

Central Park

Community Redevelopment Area Plan (Chapter 163, Florida Statutes)



May 2006

Hillsborough County
City-County
Planning
Commission

**THE
PLANNING
COMMISSION**

Wilson Miller

Central Park

Community Redevelopment Area Plan

(Chapter 163, Florida Statutes)

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1.0 Introduction

The City of Tampa is committed to the redevelopment of its urban neighborhoods, especially those adjacent to the Central Business District (CBD). These older neighborhoods represent an important part of historic Tampa, and all face unique challenges and barriers to successful redevelopment. The City has actively pursued the creation of Community Redevelopment Areas to facilitate this redevelopment, which allows for strategic investments to be made through the utilization of Tax Increment Financing (TIF).

This Community Redevelopment Plan (the Plan) is for the Central Park Community Redevelopment Area (CRA), which is an urban neighborhood located in between two other CRAs. The Downtown CRA lies to the south, and the Ybor City CRA lies to the east. The Tampa Heights neighborhood and Old Police Station CRA lie to the northwest, and East Tampa CRA lies to the northeast. (See Map 1.1 Surrounding CRAs, and Map 1.2 Location Map.)

The approximate boundaries of the Central Park CRA (Area) begin at Interstate 4 (I-4) and Nebraska Avenue, run south to Seventh Avenue, then east to Nuccio Parkway, then south to Central Avenue, then north to Interstate 275 (I-275), then northeast along I-275 back to Nebraska Avenue. A Legal Description is provided in Section 11 of this Plan.

The Area boundary encompasses a total of approximately 158 acres, including right-of-way. There are approximately 114 acres of developable land. Central Park is the remaining portion of one of Tampa's historic African-American neighborhoods along Central Avenue. Central Avenue used to run through what is now Perry Harvey Park; a mural on Orange Avenue and a historical sign mark its former location. Following the construction of I-275 and I-4, much of that neighborhood was fragmented, and the remaining portion has been disconnected from the CBD.

The purpose of the Plan is to provide a strategy to eliminate conditions of blight found to exist within the Area, as identified in the Central Park Village Study Area: Existing Conditions Report. The Tampa City Council reviewed this report and determined that conditions of slum and/or blight, as defined by Chapter 163, Part II, Florida Statutes do exist, and approved the creation of a CRA Plan in March 2006. This Plan has been prepared in compliance with Chapter 163, Part III Florida Statutes, including all applicable sections and supplements.

2.0 Statutory Requirements

Any area proposed as a Community Redevelopment Area must meet the standards and requirements of the Community Redevelopment Act, Sub-sections 163.335 to 163.362, Florida Statutes. The process includes the preparation of a work program and schedule, a legal description of the area to be designated, a formal Finding of Necessity based upon survey and analysis, and the development of a Community Redevelopment Area (CRA) Plan.

The CRA Plan is based on the Finding of Necessity and proposes the methods by which those conditions will be alleviated. The CRA Plan must also be determined consistent with the City's adopted Comprehensive Plan by the Local Planning Agency. The Plan must also be either consistent with the existing zoning and land use intensities and densities in the area or recommend changes deemed appropriate to encourage the appropriate development. The Plan will propose a general work program and time frame within which public and private resources may be used to accomplish rehabilitation and redevelopment, and provide appropriate public resources. The Plan may also recommend land acquisition, disposal and redevelopment, if appropriate.

The CRA boundary was selected utilizing man-made barriers such as major highways and adjacent CRA boundary lines. The proposed Community Redevelopment Area reflects the historical character and development pattern of the area.

3.0 Regulatory Status

This section of the CRA Plan examines the regulatory environment that currently affects the land use patterns within the Central Park CRA. This includes the Future Land Use designations from the City of Tampa Comprehensive Plan and current zoning districts that regulate the type, size, and placement of structures within the Area. It is also important to examine recent planning efforts that have been undertaken within the Area. It is the goal of the Community Redevelopment Agency to make the CRA Plan consistent with this Comprehensive Plan in order to advance the broader land use policies of the City. Recent planning efforts were also reviewed to ensure consistency with the Plan.

