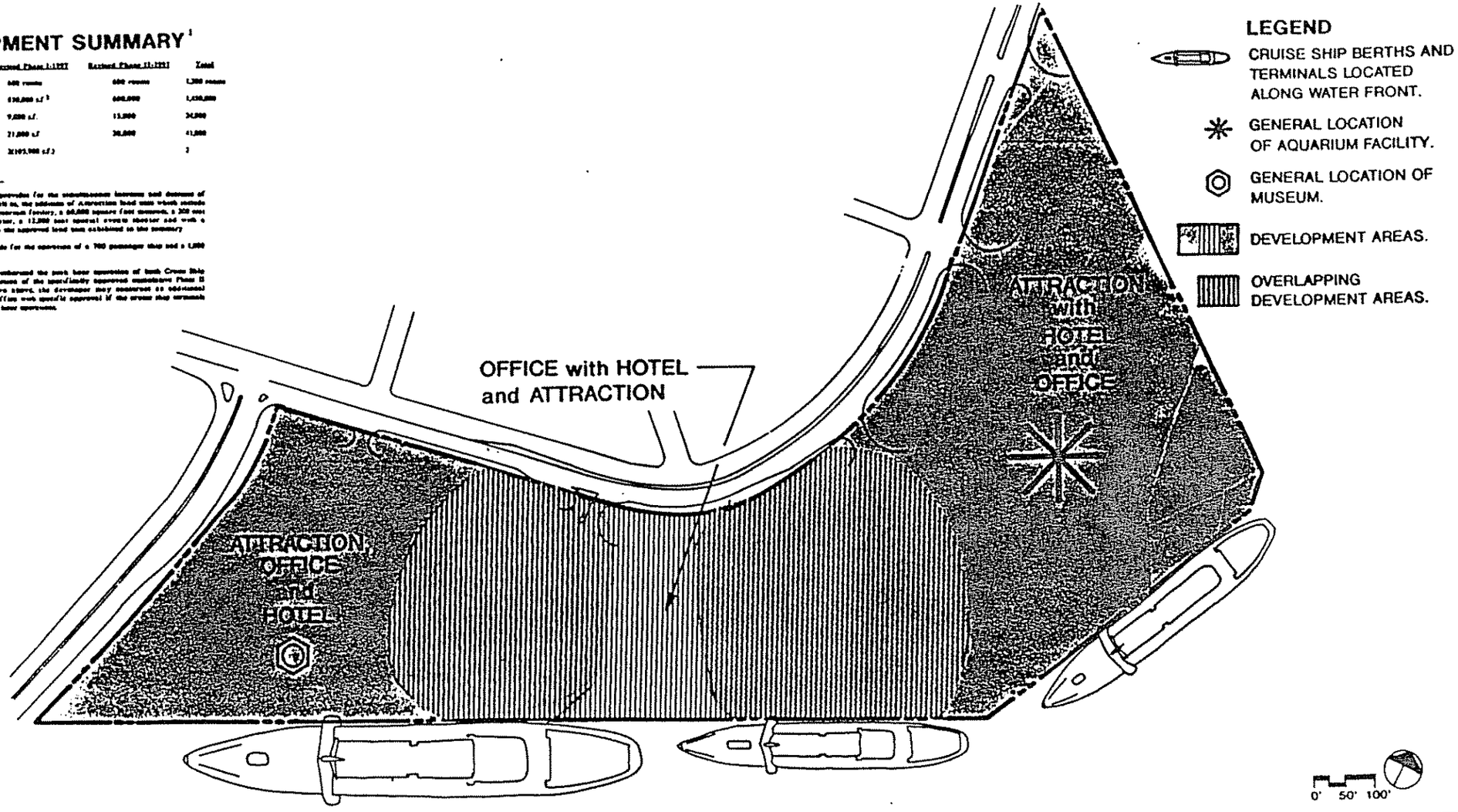
DEVELOPMENT SUMMARY[1]

Land Use	Revised Phase I:1997	Revised Phase II:1997	Total
Hotel	600 rooms	600 rooms	1,200 rooms
Office	130,000 s.f.[2]	600,000	1,430,000
Specialty Retail	9,000 s.f.	15,000	24,000
Restaurant	21,000 s.f.	20,000	41,000
Cruise Ship Terminal[3]	2(105,900 s.f.)		2

[1] An equivalency matrix provides for the simultaneous increase and decrease of approved land uses, as well as, the addition of Attraction land uses which include a 200,000 square-foot Aquarium facility, a 60,000 square foot museum, a 200 seat aerial performance theater, a 12,000 seat special events theater and with a concomitant reduction in the approved land uses exhibited in the summary.

[2] The two terminals provide for the operation of a 700 passenger ship and a 1,000 passenger ship.

[3] The First Amendment authorized the peak hour operation of both Cruise Ship terminals. Upon completion of the specifically approved cumulative Phase II development total shown above, the developer may construct an additional 130,000 square feet of office with specific approval if the cruise ship terminals are restricted from peak hour operations.



TAMPA DOWNTOWN CRUISE SHIP TERMINAL DEVELOPMENT PLAN

TAMPA PORT AUTHORITY

MASTER PLAN
REVISED MAP H

Greiner, Inc.

COMPOSITE EXHIBIT "A"

EXHIBIT "B"

EQUIVALENCY MATRIX,[1,2,7]

To Change To / To Change From	Office Factor	Office s.f./unit	Hotel Factor	Hotel Rooms/Unit
Office	N/A	N/A	6.7366[4]	6.74 rooms/k.s.f.
Hotel	0.1484[5]	148 s.f./room	N/A	N/A
Specialty Retail[3]	0.5765	577 s.f./k.s.f.	3.8834	3.88 rooms/k.s.f.
Restaurant	0.5353	535 s.f./k.s.f.	3.6061	3.61 rooms/k.s.f.
Aquarium	0.2551	255 s.f./k.s.f.	1.718	1.72 rooms/k.s.f.
Museum	1.5307	1,531 s.f./k.s.f.	10.4364	10.44 rooms/k.s.f.
Serial Theater	0.0029[6]	3 s.f./seat	0.0194	0.02 rooms/seat
Special Event Theater	0.0043	4.3 s.f./seat	0.02912	0.03 rooms/seat

---

1 Matrix allows for the exchange of approved Office square footage and Hotel rooms into all other approved uses. All exchanges based on DRI approved Revised Phase I net external outbound pm peak hour traffic.

2 The following minimums and maximums shall apply:
Minimums: Office - 200,000 s.f.; Hotel - 300 rooms; Special Event Theater - 10,000 seats; Restaurant and Specialty Retail will not decrease below approved square feet.
Maximums: Office square feet and Hotel rooms shall not exceed specifically approved levels; Aquarium 200,000 s.f.; Museum 60,000 s.f.; Serial Theater 300 seats; and Special Event Theater 12,000 seats; and Specialty Retail 150,000 s.f.

3 Assumes one fourth of all additional Specialty Retail vehicle trip will be external vehicle trips.

4 Example: Add 20,000 s.f. of Office by reducing Hotel
20.0 k.s.f. (20,000 s.f. of office) x 6.7336 = 134.73 = 135 rooms

5 Example: Add 150 rooms of Hotel by reducing Office
150 rooms x .1484 = 22,260 k.s.f. = 22,260 s.f.

6 Example: Add 300 seats (1 screen) Serial Theater by reducing Office
300 seats x .0029 = 0.87 k.s.f. = 870 s.f.

7 Use of this matrix shall be limited to the extent necessary to ensure that the total water requirements, waste water flows and solid waste amount generated shall not exceed DRI approved amount as set forth in Section 3.A. of this Order.

"REVISED EXHIBIT C"

Roadway Improvements for
Tampa Cruise Ship Terminal

Improvement Type[1]		Improvement	Cost
		Revised Phase I	
At Grade	1.	Meridian & Platt - provide: * Signalization[2] * NB - 2 left turn lanes, one thru lane * EB - 1 left/thru lane, one thru lane, one right turn lane * SB - Existing geometry satisfactory * WB - Existing geometry satisfactory	$79,200
At Grade	2.	Platt - 13th Avenue - provide: * One site entrance driveway to be provided allowing right-in/right-out access with exclusive accel/decel lane for each movement.	Site Specific[3] Improvement
At Grade	3.	Meridian & Twiggs - provide: * Signalization	$56,000
At Grade $82,000	4.	Cumberland & 13th - provide:[4] * Signalization * NB - 1 left turn lane, 2 thru lanes * EB - signing and marking to provide one-way westbound flow on existing two-lane section * WB - one left turn lane one thru lane, one thru/right lane * SB - Existing geometry satisfactory	
At Grade	5.	Platt - 13th Avenue - provide: * Second right-in/right-out driveway to be provided with exclusive accel/decel lane for each movement	Site Specific[3] Improvement

Improvement Type[1]		Improvement	Cost
At Grade	6.	Meridian & Cumberland - provide: * Signalization * WB - signing & marking to provide one-way westbound flow on existing two lane section * EB - See Item 7 * NB - Pavement markings to indicate left and left/thru lanes * SB - Existing geometry satisfactory	Cost included in Phase I, Item 7
At Grade	7.	Cumberland Avenue - provide: * Connection of Cumberland Avenue between Caesar Street. Meridian to allow continuous one-way flow between 13th Avenue and Jefferson Street. All necessary signing and marking changes also to be provided with any necessary railroad crossing coordination and equipment.	$207,000
At Grade	8.	Jefferson & Brorein/Cumberland - provide: * Signalization[5] * NB - (Jefferson) - 1 left thru lane, 1 thru lane * WB - (Cumberland) - 2 thru lanes, 2 right turn lanes * NWB -Existing geometry satisfactory * North Leg - (Jefferson) - 2 thru lanes NB to receive 2 lanes of traffic * West Leg - (Brorein) Existing geometry satisfactory	$109,200
	9.	Meridian and Platt - provide: * SB - separate right turn lane	$21,500[6]
		Subtotal Revised Phase I	$533,400

Revised Phase II

Freeway	1.	NB Orange & Scott - at this location improvements proposed per the CBD DRI will result in satisfactory service levels in 1997 (and in Phase II). Should these improvements not be in place by Revised Phase II, the addition of a third thru lane to	N/A[7]

Improvement Type[1]		Improvement	Cost
		access the Interstate on-ramps will be required.	
Freeway	2.	Construct two NB through lanes and three southbound lanes on I-275 from Jefferson Street ramps to I-275/4 interchange bringing the total to six lanes in each direction. These through lanes should have termini in accordance with proper design standards.	N/A[7]
Freeway	3.	Construct two northbound through lanes and two southbound through lanes on I-275 from Busch Boulevard to Fowler Avenue bringing the total to four lanes in each direction. These through lanes should have their termini in accordance with proper design standards.	N/A[7]
Freeway	4.	Construct three through lanes eastbound and three through lanes westbound on I-4 from 22nd Street ramps to 50th Street ramps bringing the total to five lanes in each direction. These through lanes should have their termini in accordance with proper design standards.	N/A[7]
Freeway	5.	Construct one eastbound through lane and one westbound through lane on the Crosstown Expressway from 22nd Street to 50th Street bringing the total to three lanes in each direction. These through lanes should have termini in accordance with proper design standards.	N/A[7]
At Grade	6.	Meridian & Platt - provide: * NB - 1 left turn lane, 2 thru lanes	Site Specific[3] Improvement
	7.	Platt - 13th - provide: * Third right in/right-out driveway with exclusive accel/decel lane for each movement.	Site Specific[3] Improvement
Freeway	8.	Construct and additional through lane in each direction on I-275 from Jefferson Street ramps to I-275/I-4 interchange bringing the total to seven lanes in each direction. These through lanes	N/A[7]

Improvement Type[1]		Improvement	Cost
		should have their termini in accordance with proper design standards.	
Freeway	6.	Construct an additional through lane in each direction on the Crosstown Expressway between 22nd Street and Kennedy Boulevard bringing the total to three lanes in each direction. These through lanes should have their termini in accordance with proper design standards.	N/A[7]
		Subtotal Revised Phase II	N/A
		GRAND TOTAL REVISED PHASES I-II	$533,400[8]

1. At grade improvements were specified by the City of Tampa and the Tampa Bay Regional Planning Council.

2. Signal design to coordinate with adjacent Harbour Island Signal.

3. Site improvement for ingress and egress to site. Developer responsible for 100 percent of costs.

4. Developer shall construct site specific improvement on westbound approach to intersection of Cumberland and 13th Street. Developer shall construct this portion of the improvement at its expense in conjunction with the City's construction of the remaining improvements at this location.

5. Signal design to coordinate with adjacent signal at Crosstown ramp.

6. Improvement only if Revised Phase II does not commence by December 31, 1997. If Phase II is not commenced by such date, the Developer shall pay to the City the sum of $21,500 for this improvement, which is in addition to the amounts set forth in Section 4.E.3.(b).

7. N/A - Not applicable. No developer fair share cost required. Subject to future traffic analysis as provided for in Development Order.

8. Off-site improvements for Revised Phase II are included in the improvements for Revised Phase I.

This document is filed in the project file for DRI #118, Notice of Proposed Change.

NOTIFICATION OF A PROPOSED CHANGE TO A PREVIOUSLY APPROVED DEVELOPMENT OF REGIONAL IMPACT (DRI) SUBSECTION 380.06 (19), FLORIDA STATUTES

FOR

TAMPA DOWNTOWN CRUISE SHIP DRI

Prepared For:

THE TAMPA PORT AUTHORITY
Tampa, Florida

Prepared By:

Greiner, Inc.
Tampa, Florida

Certified as true and correct copy

May 1991

COMPOSITE EXHIBIT "A"

Attachment ORD 91-192

118

CITY OF TAMPA

OFFICE OF CITY CLERK | CODE ENFORCEMENT BOARD

January 29, 1990

Tampa Bay Regional Planning Council
9455 Koger Boulevard
St. Petersburg FL 33702

RE: File No. DZ84-138
Ordinance No. 90-09

Dear Sir:

The enclosed document is being transmitted for your information and record keeping process.

If further information is needed, please contact Susan Swift Mihalik, Manager, Land Development Coordination, 223-8405.

Sincerely,

(Mrs.) Frances Henriquez
City Clerk

mailed 1/30/90
received 1/31/90

FH/gg

Enclosure: Ordinance 90-09

CERTIFIED MAIL

cc: Susan Swift Mihalik, Land Development Coordination

315 E. Kennedy Blvd. City Hall • Tampa, Florida 33602 • 813/223-8396

TE 2/PC

ORDINANCE NO. 90-09

AN ORDINANCE OF THE CITY OF TAMPA, FLORIDA, APPROVING AN AMENDMENT TO A DEVELOPMENT ORDER RENDERED PURSUANT TO CHAPTER 380, FLORIDA STATUTES, FILED BY THE TAMPA PORT AUTHORITY FOR THE TAMPA PORT AUTHORITY CRUISE SHIP TERMINAL, A PREVIOUSLY APPROVED DEVELOPMENT OF REGIONAL IMPACT; PROVIDING AN EFFECTIVE DATE HEREOF.

WHEREAS, Ordinance No. 9108-A, passed and ordained by the City Council of the City of Tampa, Florida, on November 21, 1985 approved a Development Order for The Tampa Port Authority Cruise Ship Terminal ("the Development"), a Development of Regional Impact (DRI) (hereinafter said Ordinance shall be referred to as the "Development Order"); and

WHEREAS, Ordinance No. 9696-A passed and ordained by the City Council of the City of Tampa, Florida, on August 20, 1987, approved a first amendment to the Development Order (hereinafter said Ordinance shall be referred to as the "First Amendment"); and

WHEREAS, on December 22, 1989, The Tampa Port Authority (the "Developer") filed a Notification of Proposed Change to a Previously Approved Development of Regional Impact Subsection 380.06(19), Florida Statutes, for the Tampa Port Authority Cruise Ship Terminal DRI (the "Notification"), attached hereto as Composite Exhibit A; and

WHEREAS, the Notification proposed to amend the Development Order as amended by the First Amendment to provide an extension of the dates of buildout of development of Phase I and Phase II, each by a period of two (2) years, eleven (11) months and fifteen (15) days (hereinafter said changes are collectively referred to as the "Proposed Changes"); and

WHEREAS, Subsection 380.06(19)(e)2., Florida Statutes, provides that a proposed change which involves an extension of the date of buildout of a development, or any phase thereof, by less than three (3) years is not a substantial deviation and is not subject to a public hearing pursuant to subparagraph 380.06(19)(f)3., Florida Statutes, or a determination pursuant to subparagraph 380.06(19)(f)5., Florida Statutes; and

WHEREAS, the Proposed Changes to the Development Order as amended by the First Amendment shall constitute the Second Amendment to the Development Order; and

WHEREAS, the City Council has reviewed and considered the Notification as well as all related testimony and evidence submitted by the Developer concerning the Proposed Changes; and

WHEREAS, the City Council, as the governing body of the local government having jurisdiction pursuant to Chapter 380, Florida Statutes, is authorized and empowered to consider the Proposed Changes and to amend the Development Order as amended by the First Amendment; and

WHEREAS, the public notice requirements have been fulfilled; and

WHEREAS, all interested parties and members of the public have been afforded an opportunity to be heard at the public hearing on the Proposed Changes before the City Council; and

WHEREAS, the City Council has reviewed and considered the above referenced documents as well as all testimony and evidence submitted by certain parties and members of the general public; and

WHEREAS, Section 380.06, Florida Statutes, requires that a development order be amended to reflect the City Council's approval of changes to an adopted development order.

NOW, THEREFORE

BE IT ORDAINED BY THE CITY COUNCIL
OF THE CITY OF TAMPA, FLORIDA:

Section 1. Findings of Fact. That City Council, having received the above referenced documents, and having received all related comments, testimony and evidence submitted by all persons and members of the general public, finds that there is substantial, competent evidence to support the following findings of fact:

A. That the Developer submitted to the City the Notification attached hereto as Composite Exhibit A.

B. That the Proposed Changes are consistent with all local land use development regulations and the local comprehensive plan.

C. That the Proposed Changes do not unreasonably interfere with the achievement of the objectives of the adopted State Land Development Plan applicable to the area.

D. That in accordance with Subsection 380.06(19)(e)2., Florida Statutes, the Proposed Changes are not substantial deviations under the provisions of Subsection 380.06(19), Florida Statutes, and are not subject to a public hearing pursuant to Subparagraph 380.06(19)(f)3., Florida Statutes, or a determination pursuant to Subparagraph 380.06(19)(f)5., Florida Statutes.

Section 2. Conclusions of Law. That the City Council having made the above findings of fact, renders the following conclusions of laws:

A. That these proceedings have been duly conducted pursuant to applicable law and regulations, and based upon the record of these proceedings, the Developer is authorized to conduct the Development as described herein, subject only to the amendments, conditions, restrictions and limitations set forth herein.

B. That based on the foregoing and pursuant to Subsection 380.06 (19)(e)2., Florida Statutes, the Proposed Changes are found not to be substantial deviations under the provisions of Subsection 380.06(19), Florida Statutes, and are not subject to a public hearing pursuant to subparagraph 380.06(19)(f)3., Florida Statutes, or a determination pursuant to subparagraph 380.06(19)(f)5., Florida Statutes.

Section 3. Order. That having made the above findings of fact, and conclusions of law, it is ordered:

A. That the Proposed Changes are hereby approved and the Development Order as amended by the First Amendment is hereby amended to incorporate the Notification

B. That the Development Order as amended by the First Amendment is hereby amended to extend the dates of buildout of development of Phase I and Phase II, each by a period of two (2) years, eleven (11) months and fifteen (15) days.

Section 5. Development Order, as Amended. This Ordinance shall constitute the Second Amendment to Ordinance No. 9108-A, as amended by Ordinance No. 9696-A, and shall constitute, collectively, the Development Order for the Development as passed and ordained by the City Council. All provisions of the Development Order except those provisions specifically modified

herein, shall remain in full force and effect and shall be considered conditions of the Development unless inconsistent with the terms and conditions of this Ordinance, in which case the terms and conditions of this Ordinance shall govern.

Section 6. Definitions. The definitions contained in Chapter 380, Florida Statutes, shall control the interpretation and construction of any terms of this Ordinance.

Section 7. Binding Effect. That this Ordinance shall be binding upon the Developer, its assigns, and its successors in interest.

Section 8. Governmental Agencies. That it is understood that any reference herein to any governmental agency shall be construed to mean any future instrumentality which may be created or designated as successor in interest to, or which otherwise possesses any of the powers and duties of any referenced governmental agency in existence on the effective date of this Ordinance.

Section 9. Severance. That in the event that any portion or section of this Ordinance is determined to be invalid, illegal or unconstitutional by a court or agency of competent jurisdiction, such decision shall in no manner affect the remaining portions or sections of this Ordinance which shall remain in full force and effect.

Section 10. Transmittals. That the City Clerk is directed to send copies of this Ordinance, within five (5) days of its effective date to the Developer, the Florida Department of Community Affairs (Bureau of Land and Water Management), and the Tampa Bay Regional Planning Council.

Section 11. Rendition. That this Ordinance shall be deemed rendered upon transmittal of the copies of this Ordinance to the recipients specified in Chapter 380, Florida Statutes.

Section 12. Recording. That the Developer shall record a notice of adoption of this Ordinance pursuant to Chapter 380, Florida Statutes.

Section 13. Effective Date. That this Ordinance shall take effect immediately upon being rendered in accordance with law.

PASSED AND ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAMPA, FLORIDA, ON JAN 25 1990

CHAIRMAN, CITY COUNCIL

APPROVED by me JAN 29 1990

ATTEST:

CITY CLERK

MAYOR

APPROVED as to form by: Gina K. Grimes
ASSISTANT CITY ATTORNEY

ORDINANCE 9696-A

AN ORDINANCE OF THE CITY OF TAMPA, FLORIDA, RENDERING AN AMENDMENT TO THE DEVELOPMENT ORDER FOR THE TAMPA PORT AUTHORITY CRUISE SHIP TERMINAL DEVELOPMENT OF REGIONAL IMPACT, CITY OF TAMPA ORDINANCE NO. 9108-A, PURSUANT TO CHAPTER 380, FLORIDA STATUTES, ON A NOTIFICATION OF A PROPOSED CHANGE TO THE TAMPA PORT AUTHORITY CRUISE SHIP TERMINAL DEVELOPMENT OF REGIONAL IMPACT DEVELOPMENT ORDER; AND PROVIDING AN EFFECTIVE DATE.

DRI #118

WHEREAS, on October 15, 1984, the Tampa Port Authority (the "Developer") filed an Application for Development Approval, a Response to Agency Comments dated March, 1985, (hereinafter the above reference documents are collectively referred to as the "ADA") for a Development of Regional Impact ("DRI") with the City of Tampa (the "City"), pursuant to the provisions of Section 380.06, Florida Statutes (1985), as amended, ("Chapter 380") and Section 43-96.2, City of Tampa Code; and

WHEREAS, on November 21, 1985, the City adopted, by Ordinance No. 9108-A, a Development Order ("Order") for the Tampa Port Authority Cruise Ship Terminal Development, a copy of which is attached hereto as Exhibit "A"; and

WHEREAS, on April 23, 1987 the Developer filed a document entitled "Notification of a Proposed Change to a Previously Approved Development of regional Impact (DRI)" with the City, the Tampa Bay Regional Planning Council ("TBRPC") and the State of Florida Department of Community Affairs ("DCA"), pursuant to the provisions of Chapter 380, and Section 43-96.2, City of Tampa Code; which request, together with the response to agency comments dated July 23, 1987, shall constitute the entire application for amendment of the Order and shall be hereinafter referred to as the "Proposed Amendment" and attached hereto as Composite Exhibit "B";

WHEREAS, the Developer proposes modifications to the Order as are more fully described in Section 1, below; and

WHEREAS, the City Council, as the governing body of the local government having jurisdiction pursuant to Chapter 380, is authorized and empowered to consider requests for amendments to the Order; and

WHEREAS, the public notice requirements of Chapter 380 and the City of Tampa have been satisfied; and

WHEREAS, the City Council has, on August 6, 1987 and on _____, held a duly noticed hearing on the Proposed Amendment and has heard and considered testimony and documents thereon; and

WHEREAS, the City Council has received and considered the report and recommendations of the TBRPC; and

WHEREAS, all interested parties and members of the public were afforded the opportunity to participate in the public hearing on the Proposed Amendment before the City Council; and

WHEREAS, the City Council has reviewed the above referenced documents, as well as all related testimony and evidence submitted by all persons and members of the general public.

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAMPA, FLORIDA:

Section 1. That City Council, having received the above referenced documents and having received all related comments, testimony and evidence submitted by all persons and members of the general public, finds that there is substantial competent evidence to support the following findings of fact:

A. That the Developer submitted to the City the Proposed Amendment attached hereto as Composite "B".

B. That the developer proposes an amendment to the Order that would allow the loading and unloading of cruise ships on weekdays during the peak hours, subject to certain conditions, all of which are more particularly described in Exhibit "B" and Section 4, below.

C. That the Development is not located in an area of critical state concern as designated pursuant to Section 380.05, Florida statutes (1985), as amended.

D. That the Project is consistent with all local land development regulations and the local comprehensive plan.

E. That this Ordinance is consistent with the report and recommendations of the TBRPC and satisfies the provisions of Section 380.6(14), Florida Statutes, as amended.

F. That the Development will not unreasonably interfere with the achievement of objectives of the adopted state land development plan applicable to the area.

G. That a comprehensive review of the impacts generated by the Proposed Amendment has been conducted by the City departments and the TBRPC.

Section 2. That the City Council having made the above findings and fact, reaches the following conclusions of law:

A. That these proceedings have been duly conducted pursuant to applicable law and regulations, and based upon the record of this proceeding, the various departments of the City and the Developer are authorized to approve/conduct development as described herein subject to the conditions, restrictions and limitations set forth herein.

B. That the review by the City, the TBRPC and other participating agencies and interested citizens reveals that the impacts of the Proposed Amendment are adequately addressed pursuant to the requirements of Chapter 380, within the terms and conditions of the Order and the Proposed Amendment, to the extent not inconsistent with this Ordinance.

C. That the Proposed Amendment does not constitute a substantial deviation from the Order.

Section 3. That having made the above findings of fact drawn the above conclusions of law, it is ordered that the Proposed Amendment is hereby approved, subject to the following conditions, restrictions and limitations:

A. The Developer's commitments set forth in the Proposed Amendment shall be honored, except as they may be superseded by specific terms of this Ordinance.

Section 4. That having made the above findings of fact and drawn the above conclusions of law, it is further ordered that the Order is hereby amended as follows:

Section 4.H.H., of the Order, is restated in its entirety as follows:

A. Operation of the cruise ship terminals shall be permitted on weekends and weekdays during peak hours and off-peak hours provided that upon the completion of two (2) cruise ship terminals, 850,000 square feet of office space, 600 hotel rooms, 21,000 square feet of restaurant space and 9,000 square feet of retail space, the developer shall elect one of the following options:

1. The times for operation of Cruise Ship Terminal shall be changed as follows: cruise ship operations shall be permitted on weekends and weekdays provided that loading and unloading of passengers on weekdays shall not occur during the peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.) and provided further that during weekdays not more than one cruise ship shall be permitted to load and unload passengers during each weekday. In the event the Developer selects this Option 1, the Developer may construct the Development totals provided in Section 4.E.4. of the Development Order, in accordance with the requirements of Section 4.E.4. of the Development Order; or

2. The Developer shall submit a revised and updated traffic analysis pursuant to Section 380.06, Florida Statutes, in accordance with provisions in Section 4.E.4. of the Development Order. In the event the Developer elects this Option 2, the Developer shall not be required to submit another traffic analysis under the provisions of Section 4.E.4., until it proposes to commence Phase III development.

Section 5. That definitions contained in chapter 380 shall control the interpretation and construction of any terms of this Amendment to the Order.

Section 6. This Ordinance shall constitute the Amendment to the Order in response to the Proposed Amendment. All provisions

of the Order, except as amended hereby, shall be and remain in full force and effect and shall be considered conditions of this Amendment to the Order, unless inconsistent with the terms and conditions of this Amendment to the Order, in which case the terms and conditions of the Amendment to the Order shall control.

Section 7. That this Amendment to the Order shall be binding upon the Developer, its assigns or successors in interest.

Section 8. It is understand that any reference herein to any governmental agency shall be construed to mean any future instrumentality which may be created or designated as successor in interest to, or which otherwise possesses any of the powers and duties of, any referenced governmental agency in existence on the effective date of this Amendment to the Order.

Section 9. That in the event any portion or section of this Amendment to the Order is determined to be invalid, illegal or unconstitutional by a court or agency of competent jurisdiction, such decision shall in no manner affect the remaining portions or sections of this Amendment to the Order, which shall remain in full force and effect.

Section 10. That the City Clerk is directed to send copies of this Amendment to the Order, within five (5) days of the effective date of this Ordinance, to the Developer, Hillsborough County, the Florida Department of Transportation, the DCA and the TBRPC.

Section 11. That this Amendment to the Order shall be deemed rendered upon transmittal of the copies of this Order to the recipients specified in Chapter 380.

Section 12. That the Developer shall record a Notice of Adoption of this Amendment to the Order pursuant to Chapter 380.

Section 13. That this Ordinance shall take effect immediately upon becoming a law. A copy hereof shall be posted on

the bulletin board in the hall of the first floor of the City Hall in the City of Tampa, Florida, for the convenience of the public.

PASSED AND ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAMPA, FLORIDA, on AUG 20 1987.

Tom Vernon
CHAIRMAN, CITY COUNCIL

ATTEST:

CITY CLERK

APPROVED BY ME ON:
AUG 24 1987

Sandra W. Freedman
SANDRA W. FREEDMAN, MAYOR

Prepared and Approved by:

Pamela K. Akin
PAMELA K. AKIN
Chief Assistant City Attorney

Atty

ORDINANCE NO. 9108 -A

AN ORDINANCE OF THE CITY OF TAMPA, FLORIDA, RENDERING A DEVELOPMENT ORDER PURSUANT TO CHAPTER 380, FLORIDA STATUTES, ON AN APPLICATION FOR DEVELOPMENT APPROVAL FILED BY THE TAMPA PORT AUTHORITY FOR THE DOWNTOWN CRUISE SHIP TERMINAL, A DEVELOPMENT OF REGIONAL IMPACT; PROVIDING AN EFFECTIVE DATE HEREOF.

WHEREAS, on October 15, 1984, The Tampa Port Authority (the "Developer") filed an Application for Development Approval, a Response to Agency Comments dated March, 1985, (hereafter, the above referenced documents are collectively referred to as the "ADA") for a Development of Regional Impact ("DRI") with the City of Tampa (the "City"), Hillsborough County City-County Planning Commission, Hillsborough County Environmental Protection Commission, Florida Department of Community Affairs ("DCA"), and the Tampa Bay Regional Planning Council ("TBRPC"), pursuant to the provisions of Section 380.06, Florida Statutes (1985), as amended ("Chapter 380"), and Section 43-96.2, City of Tampa Code; and

WHEREAS, the ADA proposes the development of the Downtown Cruise Ship Terminal, a mixed use development providing cruise ship terminals and office, hotel and retail uses located on a site of approximately 21 acres in downtown Tampa, Florida (the "Development"); and

WHEREAS, the City Council, as the governing body of the local government having jurisdiction pursuant to Chapter 380, is authorized and empowered to consider the ADA for DRI's; and

WHEREAS, the public notice requirements of Chapter 380, and Section 43-96.2, City of Tampa Code have been satisfied; and

WHEREAS, the City Council has, on November 7, 1985, held a duly noticed public hearing on the ADA and has heard and considered testimony and documents received thereon; and

WHEREAS, the City Council has received and considered the report and recommendations of the TBRPC; and

WHEREAS, all interested parties and members of the public were afforded the opportunity to participate in the application hearing on the subject DRI, before the City Council; and

WHEREAS, the City Council has reviewed the above referenced documents, as well as all related testimony and evidence submitted by each party and members of the general public; now, therefore,

BE IT ORDAINED BY THE CITY COUNCIL
OF THE CITY OF TAMPA, FLORIDA:

Section 1. That this Ordinance shall constitute the Development Order ("Order") of the City Council issued in response to the ADA filed by the Developer for development of the Downtown Cruise Ship Terminal, a DRI. The scope of Development to be permitted pursuant to this Order includes the land uses and activities described in the ADA attached hereto and by reference made a part hereof as composite Exhibit A.

Section 2. That City Council, having received the ADA, and having received all related comments, testimony, and evidence submitted by each party and members of the general public, finds

there is substantial competent evidence to support the following findings of fact:

A. That the real property that is the subject of the ADA is legally described as set forth in Exhibit B, attached hereto and by reference made a part hereof.

B. That the Developer submitted to the City the materials contained in Composite Exhibit A.

C. That the Developer proposes the development of the Downtown Cruise Ship Terminal, a mixed-use development providing cruise ship terminals and office, hotel and retail uses located on a site of approximately 21 acres in downtown Tampa, Florida.

D. That the proposed Development is not located in an area of critical state concern as designated pursuant to Section 380.05, Florida Statutes (1985), as amended.

E. That the project is consistent with all local land development regulations and the adopted local comprehensive plan.

F. That this Order is consistent with the report and recommendations of the TBRPC, and satisfies the provisions of Section 380.06(15), Florida Statutes (1985), as amended.

G. That the Development will not unreasonably interfere with the achievement or objectives of the adopted State Land Development Plan applicable to the area.

H. That a comprehensive review of the impacts generated by the Development has been conducted by the City's departments and the TBRPC.

Section 3. That the City Council having made the above findings of fact, reaches the following conclusions of law:

A. That these proceedings have been duly conducted pursuant to applicable law and regulations, and based upon the record in this proceeding, the various departments of the City and the Developer are authorized to approve/conduct development as described herein, subject to the conditions, restrictions, and limitations set forth herein.

B. That the review by the City, the TBRPC, and other participating agencies and interested citizens reveals that impacts are adequately addressed pursuant to the requirements of Chapter 380, within the terms and conditions of this Order and the ADA. To the extent that the ADA is inconsistent with the terms and conditions of this Order, the terms and conditions of this Order shall prevail.

Section 4. That, having made the above findings of fact and having drawn the above conclusions of law, it is ordered that the ADA is hereby approved, subject to the following conditions, restrictions and limitations:

A. <u>Substantial Deviations</u>:

Further review pursuant to Chapter 380 may be required if a substantial deviation, as defined in Chapter 380, occurs. The Developer shall be given due notice of, and an opportunity to be heard at any hearing to determine whether or not a proposed change to the Development is a substantial deviation. Substantial deviation may occur by failure to comply with the conditions herein or failure to follow the documents submitted in Composite Exhibit A.

B. Annual Reports:

The Developer shall submit annual reports on the DRI to the City, the TBRPC, the State Land Planning Agency, and such other agencies as may be appropriate, on July 1, 1986, and on July 1, of each year thereafter until such time as all terms and conditions of this Order are satisfied. The report shall be submitted on Form BLWM-07-85. Such report shall be submitted to the Director, Department of Housing, Inspections and Community Services (hereinafter "HICS"), who shall, after appropriate review, submit it for review by the City Council. The City Council shall review the report for compliance with the terms and conditions of this Order and may issue further orders and conditions to insure compliance with the terms and conditions of this Order. The Developer shall be notified of any City Council hearing wherein such report is to be reviewed; provided, however, that receipt and review by the City Council shall not be considered a substitute or a waiver of any terms or conditions of this Order. The annual report shall contain:

1. Changes in the plan of development, or representations contained in the ADA, or phasing for the reporting year and for the next year;

2. A summary comparison of development activity proposed and actually conducted for the reporting year;

3. Undeveloped tracts of land, other than individual single family lots, that have been sold to a separate entity or developer;

4. Identification and intended use of lands purchased, leased or optioned by the Developer adjacent to the original DRI site since the Development Order was issued;

5. An assessment of the Developer's and local government's compliance with conditions of approval contained in the DRI Development Order and the commitments which are contained in the ADA;

6. An hourly traffic count for a 24-hour period taken at all established access points from public right-of-way to the development site;

7. Any known incremental DRI applications for development approval or requests for a substantial deviation determination that were filed in the reporting year and to be filed during the next year;

8. A statement that all persons have been sent copies of the annual report in conformance with Subsection 380.06(18), Florida Statutes (1985);

9. A copy of any notice of the adoption of a Development Order or the subsequent modification of an adopted Development Order that was recorded by the Developer pursuant to Subsection 380.06(15)(f), Florida Statutes (1985);

10. The transit information required pursuant to Section 4.E.2., below;

11. The hurricane evacuation plan required pursuant to Section 4.M., below;

12. An indication of a change, if any, in local government jurisdiction for any portion of the Development since this Development Order was issued; and

13. A list of significant local, state, and federal permits which have been obtained or which are pending by agency, type of permit, permit number, and purpose of each.

C. Funding Commitments:

That, for the purposes of this Order, funding commitments may be either in the form of Developer contributions-in-aid-of-construction, or Developer commitments for the actual construction, or the placement of the improvements in the transportation improvements work programs of the City, Hillsborough County ("County") or State of Florida ("State"), or a combination thereof.

D. Responsible Entities:

That, for the purposes of this Order, the Developer is considered one of a number of possible responsible entities.

E. Transportation:

1. A transportation improvements plan and schedule for the Downtown Tampa area in cooperation with Florida Department of Transportation ("DOT"), TBRPC, Hillsborough County, the Metropolitan Planning Organization ("MPO"), and developers in the study area shall be developed. The plan shall consider all approved developments in the area including previously approved DRI's, and projected Development. The plan shall be commenced within three (3) years of the issuance of construction permits for Phase I and be completed prior to the commencement of Phase II. The transportation update study currently being conducted for the Downtown Tampa DRI shall satisfy this requirement. The parameters for this interim transportation plan, or the Downtown Tampa transportation study shall include but not be limited to:

a. The regionally significant roadways that shall be included in the focus of the transportation plan, as well as identification of additional roadways to be constructed within the study area.

b. The existing, approved and projected Development to be included within the plan.

c. The manner by which the traffic impact of the existing Development will be documented and assessed.

d. The manner by which the traffic impact of approved and projected Development will be documented and assessed.

e. The procedures by which mass transit shall be studied as a viable alternative to alleviate overburdening of the roadways.

f. Identification of specific construction implementation goals, such as right-of-way acquisition and implementation of additional north/south and east/west corridors designed to coincide with transportation improvement needs generated by each phase completion for projects approved within the study area.

g. FDOT High Occupancy Vehicle (HOV) Study for I-275.

h. A program for funding the improvements identified.

2. Transit measures were assumed in the evaluation and assessment of transportation impacts of the Development. The projections for modal splits as a result of these measures are as follows:

Transit Modal Splits by Year

1988 (Phase I) - Peak = 12%
Daily = 8%

1990 (Phase II) - Peak = 15%
Daily = 8%

Transit person trips: 1992 (Phase III) - Peak = 17%
Daily = 8%

		PM		AM	
	Daily	IN	OUT	IN	OUT
1988	2,522	89	246	290	68
1990	2,757	106	366	418	81
1992	6,291	261	771	883	187

The Developer's annual report after issuance of certificates of occupancy shall include a yearly assessment of the actual achievement of vehicle trips diverted from the peak hour as a result of the transit measures and other circumstances. This assessment shall also include sufficient and appropriate documentation for all diversions claimed as a result of implementation of transit measures. If an annual report is not submitted, or if the report indicates that the total trip diversions are not being met, the City of Tampa government shall conduct a substantial deviation determination pursuant to Chapter 380.06(19), Florida Statutes (1985), to determine whether this Development Order should be amended to change transit objectives and/or require those roadway improvements that were not included in this Development Order in contemplation of the transit measures' being successful. The results of this assessment may serve as a basis for the Developer or reviewing agencies to request Development Order amendments.

The four stipulations indicated in the letter from the Hillsborough Area Regional Transit (HART) officials to the Developer (dated August 13, 1984 and included in the ADA) concerning a proposed mode split shall be required and monitored with each annual report pursuant to this Section 4.E.2.

The design of the transit amenities, listed in the above referenced letter, shall be subject to review by the Hillsborough Area Regional Transit Authority ("HART") and shall be mutually agreed upon among the City, HART and the Developer.

3. (a) The Developer shall pay the total cost of the needed at-grade roadway improvements, set forth on Exhibit C, a copy of which is attached hereto and made a part hereof by reference. Exhibit C lists the transportation improvements, by phase, that are needed to accommodate Development and background traffic through buildout of the Development and establishes the total cost of the at-grade improvements.

(b) Except as provided in Section 4.E.3.(g), below, the total amount for the at-grade improvements shown on Exhibit C is Five Hundred Thirty-three Thousand Four Hundred Dollars ($533,400) which sum represents the total maximum amount of the Developer's payments for the Development's traffic impacts.

(c) The Developer shall pay to the City Five Hundred Thirty-three Thousand Four Hundred Dollars ($533,400) in the following manner and subject to the following conditions:

(1) On the date (i) that the first construction permit for the Development is issued; or (ii) twenty-four months after the effective date of this Order, whichever is earlier, the Developer shall pay to the City One Hundred Thirty-five Thousand Two Hundred Dollars ($135,200) which sum represents the total amount due for Phase I at-grade improvements. As used in this Order, the term "construction permit" shall mean a permit to construct a building or cruise ship terminal which term shall not include a permit for site clearing, site alteration or site preparation.

(2) On the date (i) that the first construction permit for Phase II is issued; or (ii) January 2, 1989, whichever is earlier, the Developer shall pay to the City Three Hundred Ninety-eight Thousand Two Hundred Dollars ($398,200). Said sum represents the total amount due for Phase II at-grade improvements, except as provided for in Section 4.E.3.(g), below. (Note: All required Phase III at-grade improvements are included in the at-grade improvements for Phases I and II, therefore no payment for Phase III is required.)

(d) The improvements referred to in Exhibit C may include, but are not limited to, geometric improvements, signalization modifications and new signal installations. The design for these improvements shall be reviewed and approved, as appropriate, by FDOT, Hillsborough County and the City, with, in all cases, a final review and approval by the City, prior to the construction of such improvements. The improvements may, after detailed review by the appropriate governmental agency and the City, be modified in a manner intended to accomplish the same result, utilizing generally recognized professional traffic engineering standards and practices.

(e) The City agrees to utilize the Developer's contributions referred to in Section 4.E.3(c), above, to complete installation of the at-grade improvements (other than site access improvements for which the Developer is solely responsible) by such dates as they will be needed to accommodate the project's traffic, with such dates being established utilizing generally accepted traffic engineering practices. Notwithstanding the foregoing, in the event that the performance by the City of this commitment shall be interrupted or delayed by

any occurrence, and not occasioned by its conduct, whether such occurrence be an act of God or the result of war, riot, or civil commotion, then it shall be excused from such performance for such period of time as is reasonably necessary after such occurrence to remedy the effects thereof.

(f) The City agrees to segregate all such transportation fair share contributions received from the Developer in account number: 306-201-223-135. The City agrees that, as appropriate, it will pay to appropriate governmental entities (including itself, where appropriate), those amounts contributed by the Developer, to construct at-grade improvements set forth on Exhibit C, upon being furnished with evidence, satisfactory to the City that such governmental entity will construct one or more of those at-grade improvements set forth on Exhibit C. Further, the City agrees to expend the amounts contributed by the Developer to construct those improvements set forth on Exhibit C (other than site access improvements for which the Developer is solely responsible). On the joint stipulation of the City, the Developer, and TBRPC, the City may modify the above-referenced list of improvements, based on future transportation studies referred to herein.

(g) (1) In the event that the City needs to acquire right-of-way for the construction of the improvement listed on Exhibit C as "Phase II, #4" ("Improvement #4"), the Developer shall pay to the City the amount the City expended to acquire such right-of-way up to a maximum amount of Two Hundred Ninety-Nine Thousand Dollars ($299,000.00) (the "Maximum Right-of-Way Amount"). Within 30 days after the City notifies the Developer of the amount the City reasonably estimates will be necessary to acquire such right-of-way, the Developer shall pay to the City such necessary amount (the "Projected Cost"), not to exceed the Maximum Right-of-Way Amount. The City shall notify the Developer of the Projected Cost no sooner than six (6) months before the proposed acquisition date of the right-of-way or on the date that the first construction permit for Phase II is issued, whichever is later. In the event that the actual cost of the right-of-way is more than the Projected Cost, the Developer shall pay to the City such additional amount, provided that the total payment due from the Developer to acquire the right-of-way shall not exceed the Maximum Right-of-Way Amount. In the event that the actual cost of the right-of-way is less than the Projected Cost, the City shall refund the difference in the two amounts to the Developer. If the City is unable to acquire any necessary right-of-way for any reason, the City shall determine an alternative improvement (the "Alternative Improvement") to serve in lieu of Improvement #4. The Alternative Improvement shall be designed to serve the same purposes as Improvement #4.

(2) In the event that Phase III does not commence by December 31, 1992, (but only in such event) the Developer shall pay to the City the sum of Twenty-one Thousand Five Hundred

Dollars ($21,500) for construction of the improvement listed on Exhibit C as "Phase II, #6," which amount shall be paid to the City on said date.

(3) The amounts that may be payable to the City pursuant to the provisions of this Section 4.E.3.(g) shall be in addition to the amount set forth in Section 4.E.3.(b), above, provided that in no event shall the Developer's assessment for right-of-way and construction costs incurred for the installation of the Alternative Improvement exceed the amount the Developer could have paid for right-of-way and construction costs for Improvement #4 pursuant to the provisions of this Order.

4. The foregoing transportation conditions set forth in Section 4.E.3., above, only address needed at-grade improvements to accommodate Development and background traffic through buildout. However, the Phase II interstate and other non at-grade improvements ("Freeway Improvements") listed in Exhibit C are not needed for Phase II development until the completion of the two cruise ship terminals, 1,000,000 square feet of office space, 600 hotel rooms, 21,000 square feet of restaurant space and 9,000 square feet of retail space. Consequently, prior to the issuance of construction permits in excess of the land use amounts described above, the Developer shall submit a revised and updated traffic analysis pursuant to Section 380.06, Florida Statutes. Both the traffic counts and projections of traffic volume shall be prepared consistent with generally accepted traffic engineering practices. The analysis shall serve to verify the findings of the ADA traffic analysis or shall indicate alternate transportation improvements/measures which, if implemented, would maintain the regional roadways at a satisfactory Level of Service, (Level of Service C daily, D peak hour). Funding commitments shall be secured from the responsible entities for the needed Phase II improvements/ measures identified in this analysis prior to any development in excess of the above stated land use amounts. The securing of the needed funding commitments shall be the only criteria used to determine whether development in excess of the above stated land use amounts may be commenced, provided all other conditions of this Order are met. In no event shall the Developer be required to expend or pay an amount in excess of the sums set forth in Section 4.E.3.(b) and (g) above.

Prior to the commencement of Phase III development, the Developer shall submit another revised and updated traffic analysis pursuant to Section 380.06, Florida Statutes. Both the traffic counts and projections of traffic volume shall be prepared consistent with generally accepted traffic engineering practices. The analysis shall serve to verify the findings of the ADA traffic analysis or shall indicate alternate transportation improvements/measures which, if implemented, would maintain the regional roadways at a satisfactory Level of Service, (Level of Service C daily, D peak hour). Funding commitments shall be secured from the responsible entities for the needed Phase III improvements/ measures identified in this analysis prior to commencement of Phase III development. The securing of the needed funding commitments shall be the only criteria used to determine whether Phases III may be commenced, provided all other conditions of this Order are met. In no event shall the Developer be required to expend or pay an amount in excess of the sums set forth in Section 4.E.3.(b) and (g) above.

5. If the City adopts a transportation impact fee ordinance, the Developer, at its option, may submit its request to the City that it be governed exclusively by the provisions of said ordinance as to any transportation payments remaining at the time of such election. Such request shall be subject to a substantial deviation determination pursuant to Section 380.06(19), Florida Statutes (1985) and subject to the appeal provisions of Section 380.07, Florida Statutes (1985). If this alternative is approved, thereafter, the Developer shall pay to the City impact fees to the extent and in the same manner as such fees are paid by other developers subject to such impact fees. Further, the Developer shall be given credit against future impact fee assessments for transportation contribution payments already paid, so that at the end of development, the Developer shall have paid an amount equal to that which would have been collected if the impact fee ordinance had been in effect at the beginning of development.

6. If the hourly traffic count referenced in Section 4.B.6. reflects that the total actual development traffic exceeds the total trips estimated in the ADA for the Development at the end of the present development phase by more than 10%, such increase shall be subject to a substantial deviation determination pursuant to Section 380.06, Florida Statutes (1985).

7. Notwithstanding this Order, the Developer, at its option, may resubmit this project for review and approval under any subsequently filed downtown development authority or area-wide Application for Development Approval, pursuant to Florida Statutes, Subsection 380.06(22) and (25), respectively, (1985), as amended, if such application encompasses the subject development site. Any impacts assessed and satisfied pursuant to this Order, shall be considered and credited in any such downtown development authority or area-wide development order.

F. The Developer shall adhere to the measures to reduce erosion, fugitive dust and air emissions referenced in the ADA.

G. Measures shall be instituted to design, construct, and maintain the drainage system to protect water quality in compliance with the requirements of the Florida Department of Transportation, Chapters 17-25 and 40D-4, F.A.C., the City, and with the appropriate portions of TBRPC's <u>Stormwater and Lake System Maintenance and Design Guidelines</u>.

The Developer shall be the responsible entity for the maintenance of on-site stormwater management systems.

H. The soils to be removed from the project site shall be tested for the presence of toxic, carcinogenic or hazardous components prior to removal.

I. Maintenance dredge material disposal sites for the material generated in association with the project are shown on Exhibits D and E, attached hereto and incorporated herein by reference. Such sites are consistent with the applicable zoning and land use plans, as well as the recommendations of the Tampa Bay Management Study Commission.

J. Plans for fill hauling shall be approved by the City of Tampa and by Hillsborough County prior to initiation of such work.

K. A master drainage plan shall be developed for review by the City of Tampa and TBRPC. Such plan shall be submitted to TBRPC for informational purposes only.

L. Elevations for all habitable structures shall be at or above the base flood elevation.

M. The Developer shall promote awareness of, and shall cooperate with, local and regional authorities having jurisdiction to issue a hurricane evacuation order. The developer shall prepare a plan to ensure the safe and orderly evacuation of hotel guests and those employees who, for security or administrative reasons, are in the building after an evacuation order is issued by (1) ordering all buildings closed for the duration of a hurricane evacuation order; (2) informing all employees of evacuation routes out of the flood prone area and measures to be followed in the event of same; and (3) making all efforts to coordinate with and inform appropriate public authorities of building closings, security and safety measures, and evacuation plans. This plan shall be included in the first annual report submitted after occupancy of any portion of the project.

N. Prior to any title transfers and lease agreements, the Developer shall notify all tenants and other occupants of the project site in writing that the area may be subject to an evacuation order and potential property damage in the event of a hurricane landfall in the Tampa Bay Region.

O. The discovery of any historical or archaelogical resources shall be reported to the Florida Division of Archives, History and Records Management and the disposition of such resources shall be determined in cooperation with the Division of Archives and the local government with jurisdiction.

P. Water conservation measures shall be utilized throughout the development.

Q. There shall be a plan for non-potable fresh water use for open space and landscape irrigation purposes when such water becomes available.

R. The City shall provide water, wastewater treatment, and solid waste disposal to this Development. Assurance of availability and commitments for electricity, water, wastewater, and solid waste service shall be required prior to the issuance of construction permits for each building for which such services are required. The City of Tampa Fire Department shall be the responsible entity for fighting shipboard fires.

S. Assurance that water flow pressures are adequate to meet City of Tampa firefighting requirements shall be required prior to the issuance of construction permits for each building.

T. Should hazardous waste be produced at the Tampa Downtown Cruise Ship Terminal, separate hazardous waste storage areas within the project shall be provided. These areas shall be accessible to all businesses and shall be clearly marked and/or colored so as to clearly distinguish the areas intended for hazardous wastes and materials. (Hazardous wastes are those substances and

materials defined in Subsection 403.703(21), Florida Statutes (1983), and listed in Title 40 CFR Part 261).

1. The Developer shall provide to all the Tampa Downtown Cruise Ship Terminal businesses information that:

   (a) Indicates types of wastes and materials that are considered to be hazardous and are to be stored or disposed of only in the specially-designated containers/areas; and

   (b) Indicates the location of the specially-designated hazardous waste and materials containers/areas; and

   (c) Advises of applicable statutes and regulations regarding hazardous wastes and materials at the time of purchase or lease.

2. The Developer shall require that any hazardous waste will be transported and disposed of in a manner consistent with applicable regulations through restrictive covenants.

U. Thirty percent (30%) of the development shall be reserved as open space. Property line and roadway setbacks, pier aprons, the small boat harbor, and elevated patios shall be deemed to provide this open space. Those entities referenced in the ADA shall be responsible for maintaining all recreation and open space areas and landscaped buffering.

V. Any significant departure in project build-out from the phasing or land use schedule set forth in the ADA shall be subject to a substantial deviation determination pursuant to Chapter 380.06(19), Florida Statutes (1985).

W. The average daily flows of waste water from commencement of construction through build-out and operation of the Development as referenced in the ADA will be accepted by the City at the standard charge for wastewater service. Connection fees, installation charges and, if applicable, grants-in-aid-of-construction for off-site improvements to the wastewater system necessitated by the Development, shall be assumed by the Developer, when assessed by the City, as Development plans become final, all in accordance with established City policies and regulations. Grants-in-aid-of-construction, if required by the City, shall be reduced by a credit for Average Daily Flows generated by the previously existing development on the site, and by a credit for Sewer Improvement Fees.

X. The total daily water requirements from commencement of construction through build-out and operation of the Development, as referenced in the ADA, will be supplied by the City at the standard charge for water service. Connection fees, installation charges and, if applicable, grants-in-aid-of-construction for off-site improvements to the water system necessitated by this Development, shall be assumed by the Developer, when asssessed by the City, as Development plans become final, all in accordance with established City policies and regulations. To the extent permitted under City Code sections, ordinances, resolutions, policies and regulations, the Developer shall receive credit for existing water system improvements which are used for the development approved hereby.

Y. The Developer shall be responsible for the maintenance of the internal water supply system.

Z. The total daily generation of solid waste from the commencement of construction to build-out of the project as referenced in the ADA will be accepted by the City.

A.A. The City shall ensure the adequacy and availability of the following public services for the Development: police, emergency medical and fire. Further, the Developer shall be responsible for the cost of any water distribution capital improvements necessitated by this development to ensure adequate fire protection.

B.B. All development pursuant to this Order shall be in accordance with applicable local building codes, except as otherwise permitted herein.

C.C. Any revisions to the Development not contemplated or addressed within this Order shall be subject to TBRPC's incremental review fee.

D.D. The energy conservation measures referenced in the ADA shall be required as a Development Order condition.

E.E. In the event that any species listed in Sections 39-27.03-.05, F.A.C. are observed frequenting the site for nesting or breeding, proper mitigation measures shall be employed in cooperation with the Florida Game and Fresh Water Fish Commission.

F.F. Should a condominium development be substituted for one 600-room hotel in the development plan, the project shall undergo a substantial deviation determination.

G.G. All of the Developer's commitments, set forth in the ADA, shall be honored, except as they may be superceded by specific terms of this Order.

H.H. Operation of the cruise ship terminals shall be permitted on weekends and weekdays provided that loading and unloading of passengers on weekdays shall not occur during the peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.) and provided further that during weekdays, not more than one cruise ship shall be permitted to load and unload passengers during each weekday.

I.I. The Developer shall take all practicable steps to minimize turbidity associated with dredging and construction. No discharge of turbid water should occur from the containment dikes on Hooker's Point. If a discharge is required, it should be monitored.

J.J. Parking shall be provided as set forth on Exhibit F, entitled "Parking Assignments," a copy of which is attached hereto and incorporated herein by reference. Notwithstanding the foregoing, the Developer may, without requiring amendment to this Order, make application to the City to request a reduction in the number of parking spaces set forth in Exhibit F. In such event, Developer shall demonstrate that such reduced number of parking spaces will meet the parking demands of the Development. The parking ratios set forth in Exhibit F are based upon the mixture of land uses set forth in the ADA. In the event that there is a substantial change in the mixture of land uses, the parking ratios may be adjusted to reflect such change. Parking for

the Development may be located off-site if the Developer provides an adequate means of transportation, e.g., shuttle bus, from such off-site parking area(s) to the Development site, provided the City approves the location of such off-site parking area(s).

K.K. The improvement listed as "Phase II, #5" on Exhibit C, will require the removal of 10 metered parking spaces. As compensation to the City for such removal, the Developer shall, upon the issuance of the first construction permit for Phase II, pay to the City the sum of $1,882.50, which sum shall be deposited in account number 411-375-344-526.

Section 5. That the definitions contained in Chapter 380 shall control the interpretation and construction of any terms of this Order.

Section 6. That physical development shall commence on or before December 31, 1986, and, except as otherwise provided in this Order, the Developer shall have complied with all conditions of approval prior to or on the date of the issuance of the last certificate of occupancy for the Development.

Section 7. That this Order shall remain in effect for a period of ten (10) years from the effective date of this Order. Any development activity for which plans have been submitted to the City for its review and approval prior to the expiration date of this Order, may be completed, if approved. This Order may be extended by City Council on the finding of excusable delay in any proposed development activity.

Section 8. That prior to fifty years from the effective date of this Order, the City shall not down-zone, or reduce the permitted unit density or intensity of, the Development unless the City can demonstrate that substantial changes in the conditions underlying the approval of this Order have occurred, or that this Order was based on substantially inaccurate information provided by the Developer, or that the change is clearly established by the City to be essential to the public health, safety, or welfare. For the purpose of this Order, the term "down-zone" shall refer only to changes in zoning regulations which decrease the development rights approved by this Order, and nothing in this paragraph shall be construed to prohibit legally enacted changes in zoning regulations which do not decrease the development rights granted to the Developer by this Order. The City does intend to rezone the property to conform with the Tampa 2000 Land Use Plan, as required by State Law. The inclusion of this Section 8 is not to be construed as evidencing any present or foreseeable intent on the part of the City to down-zone or alter the density or intensity of the Development, but is included herein to comply with Section 380.06(15)(c)3., Florida Statutes (1985).

Section 9. That this Order shall be binding upon the Developer, assigns or successors-in-interests.

Section 10. That the Director of HICS is responsible for insuring compliance with this Order and the receipt of the Developer's contributions required in Section 4.E.3.(c), above. Monitoring shall be accomplished by review of the Annual Report, building permits, certificates of occupancy, plats, if applicable, and by on-site observations.

Section 11. That it is understood that any reference herein to any governmental agency shall be construed to mean any future instrumentality which may be created or designated as successor-in-interest to, or which otherwise possesses any of the powers and duties of, any referenced governmental agency in existence on the effective date of this Order.

Section 12. That the City Clerk is hereby directed to send certified copies of this Order, within five (5) days of the effective date of this Ordinance, to the Developer, TBRPC and DCA.

Section 13. That this Order shall be deemed rendered upon transmittal of copies of this Order to the recipients specified in Chapter 380.

Section 14. That the Developer shall record a notice of adoption of this Order pursuant to Chapter 380, and shall furnish the City Clerk a copy of the recorded notice.

Section 15. That this Ordinance shall take effect immediately upon becoming a law, and a copy shall be posted on the bulletin board in the first floor of the City Hall in the City of Tampa, Florida, for the convenience of the public.

PASSED AND ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAMPA, FLORIDA, ON NOV 21 1985.

Sandra W. Freeman
CHAIRMAN, CITY COUNCIL

ATTEST:

Frances Henrigney
CITY CLERK

APPROVED by me on: NOV 22 1985

Bob Martinez
MAYOR

Prepared and Approved by:

CITY ATTORNEY

EXHIBIT "B" (Contd.)

DESCRIPTION OF THAT PART OF ELLAMAE AVENUE TO BE VACATED:

Beginning at the intersection of the Easterly right-of-way line of the Seaboard Coast Line Railroad (Deed Book 26, Page 510, Public Records of Hillsborough County, Florida) with the Southerly boundary of ELLAMAE AVENUE;
Run thence N24°30'42"E, a distance of 93.95 feet;
Thence from a tangent bearing of N16°14'06"E, Northerly, a distance of 12.86 feet, along a curve to the left (having a radius of 475.00 feet, a central angle of 01°33'06", and a chord bearing of N15°27'33"E, and a Chord distance of 12.86 feet), to the intersection of the Easterly right-of-way line of the Seaboard Coast Line Railroad (Deed Book 26, Page 510, Public Records of Hillsborough County, Florida) with the Northerly boundary of ELLAMAE AVENUE;
Thence S70°36'49"W, a distance of 176.84 feet, along said Northerly boundary of ELLAMAE AVENUE;
Thence S20°12'17"W, a distance of 63.77 feet to the Southerly boundary of ELLANAE AVENUE;
Thence S89°49'57"E, a distance of 79.73 feet, along said Southerly boundary of ELLAMAE AVENUE;
Thence N72°36'25"E, a distance of 69.89 feet, along said Southerly boundary of ELLAMAE AVENUE, to the POINT OF BEGINNING;
ALL being in Government Lot 14, Section 19, Township 29 South, Range 19 East, Hillsborough County, Florida.
SUBJECT TO any Easements of Record.
Coutaining 12,009 square feet.

EXHIBIT "B" (Contd.)

PHASE II

DESCRIPTION:

A parcel of land lying in Government Lots 10 and 11, SECTION 19, TOWNSHIP 29 SOUTH, RANGE 19 EAST, Hillsborough County, Florida and being more particularly described as follows:

Commence at the intersection of the Northern Harbor Line and the Garrison Channel (formerly Hendry and Knight Channel) as established in 1953, and the Eastern Right-of-Way boundary of the Seaboard Coast Line Railroad;
Thence N 72°36'25" E, along the combined Pierhead and Bulkhead Line, a distance of 1179.50 feet (1178.80, measured) for a POINT OF BEGINNING;
Thence continue N 72°36'25" E, a distance of 387.28 feet;
Thence N 34°49'50" E, a distance of 556.23 feet;

Thence N 01°50'24" E, a distance of 47.13 feet;
Thence N 43°11'51" W, a distance of 846.83 feet to a point on the East right-of-way line of 13th Street;

Thence S 02°04'04" W, along said right-of-way line of 13th Street, a distance of 462.98 feet, (462.93, measured) to the beginning of a curve concave to the Northwest, having a radius of 673.69 feet, (a chord bearing of S 23°22'16" W, and a chord distance of 489.48 feet);
Thence along the arc of said curve, through a central angle of 42°36'14", a distance of 500.94 feet;
Thence S 17°23'35" W, a distance of 340.41 feet to the Point of Beginning.
SUBJECT TO any Easements of Record.
Contains 11.44 acres, more or less.

EXHIBIT "B" (Contd.)

PHASE I

DESCRIPTION:

A parcel of land lying in SECTION 19, TOWNSHIP 29 SOUTH, RANGE 19 EAST, Hillsborough County, Florida and being more particualrly described as follows:

Begin at the intersection of the Easterly right-of-way line of the Seaboard Coastline Railroad (Deed Book 26, Page 510, Public Records of Hillsborough County, Florida) with the Combined Pierhead and Bulkhead Line on the Northerly side of Garrison Channel, according to map of "U.S, Harbor Lines, Tampa Harbor, Florida, Hillsboro River and Hillsboro Bay", prepared by the Corps of Engineers, U.S. Army and approved January 19, 1953;
Thence N 24°30'42" E, a distance of 482.54 feet to the beginning of a curve concave to the West, having a radius of 475.00 feet, (a chord bearing of N 06°19'29" E, and a chord distance of 163.91 feet);
Thence Northerly, along the arc of said curve, through a central angle of 19°52'15", a distance of 164.74 feet to a point on the south right-of-way line of Platt Street;
Thence N 89°57'59" E, along the Southerly right-of-way line of Platt Street, a distance of 635.66 feet;
Thence N 69°57'59" E, a distance of 115.00 feet;
Thence N 59°54'32" E, a distance of 70.72 feet;
Thence S 17°23'35" E, a distance of 340.41 feet to a point on the aforementioned Combined Pierhead and Bulkhead Line on the Northerly side of Garrison Channel;
Thence S 72°36'25" W, along said Combined Pierhead and Bulkhead Line, a distance of 1179.50 feet, (1178.80 measured) to the Point of Beginning.
SUBJECT TO any Easements of Record.
Contains 9.12 acres, more or less.

EXHIBIT "B" (Contd.)

GELO-INC.----------Part of Phase One

DESCRIPTION:

That part of Lots 8, 9, 10 and 11 , Block 7 lying South of Platt Street of Inter-State Investment Co.'s Plat No. 5 as recorded in Plat Book 12, Page 82 of the Public Records of Hillsborough County, Florida and being more particularly described as follows;
Commence at the intersection of the Easterly right-of-way line of the Seaboard Coastline Railroad (DB 26,Page 510) with the Northerly boundary of Ellamae Avenue, as occupied;
Thence N72°33'59"E, along the Northerly boundary of Ellamae Avenue, a distance of 334.15 feet to a point on the Westerly boundary of Lot 11, Block 7, said point being the POINT OF BEGINNING;
Thence N 17°03'00" W, along the west boundary of said Lot 11, a distance of 52.91 feet to a point on the Southerly boundary of Platt Street;
Thence N 89°57'59" E, along the Southerly boundary of Platt Street, a distance of 176.93 feet to a point of intersection with the Northerly boundary of Ellamae Avenue as herein defined;
Thence S 72°33'59" W, along the Northerly boundary of Ellamae Avenue, a distance of 169.19 feet to the Point of Beginning.

Subject to any easement of record.

Contains 4475.8 square feet.

EXHIBIT "B" (Contd.)

KAMAN BEARING & SUPPLY CORP. SOUTH
Part of Phase I.

DESCRIPTION:

That part of Lot 12, Block 7 lying South of Platt Street of Inter-State Investment Co.'s Plat No. 5 as recorded in Plat Book 12, Page 82 of the Public Records of Hillsborough County, Florida and being more particularly described as follows;
Commence at the intersection of the Easterly right-of-way line of the Seaboard Coastline Railroad (DB 26, Page 510) with the Northerly boundary of Ellamae Avenue, as occupied;
Thence N72°33'59"E, along the Northerly boundary of Ellamae Avenue, a distance of 225.47 feet to a point on the Easterly boundary of Meridian Avenue, as occupied and the POINT OF BEGINNING;
Thence N03°55'54"W, along the Easterly boundary of Meridian Avenue, a distance of 83.29 feet to a point on the Southerly boundary of Platt Street;
Thence N89°57'59"E, along the Southerly boundary of Platt Street, a distance of 93.89 feet to a point on the East boundary of said Lot 12, Block 7;
Thence S17°03'00"E, along the East boundary of Lot 12, Block 7, a distance of 52.91 feet to a point on the Northerly boundary of Ellamae Avenue, as occupied;
Thence S72°33'59"W, along the Northerly boundary of Ellamae Avenue, a distance of 108.68 feet to the Point of Beginning.
Contains 6776.1 square feet.
Subject to any Easements of Record.

EXHIBIT "B" (Contd.)

TAMPA PORT AURTHORITY-----Part of Phase I

DESCRIPTION:

Beginning at a point on the harbor line established for the Hendry & Knight Channel where the Eastern boundary line of the right-of-way of the Seaboard Air Line Railway Company is now constructed and located, intersects the said harbor line and continuing thence Easterly along the said harbor line a distance of 350 feet, establishing the South boundary line of the land conveyed;
Thence Northerly on a line drawn at right angles to the said harbor line to a point where the said line intersects the South boundary line of Ellamae Ave.;
Thence in a Westerly direction along the South boundary line of Ellamae Ave. to the point of intersection of the said South boundary line of Ellamae Ave. and the Eastern boundary line of the right-of-way of the Seaboard Air Line Railway Company, as located and constructed;
Thence Southwesterly along the Eastern boundary line of the Seaboard Air Line Railway to the Point of Beginning.
TOGETHER WITH all Riparian rights appertaining thereto;
Being more particularly described as follows:
BEGINNING at the intersection of the Easterly right-of-way line of the Seaboard System Railroad (Deed Book 26, Page 510, Public Records of Hillsborough County, Florida) with the Southerly boundary of Ellamae Avenue, run thence N72°36'25"E, a distance of 89.76 feet, along the Southerly boundary of Ellamae Avenue;
Thence S17°23'35"E, a distance of 289.21 feet to a point on the Combined Pierhead and Bulkhead Line on the Northerly side of Garrison Channel, according to map of "U.S. Harbor Lines, Tampa Harbor, Florida, Hillsboro River and Hillsboro Bay" prepared by the Corps of Engineers, U.S. Army and approved by the Secretary of the Army on January 19, 1953;
Thence S72°36'25"W, a distance of 349.30 feet, along said Conbined Pearhead and Bulkhead Line, to the Easterly right-of-way line of the Seaboard System Railroad (Deed Book 26, Page 510, Public Records of Hillsborough County, Florida);
Thence N24°30'42"E, a distance of 388.59 feet, along said Easterly right-of-way line, to the POINT OF BEGINNING.
SUBJECT TO any Easements of Record.
Containing 1.46 acres.

EXHIBIT C

Roadway Improvements for
Tampa Cruise Ship Terminal

Improvement Type[1]	Improvement	Cost
	Phase I	
At Grade	1. Meridian & Platt - provide: * Signalization[2] * NB - 2 left turn lanes, one thru lane * EB - 1 left/thru lane, one thru lane, one right turn lane * SB - Existing geometry satisfactory * WB - Existing geometry satisfactory	$79,200
At Grade	2. Platt - 13th Avenue - provide: * One site entrance driveway to be provided allowing right-in/right-out access with exclusive accel/decel lane for each movement.	Site Specific[3] Improvement
At Grade	3. Meridan & Twiggs - provide: * Signalization	$56,000
Freeway	4. No Freeway Improvement Required in Phase I	
	Sub-total Phase I	$135,200
	Phase II	
At Grade	1. Cumberland & 13th - provide:[4] * Signalization * NB - 1 left turn lanes, 2 thru lanes * EB - signing and marking to provide one-way westbound flow on existing two-lane section * WB - one left turn lane one thru lane, one thru/right lane * SB - Existing geometry satisfactory	$82,000
At Grade	2. Platt - 13th Avenue - provide: * Second right-in/right-out driveway to be provided with exclusive accel/decel lane for for each movement.	Site Specific[3] Improvement

Improvement Type[1]	Improvement	Cost
At Grade	3. Meridan & Cumberland - provide: * Signalization * WB - signing & marking to provide one-way westbound flow on existing two lane section * EB - See Item 4 * NB - Pavement markings to indicate left and left/thru lanes * SB - Existing geometry satisfactory	Cost included in Phase II, Item 4
At Grade	4. Cumberland Avenue - provide: * Connection of Cumberland Avenue between Caesar Street Meridian to allow continuous one-way flow between 13th Avenue and Jefferson Street. All necessary signing and marking changes also to be provided with any necessary railroad crossing coordination and equipment.	$207,000
At Grade	5. Jefferson & Brorein/Cumberland - provide: * Signalization[5] * NB - (Jefferson) - 1 left thru lane, 1 thru lane * WB - (Cumberland) - 2 thru lanes, 2 right turn lanes * NWB - Existing geometry satisfactory * North leg - (Jefferson) - 2 thru lanes NB to recieve 2 lanes of traffic * West leg - (Brorein) Existing geometry satisfactory	$109,200
	6. Meridian and Platt - provide: * SB - separate right turn lane	$21,500[6]
Freeway	7. NB Orange & Scott - at this location improvements proposed per the CBD DRI will result in satisfactory service levels in 1990 (and in Phase III). Should these improvements not be in place by Phase II, the addition of a third thru lane to access the Interstate on-ramps will be required.	N/A[7]
Freeway	8. Construct two NB through lanes and three southbound lanes on I-275 from Jefferson Street ramps to I-275/4 interchange bringing the total to six lanes in each direction. These through lanes should have termini in accordance with proper design standards.	N/A[7]

Improvement Type[1]		Improvement	Cost
Freeway	9.	Construct two northbound through lanes and two southbound through lanes on I-275 from Busch Boulevard to Fowler Avenue bringing the total to four lanes in each direction. These through lanes should have their termini in accordance with proper design standards.	N/A[7]
Freeway	10.	Construct three through lanes eastbound and three through lanes westbound on I-4 from 22nd Street ramps to 50th Street ramps bringing the total to five lanes in each direction. These through lanes should have their termini in accordance with proper design standards.	N/A[7]
Freeway	11.	Construct one eastbound through lane and one westbound through lane on the Crosstown Expressway from 22nd Street to 50th Street bringing the total to three lanes in each direction. These through lanes should have termini in accordance with proper design standards.	N/A[7]
		Phase II Sub-total	$398,200

Phase III

At Grade	1.	Meridian & Platt - provide: * NB - 1 left turn lane, 2 thru lanes	Site specific[3] improvement
	2.	Platt - 13th - provide: * Third right in/right-out driveway with exclusive accel/decel lane for each movement.	Site Specific[3] Improvement
Freeway	3.	Construct and additional through lane in each direction on I-275 from Jefferson Street ramps to I-275/I-4 interchange bringing the total to seven lanes in each direction. These through lanes should have their termini in accordance with proper design standards.	N/A[7]

Improvement Type[1]	Improvement	Cost
Freeway	9. Construct an additional through lane in each direction on the Crosstown Expressway between 22nd Street and Kennedy Boulevard bringing the total to three lanes in each direction. These through lanes should have their termini in accordance with proper design standards.	N/A[7]
	GRAND TOTAL PHASES I-III	$533,400[8]

---

1 At grade improvements were specified by the City of Tampa and the Tampa Bay Regional Planning Council.

2 Signal design to coordinate with adjacent Harbour Island Signal.

3 Site improvement for ingress and egress to site. Developer responsible for 100 percent of costs.

4 Developer shall construct site specific improvement on westbound approach to intersection of Cumberland and 13th Street. Developer shall construct this portion of the improvement at its expense in conjunction with the City's construction of the remaining improvements at this location.

5 Signal design to coordinate with adjacent signal at Crosstown ramp.

6 Improvement only if Phase III does not commence by December 31, 1992. If Phase III is not commenced by such date, the Developer shall pay to the City the sum of $21,500 for this improvement, which is in addition to the amounts set forth in Section 4.E.3 (b.)

7 N/A - Not applicable. No developer fair share cost required. Subject to future traffic analysis as provided for in Development Order.

8 Off-site improvements for Phase III are included in the improvements for Phases I and II.

EXHIBIT D TO TAMPA PORT AUTHORITY DEVELOPMENT ORDER

DOWNTOWN CRUISE SHIP TERMINAL PROJECT

INITIAL MAINTENANCE DREDGING DISPOSAL SITE

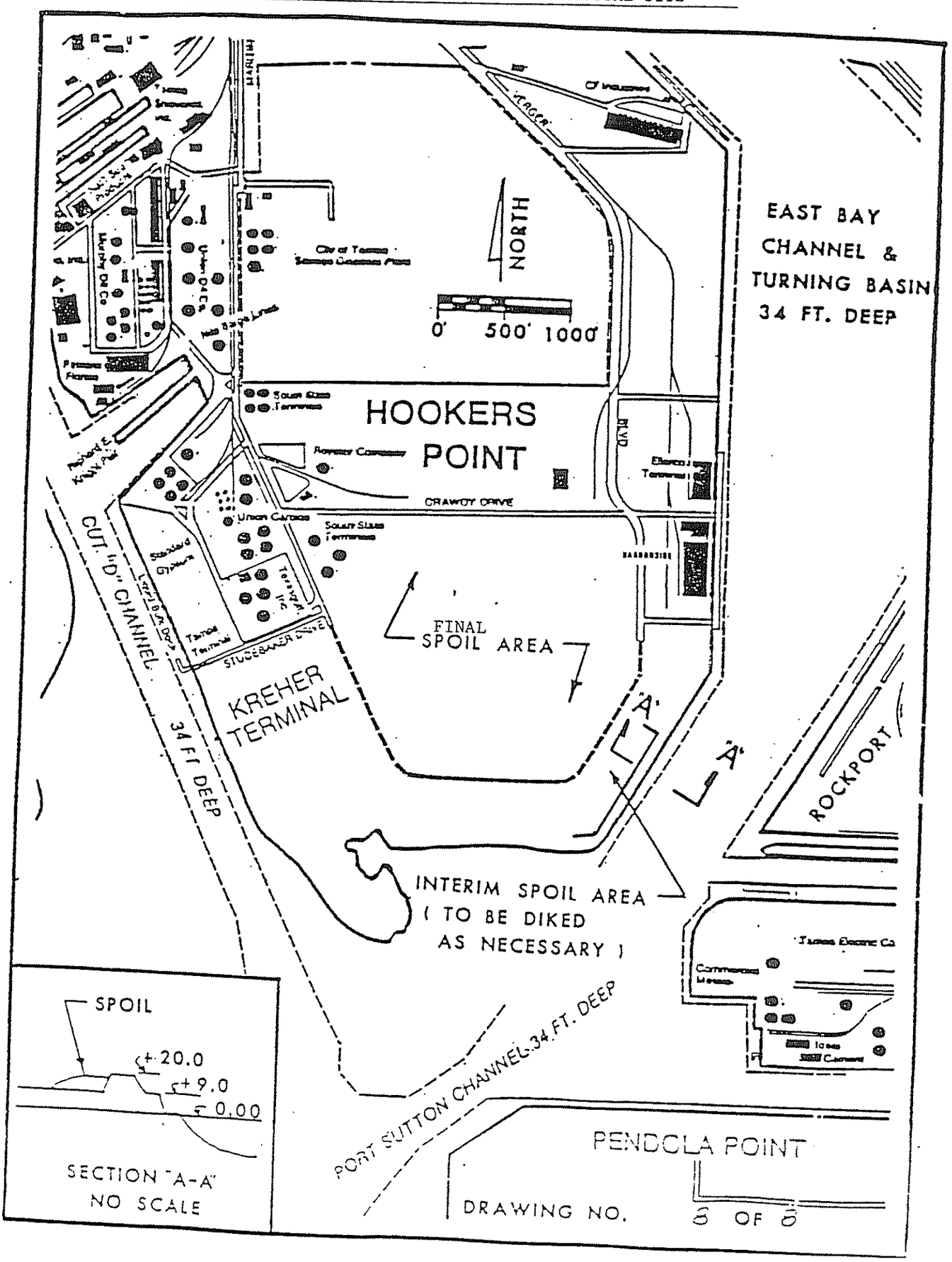


EXHIBIT E TO TAMPA PORT AUTHORITY DEVELOPMENT ORDER

DOWNTOWN CRUISE SHIP TERMINAL PROJECT

FUTURE MAINTENANCE DREDGING DISPOSAL SITE

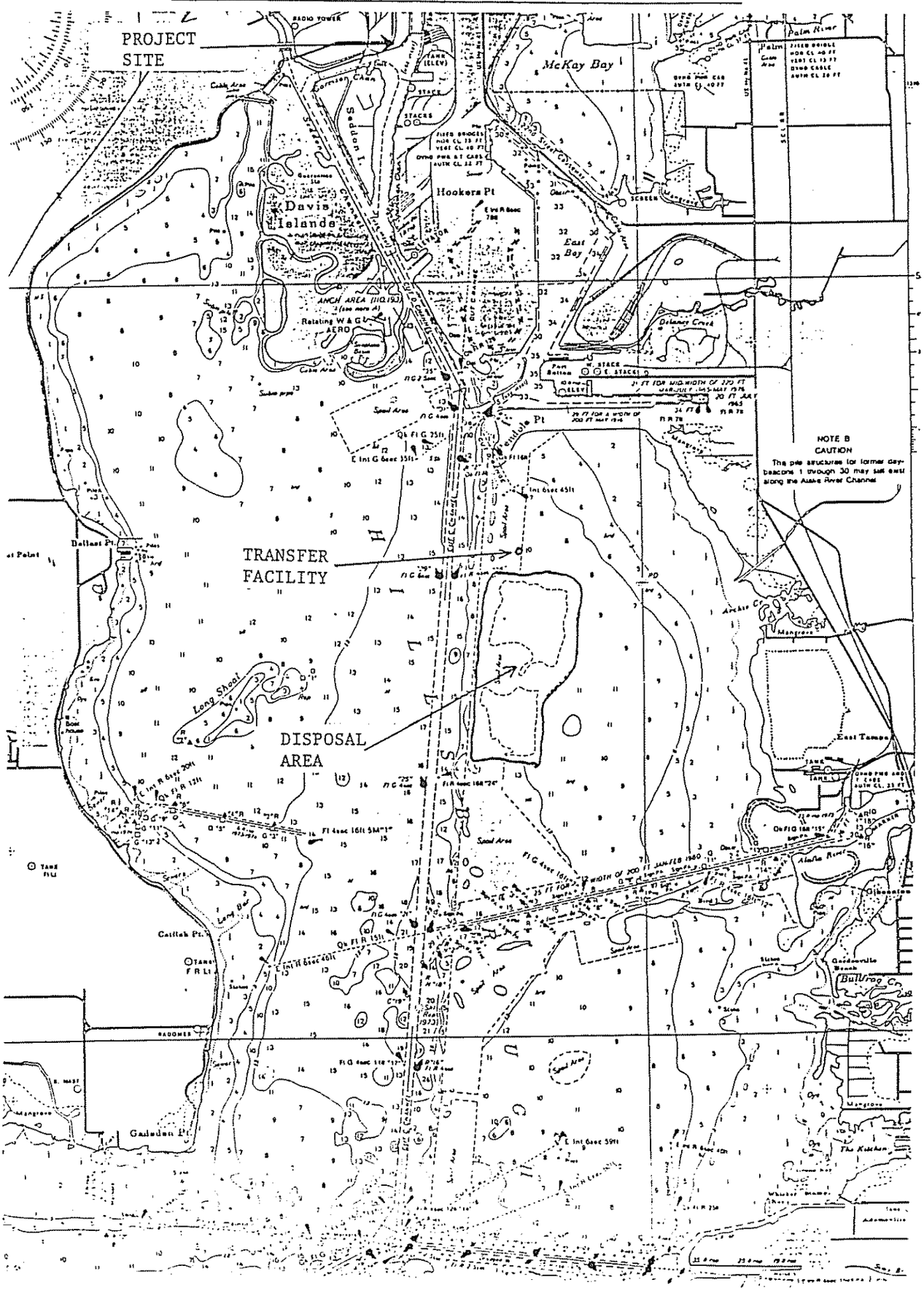


EXHIBIT F

Tampa Cruiseship Terminal
Development Order Parking Assignments

Land Use	Required Spaces
PHASE I	
Hotel	1 space/3 bedrooms[1]
Office	1 space/1000 sf GFA[1]
Restaurant	1 space/4 seats[1]
Cruiseship Terminal:	
Buses	35
Rental Cars	35
Long Term	115
Short Term	100

Land Use	Required Spaces
PHASE II[2]	
Hotel	1 space/3 bedrooms[1]
Office	1 space/1000 sf GFA[1]
Restaurant	1 space/4 seats[1]
Cruiseship Terminal:	
Buses	70
Rental Cars	70
Long Term	220
Short Term	100

Land Use	Required Spaces
PHASE III[3]	
Hotel	1 space/3 bedrooms[1]
Office	1 space/1000 sf GFA[1]
Restaurant	1 space/4 seats[1]
Cruiseship Terminal:	
Buses	80
Rental Cars	80
Long Term	275
Short Term	100

[1] From Zoning Code - Chapter 43 City of Tampa Code of Ordinances, August 8, 1982.
[2] Includes Phase I
[3] Includes Phases I and II

Exhibit 2

TRIP GENERATION TAMPA 2010 AUTHORITY(4/8/87)
(LANDUSE EQUIVALENTS TO INCLUDE 1000 & 700 PASS. SHIP TO OPERATE DURING PEAK HOURS
WITH A REDUCTION OF 150,000 SF OF OFFICE)

Land Use	Proposed Development	Vehicle Trip Generation Rates: Daily	PM Peak In	PM Peak Out	AM Peak In	AM Peak Out	Unadjusted Vehicle Trips: Daily	PM Peak In	PM Peak Out	AM Peak In	AM Peak Out	VOR	Total Person Trips: Daily	PM Peak In	PM Peak Out	AM Peak In	AM Peak Out
ULTIMATE																	
HOTEL	600	10.5	0.36	0.37	0.58	0.23	6,300	216	222	348	174	1.35	8,505	292	300	470	235
OFFICE	850,000	10.3	0.24	1.5	1.33	0.2	9,265	204	1,530	1,641	170	1.35	12,508	275	2,065	2,215	230
SPEC RETAIL	9,000	40.7	1.88	1.93	0.59	0.59	366	17	18	5	5	1.35	495	23	24	7	7
RESTAURANTS	21,000	74.9	3.8	2.34	0.66	0.36	1,573	80	49	14	8	1.35	2,123	108	66	19	10
1000 PASS SHIP	800	0.16	0.25	0.26	0.22	0.32	128	200	208	176	256	2.85	365	570	593	502	730
700 PASS SHIP	665	0.13	0.75	0.57	0.47	0.67	86	500	379	313	446	1.32	114	660	500	413	588
Use-7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Use-8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Use-9	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Use-10	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
TOTALS							17,719	1,302	2,406	2,496	1,058		24,110	2,163	3,543	3,625	1,600

Daily Person Trips: Internal	Transit	Auto	Daily Auto Vehicle Trips	P.M. Peak Internal Person Trips: In	Out	P.M. Peak External Person Trips: Transit In	Transit Out	Auto In	Auto Out	Total In	Total Out	P.M. Peak External Vehicle Trips: In	Out	Total	A.M. Peak Internal Person Trips: In	Out	A.M. Peak External Person Trips: Transit In	Transit Out	Auto In	Auto Out	In
2,673	1,701	4,105	3,041	154	132	58	60	73	43	137	126	53	36	34	132	112	34	47	124	76	257
2,673	1,001	8,606	6,525	66	58	41	310	146	1,656	188	1,967	106	1,225	1,326	52	102	332	34	1,630	54	2,163
445	40	10	7	17	18	3	4	2	2	6	6	2	2	3	5	5	1	1	1	1	3
1,847	170	106	73	67	42	16	10	25	14	41	24	18	11	23	12	7	3	2	4	2	7
0	0	365	125	72	53	339	236	327	243	726	539	115	85	200	45	68	251	365	206	277	456
0	0	114	66	20	15	381	266	266	200	647	485	202	151	353	12	18	226	325	165	235	400
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7,639	2,511	13,205	9,866	413	418	833	965	845	2,165	1,745	3,131	503	1,513	2,016	358	308	318	785	2,402	706	3,316

COMPOSITE EXHIBIT "B"

DRI
#118

TAMPA PORT AUTHORITY
CRUISE SHIP TERMINAL DEVELOPMENT OF REGIONAL IMPACT

NOTIFICATION OF A PROPOSED CHANGE TO A PREVIOUSLY APPROVED DEVELOPMENT OF REGIONAL IMPACT (DRI) SUBSECTION 380.06 (19), FLORIDA STATUTES

Submitted by:

Tampa Port Authority
811 Wynkoop Road
Tampa, Florida 33605

Prepared by:

Tampa Port Authority
Macfarlane, Ferguson, Allison & Kelly
Greiner Engineering Sciences, Inc.

April 23, 1987

STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS
DIVISION OF RESOURCE PLANNING AND MANAGEMENT
BUREAU OF RESOURCE MANAGEMENT
2571 Executive Center Circle, East
Tallahassee, Florida 32301-8244
(904) 488-4925

BRM-08-86

NOTIFICATION OF A PROPOSED CHANGE TO A PREVIOUSLY APPROVED DEVELOPMENT OF REGIONAL IMPACT (DRI)
SUBSECTION 380.06 (19), FLORIDA STATUTES

TAMPA PORT AUTHORITY
CRUISE SHIP TERMINAL DEVELOPMENT OF REGIONAL IMPACT

Subsection 380.06 (19), Florida Statutes (1985), requires that submittal of a proposed change to a previously approved DRI be made to the local government, the regional planning council, and the state land planning agency according to this form.

1. I, David M. Mechanik, attorney and authorized representative of Tampa Port Authority, hereby give notice of a proposed change to a previously approved Development of Regional Impact in accordance with Subsection 380.06 (19), Florida Statutes (1985). In support thereof, I submit the following information concerning the Downtown Cruise Ship Terminal development, which information is true and correct to the best of my knowledge. I have submitted today, under separate cover, copies of this completed notification to the City of Tampa, to the Tampa Bay Regional Planning Council, and to the Bureau of Resource Management, Department of Community Affairs.

April 23, 1987
(Date)

David M. Mechanik
(Signature)

2. Applicant (name, address, phone).

RESPONSE: Tampa Port Authority
811 Wynkoop Road
Tampa, Florida 33605
(813) 248-1924

3. Authorized Agent (name, address, phone).

RESPONSE: David M. Mechanik, Esquire
Macfarlane, Ferguson, Allison & Kelly
Post Office Box 1531
Tampa, Florida 33601
(813) 223-2411

4. Location (City, County, Township/Range/Section) of approved DRI and proposed change.

RESPONSE: City of Tampa, Hillsborough County
Section 19, Township 29 South, Range 19 East

5. Describe and indicate on a project master site plan map or other maps all individual changes previously made to the development. Please describe all changes previously made in the plan of development, phasing, build-out date, or in the representations contained in the Application for Development Approval (ADA) since the DRI first received approval.

Note: If a response is to be more than one sentence, attach as Exhibit "A" a detailed description of each change and copies of the modified site plan drawings. Exhibit "A" should also address the following additional items if applicable.

a) Indicate all DRI ADA's or requests for substantial deviation determinations that have been filed since the project originally received DRI approval.
b) Attach copies of all modifications or amendments to the originally approved development order that have been adopted by local government (unless otherwise provided; if so, cite how).

RESPONSE: There have been no changes previously made to the development.

6. Describe and indicate on a project master site plan map all currently proposed changes to the development. Please describe in detail <u>all</u> proposed changes to the last approved plan of development, phasing build-out date, or to the representations contained in the last approved Application for Development Approval (ADA). Additionally, supply information for appropriate portions of the chart below, indicating the proposed project changes:

SUBSTANTIAL DEVIATION CHART

TYPE OF LAND USE	CHANGE CATEGORY	LAST APPROVED #	PROPOSED #
Attraction/ Recreation	# Parking Spaces # Spectators # Seats Site locational changes Acreage, including drainage, ROW, easements, etc. # External Vehicle Trips	N/A (See footnote at end of chart.*)	N/A
Airports	Runway (length) Runway (strength) Terminal (gross square feet) # Parking Spaces # Gates Apron Area (gross square feet) Site locational changes Airport Acreage, including drainage, ROW, easements, etc. # External Vehicle Trips	N/A	N/A
Hospitals	# Beds # Parking Spaces Building (gross square feet) Site locational changes Acreage, including drainage, ROW, easements, etc. # External Vehicle Trips	N/A	N/A
Industrial	Acreage, including drainage, ROW, easements, etc. # Parking Spaces Building (gross square feet) # Employees Chemical storage (barrels and lbs.) Site locational changes # External Vehicle Trips	N/A	N/A

Mining Operations	Acreage mined (year) Water Withdrawal (Gal/day) Size of Mine (acres), including drainage, ROW, easements, etc. Site locational changes # External Vehicle Trips	N/A	N/A
Office	Acreage, including drainage, ROW, easements, etc. Building (gross square feet) # Parking Spaces # Employees Site locational changes # External Vehicle Trips	N/A	N/A
Petroleum/Chemical Storage Facility	Storage Capacity (barrels and/or lbs.) Distance to Navigable Waters (feet) Site locational changes Facility Acreage, including drainage, ROW, easements, etc. # External Vehicle Trips	N/A	N/A
Ports (Marinas)	# boats, wet storage # boats, dry storage Dredge and fill (cu.yds.) Petroleum storage (gals.) Site locational changes Port Acreage, including drainage, ROW, easements, etc. # External Vehicle Trips	N/A	N/A
Residential	# dwelling units # lots Acreage, including drainage, ROW, easements, etc. Site locational changes # External Vehicle Trips	N/A	N/A

Wholesale, Retail or Service	Acreage, including drainage, ROW, easements, etc. Floor Space (gross square feet) # Parking Spaces # Employees Site locational changes # External Vehicle Trips	N/A	N/A
Hotel/Motel	# Rental Units Floor Space (gross square feet) # Parking Places # Employees Site locational changes Acreage, including drainage, ROW, easements, etc. # External Vehicle Trips	N/A	N/A
R.V. Park	Acreage, including drainage, ROW, easements, etc. # Parking Spaces Buildings (gross square feet) # Employees Site locational changes # External Vehicle Trips	N/A	N/A
Open Space (All natural and vegetated non-impervious surfaces)	Acreage Site locational changes Type of open space	N/A	N/A
Preservation, Buffer or Special Protection Areas	Acreage Site locational changes Development proposed	N/A	N/A

*Proposed change does not affect any of the changes contemplated by this chart and, therefore, the requested information is not applicable ("N/A").

Note: If a response is to be more than one sentence, attach as Exhibit "B" a detailed description of each proposed change and copies of the proposed modified site plan drawings. The Bureau may request additional information from the developer or his agent.

RESPONSE:

DESCRIPTION OF ALL PROPOSED CHANGES

The City of Tampa adopted DRI Development Order, Ordinance No. 9108-A, for the Tampa Port Authority Cruise Ship Terminal DRI. Section 4.H.H. of the Development Order provides that:

> "Operation of the cruise ship terminals shall be permitted on weekends and weekdays provided that loading and unloading of passengers on weekdays shall not occur during the peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.) and provided further that during weekdays, not more than one cruise ship shall be permitted to load and unload passengers during each weekday."

The Tampa Port Authority proposes a change to Section 4.H.H. of the Development Order that would allow the loading and unloading of cruise ships on weekdays during the peak hours. Under this proposed change, an adjustment will be made in the permitted development totals so that external impacts of the development on the external roadway network will not be increased when the cruise ship terminals are operated during weekday peak hours.

Presently, under Section 4.E.4. of the Development Order, the developer may construct two (2) cruise ship terminals, 1,000,000 square feet of office space, 600 hotel rooms, 21,000 square feet of restaurant space, and 9,000 square feet of retail space prior to the submission of a revised and updated §380.06, Florida Statutes traffic analysis.

The Tampa Port Authority retained Greiner Engineering Sciences, Inc. ("Greiner") to assess the transportation impacts of this proposed change. A copy of the Greiner transportation analysis dated April 21, 1987 is attached hereto as Exhibit "A". The Greiner traffic analysis concludes that if the total square footage of office space is decreased to 850,000 square feet (with all other permitted development totals remaining the same), the operation of the cruise ship terminals during weekday peak hours will not create an increase in the traffic impacts of the development in excess of those traffic impacts contemplated in Section 4.E.4. of the Development Order.

Based on the Greiner analysis, this proposed change requires that upon completion of two (2) cruise ship terminals, 850,000 square feet of office space, 600 hotel rooms, 21,000 square feet of restaurant space, and 9,000 square feet of retail space, that the developer shall either:

1. Discontinue weekday peak hour operation of cruise ship terminals and reverting to the original terms of Section 4.E.4. of the Development Order; or
2. Submit a revised and updated traffic analysis pursuant to Section 380.06, Florida Statutes, as provided for in Section 4.E.4. of the Development Order.

The proposed amendment does not invoke any of the substantial deviation criteria set forth in §380.06(19), Florida Statutes, or Section 4.A. of the Development Order, nor does it affect the plan of development, build-out date, or the representations contained

in the approved Application for Development Approval ("ADA"). The proposed amendment can indirectly affect the phasing for the development; however, as described above, should the Tampa Port Authority wish to continue weekday peak hour operation of the cruise ship terminals upon reaching the above stated development totals, it must submit a traffic analysis at a point in the development schedule which is earlier than the date contemplated for such analysis in the Development Order. Thus, no adverse impact would result from such phasing change.

BACKGROUND INFORMATION AND JUSTIFICATION FOR THE REQUEST

The cruise ship industry first arrived in Tampa in 1979. From modest beginnings of approximately 8000 passengers per year, it has grown to in excess of 500,000 passengers per year. The exact worth of having this business here is difficult to measure; however, industry analysts believe each passenger spends approximately $190 in the area. Likewise, a number of opportunities are created for local businesses to provide products and services to the cruise lines. For example, the largest of the vessels operating out of Tampa generates approximately $500,000 in business transactions during each visit.

There has been an increase in the number of cruise ships and cruise ship companies in operation, primarily because of the recent surge in the popularity of cruising. As the competition for passengers increases, companies are intensifying their efforts to make their product more appealing. This has resulted in

"cruises to nowhere", ultra plush cruises, theme cruises, and the like. When a successful change is seen, others quickly follow.

One change that has taken hold is a move toward shorter cruises, as people are tending to take a number of shorter vacations as opposed to one or two longer ones. Because of this, Bermuda Star Lines, operator of the Veracruz in Tampa, recently changed its format from seven day cruises to alternating two and five day cruises. This has created the need to operate the Tampa Port Authority Cruise Ship Terminal on weekdays. This change was not originally planned since none of the cruise lines had previously desired to operate on any day other than on Saturday. Accordingly, this change is proposed in order to respond to this new demand.

7. Has there been a change in local government jurisdiction for any portion of the development since the last approval or development order was issued? If so, has the annexing local government adopted a new DRI development order for the project? Please provide a copy of the order adopted by the annexing local government, if not previously provided to the Department.

RESPONSE: There has been no change in local governmental jurisdiction for any portion of the development since the Development Order was issued.

8. Describe any lands purchased or optioned within one mile of the original DRI site subsequent to the original approval or issuance of the DRI development order. Identify such land, its size, and intended use on a project master site plan or other map.

Note: If a response is to be more than one sentence, attach as Exhibit "C".

RESPONSE: There have been no lands purchased or optioned within one mile of the original DRI site subsequent to the original approval or issuance of the DRI Development Order.

9. Briefly describe whether and the extent to which:

   a. The proposed change may be inconsistent with any objectives or policies of the adopted state land development plan (or, in its absence, the adopted state comprehensive plan) applicable to the area; and

   b. The proposed change may be inconsistent with any local land development regulations or the adopted local comprehensive plan.

RESPONSE: The proposed change is not inconsistent with any objectives or policies of the adopted state land development plan, local land development regulations or the adopted local comprehensive plan. In fact, the development and the proposed change furthers the adopted State Land Development Plan 1986-2000 with respect to the following policy:

> Policy Cluster # 57: Balanced and Planned Development Policies:
>
> ***
>
> 3. Enhance the liveability and character of urban areas through the encouragement of an attractive and functional mix of living, working, shopping and recreational activities.

This development is a mixed use project located in an area of downtown Tampa in the process of redevelopment. Redevelopment in areas such as this is often very difficult and financially infeasible because of predominance of inappropriate and inconsistent and incompatible land uses. However, the Tampa Port Authority has assembled land and has planned a project which will

increase living, working, shopping and recreational activities for many people. As stated in the response to Question No. 6, above, the proposed change will enable the Tampa Port Authority to respond to the requirements of cruise lines to provide shorter cruises, creating greater opportunities for use of these recreational and other activities.

SUBSTANTIAL DEVIATION DETERMINATION

If the proposed change to the previously approved DRI or development order condition does not meet or exceed any of the criteria listed in the DRI development order or in Subsection 380.06(19)(b), Florida Statutes, then the local government having jurisdiction over the development must make a determination as to whether such proposed changes constitute a substantial deviation and will cause the development to be subject to further development-of-regional-impact review. If the local government determines that the proposed change does not require further development-of-regional-impact review and is otherwise approved, the local government must issue an amendment to the development order incorporating the approved change and conditions of approval relating to the change, subject to the appeal provisions of Subsection 380.06(19)(f), Florida Statutes, and Section 380.07, Florida Statutes.

Provide the following for incorporation into such an amended development order, pursuant to Subsections 380.06 (15), Florida Statutes, and 9J-2.25, Florida Administrative Code:

10. An updated master site plan or other map of the development portraying and distinguishing the proposed changes to the previously approved DRI or development order conditions.

RESPONSE: The proposed change will not affect the master site plan, nor will the change affect any other visual representation of the development.

11. Pursuant to Subsection 380.06(19)(f), Florida Statutes, include the precise language that is being proposed to be deleted or added as an amendment to the development order. This language should address and quantify:

    a. All proposed specific changes to the nature, phasing, and build-out date of the development; to the acreage

attributable to each described proposed change of land use, open space, areas for preservation, green belts; to structures or to other improvements including locations, square footage, number of units; and other major characteristics or components of the proposed change;

b. An updated legal description of the property, if any project acreage is/has been added or deleted to the previously approved plan of development;

c. A proposed amended development order deadline for commencing physical development of the proposed changes, if applicable;

d. A proposed amended development order termination date that reasonably reflects the time required to complete the development;

e. A proposed amended development order date to which the local government agrees that the changes to the DRI shall not be subject to down-zoning, unit density reduction, or intensity reduction, if applicable; and

f. Proposed amended development order specifications for the annual report, including the date of submission, contents, and parties to whom the report is submitted as specified in Subsection 9J-2.25 (7), F.A.C.

If the proposed change meets or exceeds substantial deviation criteria listed in the DRI development order, or in the criteria listed in Subsection 380.06(19)(b), Florida Statutes, then the proposed change <u>is</u> a substantial deviation and shall be subject to further DRI review without the necessity for a determination by the local government.

RESPONSE:

The precise language proposed as an amendment to the Development Order is as follows:

***

Restate condition 4.H.H. in its entirety as follows:

H.H. Operation of the cruise ship terminals shall be permitted on weekends and weekdays during peak hours and off-peak hours provided that, upon the

completion of two (2) cruise ship terminals, 850,000 square feet of office space, 600 hotel rooms, 21,000 square feet of restaurant space and 9,000 square feet of retail space, the development shall elect one of the following options:

1. The times for operation of the cruise ship terminals shall be changed as follows: cruise ship operations shall be permitted on weekends and weekdays provided that loading and unloading of passengers on weekdays shall not occur during the peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.) and provided further that during weekdays, not more than one cruise ship shall be permitted to load and unload passengers during each weekday. In the event the Developer selects this Option 1, the Developer may construct the development totals provided in Section 4.E.4. of the Development Order, in accordance with the requirements of Section 4.E.4. of the Development Order; or
2. The Developer shall submit a revised and updated traffic analysis pursuant to §380.06, Florida Statutes, in accordance with provisions in Section 4.E.4. of the Development Order. In the event Developer elects this Option 2, the Developer shall not be required to submit a

traffic analysis under the provisions of Section 4.E.4. until it proposes to commence Phase III development.

The foregoing discussion and analysis show that the proposed change will not create additional regional impacts nor will it invoke any of the substantial deviation criteria set forth in Section 380.06(19) or Section 4.A. of the Development Order. Accordingly, the proposed change does not constitute a substantial deviation to the previously approved development. Further, the specific language proposed as an amendment to the Development Order imposes conditions that assure that adverse impacts will not occur as a result of the proposed change.

Based upon the foregoing, Tampa Port Authority respectfully requests approval of the proposed change.

Greiner

Gr ner Engineering Sciences, Inc.
P.O. Box 23646
5601 Mariner Street
Tampa, Florida 33609-3416
(813) 879-1711
FAX: (813) 873-8591

A Greiner Engineering, Inc. Company

C1006.02
April 21, 1987

APR 22 1987

Mr. Emmett C. Lee
Post Office Box 2192
Tampa, Florida 33601

Reference: Downtown Tampa Cruise Ship Terminal

Dear Mr. Lee:

At your request I have performed an analysis to assess the impacts of operating the cruise ship terminals during the AM and PM peak hours.

As shown in the attached Transportation Analysis, the operation of the cruise ship terminals during the peak hours would require a reduction of office space by 150,000 square feet. This reduction in office space will keep the overall external impacts of the development on the adjacent roadway network equal to those contemplated in Section 4.E.4. of the Development Order.

If you need any additional information or further assistance, please contact me.

Sincerely,

GREINER ENGINEERING SCIENCES, INC.

Randy Coen / by CJ.

Randy Coen

RC:jb
enclosure
xc: Mr. David Mechanik (w/enc)

EXHIBIT "A"

TRANSPORTATION ANALYSIS

This analysis assesses the transportation impacts of operating the Tampa Port Authority's DRI cruise ship terminals during weekday AM and PM peak hours. As stated in the approved Development Order (City Ordinance #9108-A) Section 4.E.4., the maximum development that can be built prior to an additional traffic analysis is shown in Table 1.

TABLE 1
LAND USES
(As shown in Section 4.E.4. of the Development Order)

Land Use	Development Size
Office	1,000,000 square feet
Hotel	600 rooms
Specialty Retail	9,000 square feet
Restaurants	21,000 square feet
1,000 Passenger Ship	1 terminal
700 Passenger Ship	1 terminal

The inclusion of the two cruise ship terminals was done under the condition that they would not operate during weekday peak hours (Section 4.H.H. of the Development Order). Exhibit 1 shows the trip generation for the development totals shown in Table 1 with the cruise ship terminal being analyzed as operating during off-peak hours.

Operating the cruise ship terminals to service both ships during the peak hours will necessitate the "down sizing" of other portions of the

development (the office component). This will keep the overall external impacts of the development on the adjacent roadway network equal to those contemplated in Section 4.E.4. of the Development Order. A proposed development scenario used in our analysis is shown in Table 2 below.

TABLE 2
LAND USE EQUIVALENTS TO INCLUDE 1,000 PASSENGER AND 700 PASSENGER SHIPS WITH A REDUCTION OF 150,000 SQUARE FEET OF OFFICE

Land Use	Development Size
Office	850,000 square feet
Hotel	600 rooms
Specialty Retail	9,000 square feet
Restaurants	21,000 square feet
1,000 Passenger Ship	1 terminal
700 Passenger Ship	1 terminal

Exhibit 2 shows the trip generation for the development scenario, shown in Table 2 above, with the addition of the two cruise ships operating during weekday peak hours and with a reduction of 150,000 square feet of office space.

Assumptions used in the trip generation for both land use scenarios (Tables 1 and 2) are consistent with those identified in the approved ADA/DRI except that the assumptions for retail internalizations were changed based on recent discussions with the Tampa Bay Regional Planning Council (TBRPC) staff and its representatives. These internalizations were adjusted to 90% daily, 65% AM peak, and 75% PM peak in order to reflect a more conservative (i.e., reduced) interaction between land uses. Estimates for transit usage of cruise ship patrons were provided by the Tampa Port Authority (see

attached letter marked Exhibit 3). As shown in the trip generation Exhibits 1 and 2, the percentage of transit for the cruise ships is 10 buses for each ship.

An analysis of Exhibits 1 and 2 shows that by reducing the office space by 150,000 square feet and permitting both cruise ships to operate during weekday peak hours, no increase of trips occurs during weekday peak hours. Thus, the proposed development scenario limits peak hour trip generation to the total trips contemplated under the provisions of Section 4.E.4. of the Development Order. Table 3 shows a summary trip comparison of the two land use scenarios.

TABLE 3
TABLE 1 LAND USE VERSUS TABLE 2 LAND USE
TRIP COMPARISON

Land Use Scenario	Daily	AM		PM	
		In	Out	In	Out
Table 1	12,026	1,807	192	242	1,548
Table 2	9,866	1,700	411	503	1,513

As seen in Table 3, no increase of trips is realized during peak periods that would correspond to peak directions of traffic flow. In fact, traffic will be reduced in the peak directions.

Although daily trips associated with the cruise ship terminals were not considered critical to the analysis, we nevertheless analyzed the impacts of their daily operations. As seen in Exhibit 2, there are minimal daily trips

associated with the terminal complex outside its peak loading and unloading hours. The other daily traffic which would use the site include six to eight truck trips to service each ship and carry crew members. Other cruise ship employees and terminal employees would also account for passenger vehicle trips, but this traffic would occur well in advance of any ship loading or unloading (not during the peak hours).

Exhibit 1

TRIP GENERATION TAMPA PORT AUTHORITY(4/8/87)
(LANDUSES AS SHOWN IN SECTION 4.E.4 OF THE DEVELOPMENT ORDER)

Land Use	Proposed Development	Vehicle Trip Generation Rates: Daily	PM Peak In	PM Peak Out	AM Peak In	AM Peak Out	Unadjusted Vehicle Trips: Daily	PM Peak In	PM Peak Out	AM Peak In	AM Peak Out	VOR	Total Person Trips: Daily	PM Peak In	PM Peak Out	AM Peak In	AM Peak Out
HOTEL	600	10.5	0.36	0.37	0.58	0.23	6,300	216	222	348	174	1.35	8,505	292	300	470	235
OFFICE	1,000,000	10.9	0.24	1.6	1.33	0.2	10,900	240	1,600	1,330	200	1.35	14,715	324	2,160	2,696	270
SPEC RETAIL	9,000	40.7	1.88	1.93	0.93	0.93	366	17	18	8	8	1.35	495	23	24	7	7
RESTAURANTS	21,000	74.9	3.6	2.34	0.66	0.36	1,573	60	49	14	8	1.35	2,123	106	66	19	10
1000 PASS SHIP	800	1.31	0	0	0	0	1,048	0	0	0	0	2.85	2,987	0	0	0	0
700 PASS SHIP	665	2.6	0	0	0	0	1,729	0	0	0	0	1.32	2,282	0	0	0	0
Use-7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Use-8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Use-9	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Use-10	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
TOTALS							21,316	553	2,059	2,277	387		31,107	746	2,620	3,101	522

Daily Person Trips: Internal	Transit	Auto	Daily Auto Vehicle Trips	P.M. Peak Internal Person Trips: In	Out	P.M. Peak External Person Trips: Transit In	Transit Out	Auto In	Auto Out	Total In	Total Out	P.M. Peak External Vehicle Trips: In	Out	Total	A.M. Peak Internal Person Trips: In	Out	A.M. Peak External Person Trips: Transit In	Transit Out	Auto In	Auto Out	Total In
3,036	1,701	3,754	2,731	93	110	58	60	141	123	199	183	104	95	200	100	56	34	47	276	131	370
2,633	1,177	10,633	8,023	54	103	43	365	181	1,757	230	2,121	134	1,417	1,564	53	103	371	41	2,152	126	2,552
445	40	10	7	17	18	3	4	2	2	6	6	2	2	3	5	5	1	1	1	1	3
1,847	170	106	73	81	55	16	10	3	1	19	11	2	1	3	16	9	3	2	0	0	3
253	1,493	1,225	430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
68	1,303	511	690	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8,264	5,884	16,859	12,026	293	293	127	438	327	2,043	453	2,527	242	1,516	1,770	173	173	403	93	2,433	259	2,926

Exhibit 1

B.R. Peak External
Vehicle Trips

Total O.I	In	Out	Total
178	204	97	302
167	1,601	33	1,635
3	1	1	2
1	2	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
343	1,607	132	1,935

TRANSIT FACTORS

	PM %	PM %	DAILY %
HOTEL	20	20	20
OFFICE	15	15	5
SPEC RETAIL	15	15	5
RESTAURANTS	15	15	6
1000 PASS SHIP	50	50	50
700 PASS SHIP	57.1	57.1	57.1
Use-7	0	0	0
Use-8	0	0	0
Use-9	0	0	0
Use-10	0	0	0

INTERNAL FACTORS

OUTBOUND FROM	INBOUND TO	DAILY %	PM %	PM %
HOTEL	OFFICE	20	20	20
HOTEL	SPEC RETAIL	-35	-27.5	-32.5
HOTEL	RESTAURANTS	-40	-40	-40
HOTEL	1000 PASS S	-3	-3	-3
HOTEL	700 PASS SH	-3	-3	-3
HOTEL	Use-7	0	0	0
HOTEL	Use-8	0	0	0
HOTEL	Use-9	0	0	0
HOTEL	Use-10	0	0	0
OFFICE	SPEC RETAIL	-35	27.5	32.5
OFFICE	RESTAURANTS	-40	-40	-40
OFFICE	1000 PASS S	0	0	0
OFFICE	700 PASS SH	0	0	0
OFFICE	Use-7	0	0	0
OFFICE	Use-8	0	0	0
OFFICE	Use-9	0	0	0
OFFICE	Use-10	0	0	0
SPEC RETAIRESTAURANTS		32	13	22
SPEC RETAI1000 PASS S		0	0	0
SPEC RETAI700 PASS SH		0	0	0
SPEC RETAUse-7		0	0	0
SPEC RETAUse-8		0	0	0
SPEC RETAUse-9		0	0	0
SPEC RETAUse-10		0	0	0
RESTAURANT1000 PASS S		0	0	0
RESTAURANT700 PASS SH		0	0	0
RESTAURANTUse-7		0	0	0
RESTAURANTUse-8		0	0	0
RESTAURANTUse-9		0	0	0
RESTAURANTUse-10		0	0	0
1000 PASS700 PASS SH		0	0	0
1000 PASSUse-7		0	0	0
1000 PASSUse-8		0	0	0
1000 PASSUse-9		0	0	0
1000 PASSUse-10		0	0	0
700 PASS Use 7		0	0	0
700 PASS Use 8		0	0	0
700 PASS Use-9		0	0	0
700 PASS Use-10		0	0	0
Use-7	Use-8	0	0	0
Use-7	Use-9	0	0	0
Use-7	Use 10	0	0	0
Use 8	Use-9	0	0	0
Use-8	Use-10	0	0	0
Use-9	Use-10	0	0	0

exhibit 2

R.K. Peak External
Vehicle Trips

Total Out	In	Out	Total
123	143	56	200
128	1,356	69	1,425
3	1	1	2
3	3	1	4
654	72	105	177
570	125	178	302
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1,431	1,700	411	2,111

TRANSIT FACTORS

	AM %	PM %	DAILY %
HOTEL	20	20	20
OFFICE	15	15	8
SPEC RETAIL	15	15	8
RESTAURANTS	15	15	8
1000 PASS SHIP	50	50	0
700 PASS SHIP	57.1	57.1	0
Use-7	0	0	0
Use-8	0	0	0
Use-9	0	0	0
Use-10	0	0	0

INTERNAL FACTORS

OUTBOUND FROM	INBOUND TO	DAILY %	AM %	PM %
HOTEL	OFFICE	20	20	20
HOTEL	SPEC RETAIL	-30	-27.5	-32.5
HOTEL	RESTAURANTS	-40	-30	-30
HOTEL	1000 PASS S	0	-5	-5
HOTEL	700 PASS SH	0	-3	-3
HOTEL	Use-7	0	0	0
HOTEL	Use-8	0	0	0
HOTEL	Use-9	0	0	0
HOTEL	Use-10	0	0	0
OFFICE	SPEC RETAIL	-30	-27.5	-32.5
OFFICE	RESTAURANTS	-40	-30	-30
OFFICE	1000 PASS S	0	0	0
OFFICE	700 PASS SH	0	0	0
OFFICE	Use-7	0	0	0
OFFICE	Use-8	0	0	0
OFFICE	Use-9	0	0	0
OFFICE	Use-10	0	0	0
SPEC RETAIL	RESTAURANTS	30	10	10
SPEC RETAIL	1000 PASS S	0	0	0
SPEC RETAIL	700 PASS SH	0	0	0
SPEC RETAIL	Use-7	0	0	0
SPEC RETAIL	Use-8	0	0	0
SPEC RETAIL	Use-9	0	0	0
SPEC RETAIL	Use-10	0	0	0
RESTAURANT	1000 PASS S	0	0	0
RESTAURANT	700 PASS SH	0	0	0
RESTAURANT	Use-7	0	0	0
RESTAURANT	Use-8	0	0	0
RESTAURANT	Use-9	0	0	0
RESTAURANT	Use-10	0	0	0
1000 PASS	700 PASS SH	0	0	0
1000 PASS	Use-7	0	0	0
1000 PASS	Use-8	0	0	0
1000 PASS	Use-9	0	0	0
1000 PASS	Use-10	0	0	0
700 PASS	Use-7	0	0	0
700 PASS	Use-8	0	0	0
700 PASS	Use-9	0	0	0
700 PASS	Use-10	0	0	0
Use-7	Use-8	0	0	0
Use-7	Use-9	0	0	0
Use-7	Use-10	0	0	0
Use-8	Use-9	0	0	0
Use-8	Use-10	0	0	0
Use-9	Use-10	0	0	0

TAMPA PORT AUTHORITY

Serving America's Eighth Largest Port

APR 21 1987

21 April 1987

Mr. Randy Coen
Greiner Engineering
Sciences Inc.
5601 Mariner Street
Tampa, Florida 33609

Dear Randy:

This is in response to your request for information regarding bus pick ups that can be anticipated at the Garrison Channel Cruise Ship Terminal.

Our experience indicates no more than ten (10) standard type buses will be involved per sailing. This number is based on observing the current alternating five (5) day, two (2) day cruise scenario for over six (6) months. Likewise, if the ship goes back to a seven (7) day cruise format this number should not be exceeded.

In the morning the buses will be staged on Ellamay, adjacent to the front of the terminal. They will be brought into the pick up discharge area as needed. The overall pick up operation will take approximately 1 1/2 hours. During the afternoon operation there will be no prestaging. The buses will arrive staggered. The overall process will take three (3) to four (4) hours.

Please don't hesitate to contact me should you require further information.

Sincerely,

ORIGINAL SIGNED

Joseph Valenti
Deputy Port Director

JV:sp

cc: Dave Mechanik

Exhibit 3

GEORGE B. HOWELL MARITIME CENTER

811 WYNKOOP ROAD • TELEPHONE 813/248-1924 • POST OFFICE BOX 2192 • TAMPA, FLORIDA 33601

einer, Inc.
O. Box 23646
5601 Mariner Street
Tampa, Florida 33630-3416
(813) 879-1711
FAX: (813) 873-8591

Greiner

JUL 23 1987

C1006.02
July 23, 1987

Ms. Nanette Hall
Transportation Manager
City of Tampa
City Hall Plaza
306 East Jackson Street, 4E
Tampa, Florida 33602

Ms. Suzanne Cooper
DRI Coordinator
Tampa Bay Regional Planning Council
Hendry Building, Suite 219
9455 Koger Boulevard
St. Petersburg, Florida 33702

Reference: **Downtown Tampa Cruise Ship Terminal Amendment (DRI #118; Ordinance #9108-A)**

Dear Ms. Hall and Ms. Cooper:

The attached document provides the responses to each of the concerns expressed by your respective staffs during their review of our Amendment Application.

We trust you will find this information sufficient. The public hearing date for this Amendment has been set for Thursday, August 6, 1987.

We look forward to receiving your final comments regarding this proposed Amendment. I am available at any time, should questions arise during your review.

Sincerely,

GREINER, INC.

Randy Coen

Randy Coen

RC:jb
enclosures
xc: Tom Beck
Joseph Valenti
David Mechanik
Roy Chapman

RESPONSE TO AGENCY COMMENTS

DOWNTOWN TAMPA CRUISE SHIP TERMINAL AMENDMENT

This document represents a consolidated response to the comments received from the Tampa Bay Regional Planning Council (TBRPC) and City of Tampa regarding the proposed amendment to the Downtown Tampa Cruise Ship Terminal Development Order (Ordinance #9108-A). Written comments received from TBRPC are provided in Appendix 1. Verbal comments were received from the City of Tampa at a meeting held on May 12, 1987. A summary of the City's comments obtained at this meeting are provided in Appendix 2.

TBRPC comments request further explanation in two areas. The first area deals with internalization of vehicle trips, while the second area requests a detailed traffic analysis or a further reduction in external project traffic. Since the City of Tampa also requested a detailed traffic analysis, both of these comments will be addressed together in a later portion of this document.

The TBRPC internalization comment requires two points of clarification prior to responding to this concern. First, Exhibit 1, referred to in the TBRPC letter, represents and accurately reflects the trips generated (both internal and external) by the initial level of development approved for the Downtown Tampa Cruise Ship Terminal project; i.e., 1,000,000 square feet of Office, 9,000 square feet of Retail, 21,000 square feet of Restaurant, a 600-room Hotel, and two Cruise Ship Terminals. The external vehicle trips shown in Exhibit 1 are those previously approved as a result of the DRI process and thus represent the base condition upon which the proposed amendment will be

measured. The suggestion that a 70% to 76% external trip rate range should be used is unnecessary since our analysis is based on the actual trip characteristic of the initial development level approved in the development order.

The second point of clarification regards the TBRPC internalization methodology used in calculating the relationship between gross vehicle trips and the amount of internalization occurring on-site. This methodology does not account for an intervening variable, transit, which significantly alters the 70% to 76% external trip rate range suggested in the TBRPC letter. Table I, P.M. Peak Hour Vehicle Trip Generation Comparison provided on the following page, uses the same traffic volumes used in the TBRPC letter but accounts for the presence of this intervening transit variable. As shown in the table, the percentages derived when the transit usage variable is controlled (i.e., is independently assessed in each case), significantly modify the results reported in the TBRPC letter.

Referring now to the first TBRPC comment, the Amended Development (i.e., 850,000 square feet of Office, 9,000 square feet of Retail, 21,000 square feet of Restaurant, a 600-room Hotel, and two Cruise Ship Terminals) external trip percentage proposed (84.6%) compares well with the Approved Development external trip percentage (83.8%) and the DRI-Phase I external trip percentage (83.9%). In fact, the proposed external trip rate is higher than the approved rate, thus yielding a slightly lower and thus a more conservative amount of internalization (15.4% vs. 16.2%). The DRI-Phase II external trip percentage reflects a substantial increase in office square footage (45% to 132%) when

TABLE 1

DOWNTOWN CRUISE SHIP TERMINAL
P.M. PEAK HOUR VEHICLE TRIP GENERATION COMPARISON[1]

	Unadjusted Vehicle Trips Generated			Total External Trips									External
				Transit Trip Equivalents[5]			Vehicle Trips			Trip Equivalents[6]			Generated[7]
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	(%)
PHASE I[2]	414	1,381	1,795	66	182	248	204	1,054	1,258	270	1,236	1,506	83.9
PHASE II[2]	612	2,866	3,478	101	439	540	367	2,282	2,649	468	2,721	3,189	91.7
:D DEVELOPMENT[3]	553	2,083	2,636	93	325	418	242	1,548	1,790	335	1,873	2,208	83.8
) DEVELOPMENT[4]	1,302	2,406	3,708	516	605	1,121	503	1,513	2,016	1,019	2,118	3,137	84.6

ɜ represents a revision of "P.M. Peak Hour Vehicle Trip Generation" table developed by the TBRPC transportation consultant in his letter of 15, 1987.

taken from Downtown Cruise Ship Terminal DRI/ADA, November, 1984.

derived from initial development levels approved in Downtown Tampa Cruise Ship Terminal Development Order--Ordinance #9108-A. Equates to : table item Exhibit 1.

taken from "Notification of a Proposed Change to a Previously Approved Development of Regional Impact (DRI)", April 23, 1987. Data ɜsents proposed amendment and equates to TBRPC table item Exhibit 2.

sit trips reported in terms of passenger car equivalents (passenger car trip equivalent = transit person trips ÷ VOR).

nes represent addition of "Transit Trip Equivalents" and "Vehicle Trips".

ɜntage derived as follows: "External Vehicle Trip Equivalents" ÷ "Unadjusted Vehicle Trips Generated".

compared to any of the three previous development levels reviewed, and therefore it is inappropriate to use this rate for comparison purposes. An internalization rate of 15% to 20% is not unusually high for a mixed use development of this type. The proposed Amendment does not significantly vary (less than one percent) from the approved initial development level on the basis of the external trip percentage and further, neither scenario represents an unusually high internalization rate (approximately 16%).

The second TBRPC comment is similar to the City of Tampa comment. The City of Tampa has requested that a detailed analysis of critical intersections be prepared and a comparison between approved development impacts and amended development impacts be provided. The TBRPC letter requested that either a detailed analysis be provided to assessed the difference in p.m. peak hour trip generation characteristics or a further reduction in project trips be evaluated. Due to the similarity between these two comments, they will be addressed together.

In concert with the City of Tampa Transportation Division staff, four intersections originally analyzed in the DRI were identified as the most sensitive locations where increases in off-peak traffic volumes could have significant adverse traffic impacts. Table 2, Intersection Comparison provided on the following page, presents a summary comparison of the affect the proposed amendment will have on these intersections. Copies of the intersection capacity analysis worksheets are provided in Appendix 3. While the proposed amendment to the development plan does produce minor increases to the intersection critical sums, no significantly adverse impacts were

TABLE 2

INTERSECTION COMPARISON

Intersection[1]	Approve Development LOS	Approve Development Critical Sum	Amended Development LOS	Amended Development Critical Sum	Difference in Critical Sum Per Signal Cycle[2]
Meridan/Platt	C	1,172 vph	C	1,213 vph	+1.0 vpc
Morgan/Brorein	A	578 vph	A	602 vph	+0.6 vpc
Kennedy/Jefferson	B	1,028 vph	B	1,048 vph	+0.5 vpc
Orange/Scott (Southbound)	A[3]	933 vph	B[3]	975 vph	+1.1 vpc

---

1 Circular 212 CMA analysis provided to remain consistent with intersection analyses originally prepared as a part of the DRI.

2 VPC = Vehicles per signal cycle.

3 The threshold (critical sum) between LOS A and LOS B at this intersection is 950. In both the approved and amended conditions the intersection is a borderline LOS A/B.

identified. None of the intersections analyzed will operate at an unacceptable level of service as a result of the proposed Amendment. The proposed Amendment results in the addition of one vehicle or less in the critical sum at each studied intersection during each signal cycle in the p.m. peak hour.

Based on the analysis presented in the Amendment Application and this response document, no additional significant adverse transportation impacts have been identified. Therefore, it can be concluded that the amendment will not alter the previous transportation analysis conclusions drawn and conditions imposed as a result of the DRI process.

APPENDIX 1

TBRPC COMMENTS

tampa bay
regional
planning
council

9455 Koger Boulevard
St. Petersburg, FL 33702-2491
(813) 577-5151/Tampa 224-9380
Suncom 586-3217

Officers
Chairman
Councilman William D. Vannatta
Vice Chairman
Mayor Robert G. Pilot
Secretary/Treasurer
Councilman Thomas W. Vann
Executive Director
Julia E. Greene

June 22, 1987

David M. Mechanik, Esquire
MacFarlane, Ferguson, Allison & Kelly
215 East Madison Street
P. O. Box 1531
Tampa, FL 33601

RE: DRI#118 - Tampa Downtown Cruiseship Terminal,
City of Tampa

Dear Mr. Mechanik:

Our transportation consultant, Roy Chapman, P.E., of Reynolds, Smith and Hills, has reviewed the Proposed Change to a Previously Approved DRI dated April 23, 1987. His comments are attached for your consideration and response. Please provide your responses to the City of Tampa, as well as to the Tampa Bay Regional Planning Council.

Please call if we can be of further assistance.

Sincerely,

Suzanne T. Cooper

Suzanne T. Cooper
DRI Coordinator

STC/mpr
Enclosure

cc: Randy Coen
Susan Swift
Blaine Oliver

RECEIVED
JUN 25 1987
Greiner Engineering Sciences, Inc.
Tampa, Florida

REYNOLDS, SMITH AND HILLS

ARCHITECTS · ENGINEERS · PLANNERS

INCORPORATED

DIRECTORS

RALPH W. HEIM, PE
JAMES F. SHIVLER JR., PE
BOB ALLIGOOD, AIIE
ROBERT F. DARBY, FAIA
BEN BUCALO, PE
GEORGE M. BARSOM, ScD, PE
K N. HENDERSON, PE
HOWARD B. BOCHIARDY, FAIA
HENRY LUKE, PE
JOHN E. COOK
JACK D. DOOLITTLE
URBAN U. PARRISH JR., PE

May 15, 1987

Ms Suzanne Cooper, DRI Coordinator
Tampa Bay Regional Planning Council
9455 Koger Blvd.
St. Petersburg, Florida 33702

RE: DRI #118, Downtown Cruise Ship Terminal

Dear Ms. Cooper:

The Notification of a Proposed Change to a Previously Approved DRI dated April 23, 1987 concerning the Downtown Cruise Ship Terminal has been reviewed. This document indicates that a reduction of 150,000 square feet of office space would be sufficient to allow peak hour operation of two cruise ships. An analysis is provided that estimates the external traffic to be generated from the land use approved in the development order prior to requiring additional traffic analysis (indicated in Exhibit 1 of the document). Additional analysis is provided to indicate the external trips to be generated with the two cruise ships in operation in the peak hours (Exhibit 2).

The external trips indicated in the above cited two exhibits has been compared to the external trips indicated in the Downtown Cruise Ship Terminal DRI/ADA. The amount of land use approved in the development order prior to requiring another traffic analysis was more than Phase I but less than Phase II of the DRI/ADA.

The vehicle trips generated and external vehicle trips indicated to be produced under each of these scenarios are indicated in the attached table. As indicated, Phase I would generate 1,795 vehicle trips in the PM peak hour with 1,258 being external trips on the highway network. The external trips would therefore be 70 percent of the total trips generated. At the end of Phase II there would be 3,478 vehicle trips generated with 2,649 being external, 76 percent of the total generated.

COMMENT #1

The external vehicle trips generated with the land use approved in the development order should be somewhere in the range of 70 to 76 percent of the total trips generated. The external trips indicated in Exhibit 1 were 68 percent of the total generated and in Exhibit 2 were 54 percent of the total generated. These percentages indicate high internal capture rates that are unlikely to occur.

813/875-5550 • 1715 N. WESTSHORE BOULEVARD • SUITE 500 • P.O. BOX 22003 • TAMPA, FLORIDA 33622-2003
JACKSONVILLE • ORLANDO • TAMPA • FORT LAUDERDALE • MERRITT ISLAND
GREENVILLE • JACKSON • DENVER

Comment #2 The total PM peak hour external vehicle trips to be generated with the cruise ships in operation (Exhibit 2) exceed the total trips to be generated without peak hour operation (Exhibit 1). Without detailed analysis it will be difficult to determine whether the same level of impacts would result. A safe assumption would be that the total external trips for Exhibit 2 traffic should not exceed Exhibit 1 traffic.

If you have any questions concerning the above, please feel free to contact me.

Sincerely,

Roy Chapman

Roy E. Chapman, P.E.
Associate Vice President
Transportation and Environmental Planning

REC/rm

Enclosure

Downtown Cruise Ship Terminal
PM Peak Hour Vehicle Trip Generation

	Vehicle Trips Generated			External Vehicle Trip			External Generated
	In	Out	Total	In	Out	Total	(%)
Phase I*	414	1,381	1,795	204	1,054	1,258	70
Phase II*	612	2,866	3,478	367	2,282	2,649	76
Exhibit 1†	553	2,083	2,636	242	1,548	1,790	68
Exhibit 2†	1,302	2,406	3,708	503	1,513	2,016	54

* From Tampa Cruise Ship Terminal DRI/ADA November 1984.

† From Tampa Port Authority Cruise Ship Terminal DRI Notification of a Proposed Change to a Previously Approved Development of Regional Impact, Tampa Port Authority, April 23, 1987.

Source: RS&H, 1987.

EXHIBIT 1

TRIP GENERATION TAMPA PORT AUTHORITY(6/8/87)
(LANDUSES AS SHOWN IN SECTION 4.E.4 OF THE DEVELOPMENT ORDER)

Land Use	Proposed Development	Vehicle Trip Generation Rates: Daily	PM Peak In	PM Peak Out	AM Peak In	AM Peak Out	Unadjusted Vehicle Trips: Daily	PM Peak In	PM Peak Out	AM Peak In	AM Peak Out	VOR	Total Person Trips: Daily	PM Peak In	PM Peak Out	AM Peak In	AM Peak Out
HOTEL	600	10.5	0.36	0.37	0.58	0.23	6,300	216	222	348	174	1.35	8,505	292	300	470	235
OFFICE	1,000,000	10.9	0.24	1.8	1.33	0.2	10,900	240	1,800	1,330	200	1.35	14,715	324	2,430	2,606	270
SPEC RETAIL	9,000	40.7	1.88	1.93	0.93	0.93	366	17	18	5	5	1.35	495	23	24	7	7
RESTAURANTS	21,000	74.9	3.8	2.34	0.66	0.36	1,573	80	49	14	8	1.35	2,123	108	66	19	10
1000 PASS SHIP	800	1.31	0	0	0	0	1,048	0	0	0	0	2.85	2,987	0	0	0	0
700 PASS SHIP	665	2.6	0	0	0	0	1,729	0	0	0	0	1.32	2,282	0	0	0	0
Use-7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Use-8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Use-9	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Use-10	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
TOTALS							21,916	553	2,089	2,237	387		31,107	746	2,820	3,101	522

Daily Person Trips: Internal	Transit	Auto	Daily Auto Vehicle Trips	P.M. Peak Internal Person Trips: In	Out	P.M. Peak External Person Trips: Transit In	Transit Out	Auto In	Auto Out	Total In	Total Out	P.M. Peak External Vehicle Trips: In	Out	Total	A.M. Peak Internal Person Trips: In	Out	A.M. Peak External Person Trips: Transit In	Transit Out	Auto In	Auto Out	In
3,036	1,701	3,764	2,731	93	110	58	60	141	123	199	183	164	96	260	100	56	34	47	276	131	370
2,633	1,177	10,835	8,029	54	103	43	365	181	1,757	230	2,321	134	1,443	1,564	53	103	331	41	2,162	126	2,332
445	40	10	7	17	18	3	4	2	2	6	6	2	2	3	5	5	1	1	1	1	3
1,847	170	106	75	83	55	16	10	3	1	19	11	2	1	3	16	9	3	2	0	0	3
259	1,433	1,225	430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
64	1,303	511	690	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8,384	5,884	16,857	12,026	293	293	127	438	327	2,083	453	2,527	242	1,546	1,790	173	173	483	90	2,439	259	2,708

Exhibit 1

R.K. Peak External
Vehicle Trips

Total Out	In	Out	Total
178	204	97	302
167	1,601	33	1,635
3	1	1	2
1	2	3	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
348	1,807	132	1,936

TRANSIT FACTORS

	AM %	PM %	DAILY %
HOTEL	20	20	20
OFFICE	15	15	5
SPEC RETAIL	15	15	5
RESTAURANTS	15	15	6
1000 PASS SHIP	50	50	50
700 PASS SHIP	57.1	57.1	57.1
Use-7	0	0	0
Use-8	0	0	0
Use-9	0	0	0
Use-10	0	0	0

INTERNAL FACTORS

OUTBOUND FROM	INBOUND TO	DAILY %	AM %	PM %
HOTEL	OFFICE	20	20	20
HOTEL	SPEC RETAIL	-35	-27.5	-32.5
HOTEL	RESTAURANTS	-40	-40	-40
HOTEL	1000 PASS S	-5	-5	-5
HOTEL	700 PASS SH	-3	-3	-3
HOTEL	Use-7	0	0	0
HOTEL	Use-8	0	0	0
HOTEL	Use-9	0	0	0
HOTEL	Use-10	0	0	0
OFFICE	SPEC RETAIL	-35	37.5	32.5
OFFICE	RESTAURANTS	-40	-40	-40
OFFICE	1000 PASS S	0	0	0
OFFICE	700 PASS SH	0	0	0
OFFICE	Use-7	0	0	0
OFFICE	Use-8	0	0	0
OFFICE	Use-9	0	0	0
OFFICE	Use-10	0	0	0
SPEC RETAIRESTAURANTS		35	15	15
SPEC RETAI1000 PASS S		0	0	0
SPEC RETA700 PASS SH		0	0	0
SPEC RETAUse-7		0	0	0
SPEC RETAUse-8		0	0	0
SPEC RETAUse-9		0	0	0
SPEC RETAUse-10		0	0	0
RESTAURAN1000 PASS S		0	0	0
RESTAURANT00 PASS SH		0	0	0
RESTAURANUse-7		0	0	0
RESTAURANUse-8		0	0	0
RESTAURANUse-9		0	0	0
RESTAURANUse-10		0	0	0
1000 PASS700 PASS SH		0	0	0
1000 PASSUse-7		0	0	0
1000 PASSUse-8		0	0	0
1000 PASSUse-9		0	0	0
1000 PASSUse-10		0	0	0
700 PASS Use 7		0	0	0
700 PASS Use 8		0	0	0
700 PASS Use-9		0	0	0
700 PASS Use-10		0	0	0
Use-7	Use-8	0	0	0
Use-7	Use-9	0	0	0
Use-7	Use 10	0	0	0
Use-8	Use-9	0	0	0
Use-8	Use-10	0	0	0
Use-9	Use-10	0	0	0

TRIP GENERATION TABLE FOR AUTHORITY(6/8/1)
FLAMINGO EQUIVALENTS TO INCLUDE 1000 & 700 PASSL SHIP TO OPERATE DURING PEAK HOURS
WITH A REDUCTION OF 150,000 SF OF OFFICE)

EXHIBIT L

Land Use	Proposed Development	Vehicle Trip Generation Rates: Daily	PM Peak In	PM Peak Out	AM Peak In	AM Peak Out	Unadjusted Vehicle Trips: Daily	PM Peak In	PM Peak Out	AM Peak In	AM Peak Out	VOR	Total Person Trips: Daily	PM Peak In	PM Peak Out	AM Peak In	AM Peak Out
ULTIMATE																	
HOTEL	600	10.5	0.36	0.37	0.58	0.23	6,300	216	222	348	174	1.35	8,505	292	300	470	235
OFFICE	850,000	10.1	0.24	1.5	1.73	0.2	9,265	204	1,530	1,641	170	1.35	12,508	275	2,065	2,215	230
SPEC RETAIL	9,000	40.7	1.88	1.93	0.59	0.59	366	17	18	5	5	1.35	495	23	24	7	7
RESTAURANTS	21,000	74.9	3.8	2.34	0.66	0.36	1,573	80	49	14	8	1.35	2,123	108	66	19	10
1000 PASS SHIP	800	0.16	0.35	0.26	0.22	0.32	128	280	208	176	256	2.85	365	798	593	502	730
700 PASS SHIP	665	0.13	0.76	0.57	0.47	0.67	86	505	379	313	446	1.32	114	667	503	413	588
Use-7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Use-8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Use-9	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Use-10	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
TOTALS							17,719	1,302	2,406	2,496	1,058		24,110	2,163	3,543	3,625	1,600

Daily Person Trips: Interval	Transit	Auto	Daily Auto Vehicle Trips	P.M. Peak Interval Person Trips: In	Out	P.M. Peak External Person Trips: Transit In	Transit Out	Auto In	Auto Out	Total In	Total Out	P.M. Peak External Vehicle Trips: In	Out	Total	A.M. Peak Interval Person Trips: In	Out	A.M. Peak External Person Trips: Transit In	Transit Out	Auto In	Auto Out	In
2,673	1,701	4,105	3,041	154	132	56	60	73	48	137	108	53	36	34	182	112	74	47	134	76	257
2,673	1,001	8,868	6,525	66	58	41	310	146	1,658	188	1,967	108	1,228	1,326	52	102	332	34	1,833	34	2,163
445	40	10	7	17	18	3	4	2	2	6	6	2	2	3	5	5	1	1	1	1	3
1,647	170	106	73	67	42	16	10	25	14	41	24	18	11	29	12	7	3	2	4	2	7
0	0	365	128	72	53	373	296	327	243	726	539	115	85	200	45	66	251	365	296	273	456
0	0	114	86	20	15	361	286	266	200	647	485	202	151	353	12	18	226	326	155	235	400
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7,679	2,511	13,503	9,866	418	418	873	965	845	2,165	1,745	3,131	503	1,513	2,016	308	308	716	785	2,403	706	3,316

EXHIBIT L

A.M. Peak External
Vehicle Trips

Total Out	In	Out	Total
123	143	56	200
128	1,356	69	1,425
3	1	1	2
3	3	1	4
654	72	105	177
570	125	178	302
0	0	0	0
0	0	0	0
0	0	0	0
0	2	0	0
1,491	1,700	411	2,111

TRANSIT FACTORS

	AM %	PM %	DAILY %
HOTEL	20	20	20
OFFICE	15	15	8
SPEC RETAIL	15	15	8
RESTAURANTS	15	15	8
1000 PASS SHIP	50	50	0
700 PASS SHIP	57.1	57.1	0
Use-7	0	0	0
Use-8	0	0	0
Use-9	0	0	0
Use-10	0	0	0

INTERNAL FACTORS

OUTBOUND FROM	INBOUND TO	DAILY %	AM %	PM %
HOTEL	OFFICE	20	20	20
HOTEL	SPEC RETAIL	-30	-27.5	-32.5
HOTEL	RESTAURANTS	-40	-30	-30
HOTEL	1000 PASS S	0	-5	-5
HOTEL	700 PASS SH	0	-3	-3
HOTEL	Use-7	0	0	0
HOTEL	Use-8	0	0	0
HOTEL	Use-9	0	0	0
HOTEL	Use-10	0	0	0
OFFICE	SPEC RETAIL	-30	-27.5	-32.5
OFFICE	RESTAURANTS	-40	-30	-30
OFFICE	1000 PASS S	0	0	0
OFFICE	700 PASS SH	0	0	0
OFFICE	Use-7	0	0	0
OFFICE	Use-8	0	0	0
OFFICE	Use-9	0	0	0
OFFICE	Use-10	0	0	0
SPEC RETAIL	RESTAURANTS	30	10	10
SPEC RETAIL	1000 PASS S	0	0	0
SPEC RETAIL	700 PASS SH	0	0	0
SPEC RETAIL	Use-7	0	0	0
SPEC RETAIL	Use-8	0	0	0
SPEC RETAIL	Use-9	0	0	0
SPEC RETAIL	Use-10	0	0	0
RESTAURANT	1000 PASS S	0	0	0
RESTAURANT	700 PASS SH	0	0	0
RESTAURANT	Use-7	0	0	0
RESTAURANT	Use-8	0	0	0
RESTAURANT	Use-9	0	0	0
RESTAURANT	Use-10	0	0	0
1000 PASS	700 PASS SH	0	0	0
1000 PASS	Use-7	0	0	0
1000 PASS	Use-8	0	0	0
1000 PASS	Use-9	0	0	0
1000 PASS	Use-10	0	0	0
700 PASS	Use-7	0	0	0
700 PASS	Use-8	0	0	0
700 PASS	Use-9	0	0	0
700 PASS	Use-10	0	0	0
Use-7	Use-8	0	0	0
Use-7	Use-9	0	0	0
Use-7	Use-10	0	0	0
Use-8	Use-9	0	0	0
Use-8	Use-10	0	0	0
Use-9	Use-10	0	0	0

APPENDIX 2

CITY OF TAMPA COMMENTS

Greiner

C1006.02
May 13, 1987

MEMORANDUM

To: File

From: Randy G. Coen

Subject: **City of Tampa Cruise Ship Terminal Amendment Comments**

Met with Mr. Bala Padmanabhan, Transportation Planner, Transportation Division, City of Tampa, to discuss his comments regarding the transportation analysis provided in the Notification of Proposed Change (April 23, 1987) for the referenced project. Mr. Padmanabhan was satisfied with the analysis presented in the document, but did express a concern regarding the minor increase in inbound, or off-peak, project traffic during the P.M. peak hour.

It was decided that this concern could best be satisfied by re-analyzing key locations originally analyzed in the DRI where this increase could have an adverse effect. After reviewing the roadway segments and intersections originally analyzed, Mr. Padmanabhan requested that four intersections be re-analyzed and compared with the previously approved initial levels of development called for in the Development Order. These intersections include:

* Meridian/Platt - the primary first phase access point;
* Morgan/Brorein;
* Kennedy/Jefferson; and
* Orange/Scott (Southbound).

Responses to these comments will be addressed in combination with the forth coming comments from TBRPC.

RGC:bml

APPENDIX 3

CRITICAL INTERSECTION ANALYSES

Greiner Engineering Sciences; Inc.
CRITICAL MOVEMENT ANALYSIS

MERIDIAN & PLATT 1992 PM W/PROJH
DATE TABLE 1

****
LEVEL OF SERVICE C
SATURATION 68
CRITICAL N/S VOL 403
CRITICAL E/W VOL 769
CRITICAL SUM 1172
****

LANE GEOMETRY

LANE	NORTHBOUND MOV	WIDTH	SOUTHBOUND MOV	WIDTH	EASTBOUND MOV	WIDTH	WESTBOUND MOV	WIDTH
1	T..	12.0	RTL	12.0	R..	12.0	RT.	12.0
2	T..	12.0	...	....	T..	12.0	T..	12.0
3	L..	12.0	...	....	LT.	12.0	L..	12.0
4	...	....	...	....	...	....	...	....
5	...	....	...	....	...	....	...	....
6	...	....	...	....	...	....	...	....

TRAFFIC VOLUMES

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT	180	2	30	9
THRU	440	36	1290	692
RIGHT	0	77	194	12

	TRUCKS (%)	LOCAL BUSES (#/HR)	PEAK HOUR FACTOR
NORTHBOUND	2	1	.9
SOUTHBOUND	2	1	.85
EASTBOUND	2	1	.9
WESTBOUND	2	1	.9

PHASING N/S :5. DIRECTION SEPERATION
E/W :1. NEITHER TURN PROTECTED
PEDESTRIAN ACTIVITY : 1. 0 - 99 (#PEDS/HR)
CYCLE LENGTH : 90 SECONDS

CRITICAL LANE VOLUMES BY MOVEMENT

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
THRU -RIGHT	264	139	769	420
LEFT	166	0	0	0

LEFT TURN CHECK

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
INPUT VOLUME	180	2	30	9
ADJUSTED VOL	166	0	0	0
CAPACITY	0	0	349	0
MOVEMENT	N/A	N/A	OK	OK

Greiner Engineering Sciences; Inc.
CRITICAL MOVEMENT ANALYSIS

MERIDIAN & PLATT 1992 PM W/PROJ

DATE TABLE 2
****
LEVEL OF SERVICE C
SATURATION 71
CRITICAL N/S VOL 444
CRITICAL E/W VOL 769
CRITICAL SUM 1213
****

LANE GEOMETRY

LANE	NORTHBOUND MOV	WIDTH	SOUTHBOUND MOV	WIDTH	EASTBOUND MOV	WIDTH	WESTBOUND MOV	WIDTH
1	T..	12.0	RTL	12.0	R..	12.0	RT.	12.0
2	T..	12.0	...	....	T..	12.0	T..	12.0
3	L..	12.0	...	....	LT.	12.0	L..	12.0
4	...	....	...	....	...	....	...	....
5	...	....	...	....	...	....	...	....
6	...	....	...	....	...	....	...	....

TRAFFIC VOLUMES

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT	176	2	30	19
THRU	430	75	1290	783
RIGHT	0	77	403	12

	TRUCKS (%)	LOCAL BUSES (#/HR)	PEAK HOUR FACTOR
NORTHBOUND	2	1	.9
SOUTHBOUND	2	1	.85
EASTBOUND	2	1	.9
WESTBOUND	2	1	.9

PHASING N/S :5. DIRECTION SEPERATION
E/W :1. NEITHER TURN PROTECTED
PEDESTRIAN ACTIVITY : 1. 0 - 99 (#PEDS/HR)
CYCLE LENGTH : 90 SECONDS

CRITICAL LANE VOLUMES BY MOVEMENT

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
THRU -RIGHT	258	186	769	474
LEFT	161	0	0	0

LEFT TURN CHECK

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
INPUT VOLUME	176	2	30	19
ADJUSTED VOL	161	0	0	0
CAPACITY	0	0	295	0
MOVEMENT	N/A	N/A	OK	OK

Greiner Engineering Sciences; Inc.
CRITICAL MOVEMENT ANALYSIS

MORGAN & BROREIN 1992 PM W/PROJ
DATE TABLE 1

****
LEVEL OF SERVICE A
SATURATION 32
CRITICAL N/S VOL 149
CRITICAL E/W VOL 429
CRITICAL SUM 578
****

LANE GEOMETRY

LANE	NORTHBOUND MOV	WIDTH	SOUTHBOUND MOV	WIDTH	EASTBOUND MOV	WIDTH	WESTBOUND MOV	WIDTH
1	LT.	12.0	R..	12.0	....	....	RT.	12.0
2	L..	12.0	L..	12.0	...	....	T..	12.0
3	...	....	...	....	...	....	T..	12.0
4	...	....	...	....	...	....	LT.	12.0
5	...	....	...	....	...	....	...	....
6	...	....	...	....	...	....	...	....

TRAFFIC VOLUMES

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT	103	0	0	14
THRU	212	89	0	1360
RIGHT	0	490	0	17

	TRUCKS (%)	LOCAL BUSES (#/HR)	PEAK HOUR FACTOR
NORTHBOUND	2	1	.9
SOUTHBOUND	2	1	.9
EASTBOUND	2	1	.9
WESTBOUND	2	1	.9

PHASING N/S :1. NEITHER TURN PROTECTED
E/W :1. NEITHER TURN PROTECTED
PEDESTRIAN ACTIVITY : 1. 0 - 99 (#PEDS/HR)
CYCLE LENGTH : 90 SECONDS

CRITICAL LANE VOLUMES BY MOVEMENT

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
THRU -RIGHT	149	0	0	429
LEFT	0	0	0	0

LEFT TURN CHECK

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
INPUT VOLUME	103	0	0	14
ADJUSTED VOL	52	0	0	0
CAPACITY	149	0	0	429
MOVEMENT	OK	OK	OK	OK

Greiner Engineering Sciences; Inc.
CRITICAL MOVEMENT ANALYSIS

MORGAN & BROREIN 1992 PM W/PROJ.
DATE ATABLE 2

****
LEVEL OF SERVICE A
SATURATION 33
CRITICAL N/S VOL 176
CRITICAL E/W VOL 426
CRITICAL SUM 602
****

LANE GEOMETRY

LANE	NORTHBOUND MOV	WIDTH	SOUTHBOUND MOV	WIDTH	EASTBOUND MOV	WIDTH	WESTBOUND MOV	WIDTH
1	LT.	12.0	R..	12.0	...	....	RT.	12.0
2	L..	12.0	L..	12.0	...	....	T..	12.0
3	...	....	...	....	...	....	T..	12.0
4	...	....	...	....	...	....	LT.	12.0
5	...	....	...	....	...	....	...	....
6	...	....	...	....	...	....	...	....

TRAFFIC VOLUMES

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT	103	0	0	20
THRU	212	128	0	1350
RIGHT	0	490	0	17

	TRUCKS (%)	LOCAL BUSES (#/HR)	PEAK HOUR FACTOR
NORTHBOUND	2	1	.9
SOUTHBOUND	2	1	.9
EASTBOUND	2	1	.9
WESTBOUND	2	1	.9

PHASING N/S :1. NEITHER TURN PROTECTED
E/W :1. NEITHER TURN PROTECTED
PEDESTRIAN ACTIVITY : 1. 0 - 99 (#PEDS/HR)
CYCLE LENGTH : 90 SECONDS

CRITICAL LANE VOLUMES BY MOVEMENT

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
THRU -RIGHT	176	0	0	426
LEFT	0	0	0	0

LEFT TURN CHECK

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
INPUT VOLUME	103	0	0	20
ADJUSTED VOL	104	0	0	0
CAPACITY	176	0	0	426
MOVEMENT	OK	OK	OK	OK

Greiner Engineering Sciences; Inc.
CRITICAL MOVEMENT ANALYSIS

KENNEDY & JEFFERSON 1992 PN W/PROJ

DATE TABLE 1
****
LEVEL OF SERVICE B
SATURATION 57
CRITICAL N/S VOL 755
CRITICAL E/W VOL 273
CRITICAL SUM 1028
****

LANE GEOMETRY

LANE	NORTHBOUND MOV	WIDTH	SOUTHBOUND MOV	WIDTH	EASTBOUND MOV	WIDTH	WESTBOUND MOV	WIDTH
1	T..	12.0	RT.	12.0	...	....	RT.	12.0
2	LT.	12.0	T..	12.0	...	....	T..	12.0
3	...	....	...	....	...	....	T..	12.0
4	...	....	...	....	...	....	LT.	12.0
5	...	....	...	....	...	....	...	....
6	...	....	...	....	...	....	...	....

TRAFFIC VOLUMES

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT	51	0	0	52
THRU	1195	99	0	742
RIGHT	0	53	0	146

	TRUCKS (%)	LOCAL BUSES (#/HR)	PEAK HOUR FACTOR
NORTHBOUND	2	1	.85
SOUTHBOUND	2	1	.85
EASTBOUND	2	1	.9
WESTBOUND	2	1	.9

PHASING N/S :1. NEITHER TURN PROTECTED
E/W :1. NEITHER TURN PROTECTED
PEDESTRIAN ACTIVITY : 1. 0 - 99 (#PEDS/HR)
CYCLE LENGTH : 90 SECONDS

CRITICAL LANE VOLUMES BY MOVEMENT

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
THRU -RIGHT	755	96	0	273
LEFT	0	0	0	0

LEFT TURN CHECK

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
INPUT VOLUME	51	0	0	52
ADJUSTED VOL	0	0	0	0
CAPACITY	659	0	0	273
MOVEMENT	OK	OK	OK	OK

GREINER ENGINEERING SCIENCES
CRITICAL MOVEMENT ANALYSIS

KENNEDY & JEFFERSON 1992 PM W/PROJ

DATE TABLE 2

LEVEL OF SERVICE B
SATURATION 58
CRITICAL N/S VOL 755
CRITICAL E/W VOL 293
CRITICAL SUM 1048

LANE GEOMETRY

LANE	NORTHBOUND MOV	WIDTH	SOUTHBOUND MOV	WIDTH	EASTBOUND MOV	WIDTH	WESTBOUND MOV	WIDTH
1	T..	12.0	RT.	12.0	...	....	RT.	12.0
2	LT.	12.0	T..	12.0	...	....	T..	12.0
3	...	....	...	....	...	....	T..	12.0
4	...	....	...	....	...	....	LT.	12.0
5	...	....	...	....	...	....	...	....
6	...	....	...	....	...	....	...	....

TRAFFIC VOLUMES

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT	51	0	0	52
THRU	1185	99	0	742
RIGHT	0	53	0	146

	TRUCKS (%)	LOCAL BUSES (#/HR)	PEAK HOUR FACTOR
NORTHBOUND	2	1	.85
SOUTHBOUND	2	1	.85
EASTBOUND	2	1	.9
WESTBOUND	2	1	.9

PHASING N/S :1. NEITHER TURN PROTECTED
E/W :1. NEITHER TURN PROTECTED
PEDESTRIAN ACTIVITY : 1. 0 - 99 (#PEDS/HR)
CYCLE LENGTH : 90 SECONDS

CRITICAL LANE VOLUMES BY MOVEMENT

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
RU -RIGHT	755	96	0	293
LEFT	0	0	0	0

LEFT TURN CHECK

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
PUT VOLUME	51	0	0	52
JUSTED VOL	13	0	0	81
APACITY	659	0	0	293
OVEMENT	OK	OK	OK	OK

Greiner Engineering Sciences; Inc.
CRITICAL MOVEMENT ANALYSIS

SB ORANGE & SCOTT 1992 PM W/PROJ
DATE TABLE 1

****
LEVEL OF SERVICE A
SATURATION 54
CRITICAL N/S VOL 217
CRITICAL E/W VOL 716
CRITICAL SUM 933
****

LANE GEOMETRY

LANE	NORTHBOUND MOV	WIDTH	SOUTHBOUND MOV	WIDTH	EASTBOUND MOV	WIDTH	WESTBOUND MOV	WIDTH
1	...	....	T..	12.0	RT.	12.0	...	....
2	...	....	T..	12.0	L..	12.0	...	....
3	...	....	LT.	12.0	L..	12.0	...	....
4	...	....	...	....	...	....	...	....
5	...	....	...	....	...	....	...	....
6	...	....	...	....	...	....	...	....

TRAFFIC VOLUMES

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT	0	15	1187	0
THRU	0	519	245	0
RIGHT	0	0	97	0

	TRUCKS (%)	LOCAL BUSES (#/HR)	PEAK HOUR FACTOR
NORTHBOUND	2	1	.9
SOUTHBOUND	2	1	.9
EASTBOUND	2	1	.9
WESTBOUND	2	1	.9

PHASING N/S :1. NEITHER TURN PROTECTED
E/W :2. HEAVIEST TURN PROTECTED
PEDESTRIAN ACTIVITY : 1. 0 - 99 (#PEDS/HR)
CYCLE LENGTH : 90 SECONDS

CRITICAL LANE VOLUMES BY MOVEMENT

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
THRU -RIGHT	0	217	391	0
LEFT	0	0	716	0

LEFT TURN CHECK

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
INPUT VOLUME	0	15	1187	0
ADJUSTED VOL	0	0	1364	0
CAPACITY	0	217	391	325
MOVEMENT	OK	OK	N/A	OK

Greiner Engineering Sciences; Inc.
CRITICAL MOVEMENT ANALYSIS

SB ORANGE & SCOTT 1992 PM W/PROJ

DATE TABLE 2

****

LEVEL OF SERVICE B
SATURATION 57
CRITICAL N/S VOL 259
CRITICAL E/W VOL 716
CRITICAL SUM 975

****

LANE GEOMETRY

LANE	NORTHBOUND MOV	WIDTH	SOUTHBOUND MOV	WIDTH	EASTBOUND MOV	WIDTH	WESTBOUND MOV	WIDTH
1	...	....	T..	12.0	RT.	12.0	...	....
2	...	....	T..	12.0	L..	12.0	...	....
3	...	....	LT.	12.0	L..	12.0	...	....
4	...	....	...	....	...	....	...	....
5	...	....	...	....	...	....	...	....
6	...	....	...	....	...	....	...	....

TRAFFIC VOLUMES

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
LEFT	0	15	1187	0
THRU	0	620	245	0
RIGHT	0	0	97	0

	TRUCKS (%)	LOCAL BUSES (#/HR)	PEAK HOUR FACTOR
NORTHBOUND	2	1	.9
SOUTHBOUND	2	1	.9
EASTBOUND	2	1	.9
WESTBOUND	2	1	.9

PHASING N/S :1. NEITHER TURN PROTECTED
E/W :2. HEAVIEST TURN PROTECTED
PEDESTRIAN ACTIVITY : 1. 0 - 99 (#PEDS/HR)
CYCLE LENGTH : 90 SECONDS

CRITICAL LANE VOLUMES BY MOVEMENT

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
-RIGHT	0	259	391	0
EFT	0	0	716	0

LEFT TURN CHECK

	NORTHBOUND	SOUTHBOUND	EASTBOUND	WESTBOUND
VOLUME	0	15	1187	0
TED VOL	0	0	1364	0
CITY	0	259	391	325
MENT	OK	OK	N/A	OK