3.1 Community Redevelopment Agency

Tampa City Council by its own action also sits as the Tampa Community Redevelopment Agency, and is responsible for administering programs and policies related to the City's Community Redevelopment Areas. Each Area has a manager, who is responsible for monitoring program implementation and reporting on progress to the Agency annually.

3.2 Comprehensive Plan

Future Land Use Element

The Future Land Use Element (FLUE) of the 2015 Tampa Comprehensive Plan is designed to provide a framework for future growth by encouraging development/redevelopment of land within the City and an efficient use of existing infrastructure. The FLUE recognizes the traditional focus of development within a series of "activity centers", and encourages future growth to occur within those areas. There are several different types of activity centers, including High Intensity Activity Centers, Mixed Use Regional Activity Centers, Regional Attractors, Community Activity Centers, and Neighborhood Activity Centers.

The area immediately surrounding the Central Park CRA includes several activity centers identified in the FLUE:

- High Intensity Activity Centers
 - Central Business District
- Mixed Use Regional Activity Centers
 - Ybor Channel Area
- Regional Attractors
 - Florida Aquarium
 - Ybor City
 - Port of Tampa

Much of the Area lies within the Central Business District (CBD) Periphery, as defined by the Comprehensive Plan, which allows for increased density/intensity of development for properties with RMU-100 Future Land Use. The CBD Periphery Bonus allows for an increase in density/intensity of no more than 100%, if the property is rezoned to an appropriate site plan controlled district, and additional amenities of public benefit are provided. If utilized, this bonus

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could allow for a significant increase in density of residential, office, and commercial uses within the Area than those currently observed. (See Map 3.1 Existing Future Land Use)

The 2015 Tampa Future Land Use Map (FLUM) shows that there are currently four land use designations that cover the Area. These are Community Mixed-Use 35 (CMU-35), Regional Mixed Use 100 (RMU-100), Regional Open Space (R/OS), and Residential 83 (R-83). The RMU-100, R-83, and CMU-35 designations allow for residential and commercial development to occur on a comparatively intense urban scale. The Central Park CRA is not developed to the level of density and intensity envisioned in the Tampa Comprehensive Plan. The table below summarizes the existing allowable uses and maximum densities for the land use categories.

Summary of Area Future Land Use Designations

Future Land Use	Allowable Uses	Maximum Density
CMU-35	Single family and multi-family residential, neighborhood and general commercial, low to medium intensity office.	35 dwelling units per acre* 1.5 Floor Area Ratio (FAR) for non-residential uses**
RMU-100	Single family, multi-family, general and intensive commercial, low to high intensity office.	100 dwelling units per acre* 3.5 FAR, if mixed-use project*
R/OS	Public parks, recreation, open space.	N/A
R-83	Single family detached, semi-detached, attached and multi-family, neighborhood commercial and low intensity office.	83 dwelling units per acre* 0.5 FAR for non-residential uses

Source: Tampa Comprehensive Plan, and Tampa City Code, Chapter 27.

* With applicable performance standards or a site plan controlled zoning district.

** Maximum 2.0 FAR, if YC-5 Zoning District

***If within the CBD Periphery, up to 100% bonus, or 7.0 FAR, may be achieved.

The Central Park CRA Plan envisions an infill development pattern of mixed uses and higher densities more appropriate for its location within the CBD Periphery and the Enterprise Zone. Redevelopment occurring within other neighborhoods has utilized the RMU-100 land use designation allowed within the CBD Periphery, and it is expected that as the City addresses infrastructure needs within the CRA that new development will be built at densities consistent with that FLUM designation.

Minority Affairs Element

Goals of the Minority Affairs Element of the Comprehensive Plan intend to narrow the disparities in income, education, business opportunities, and health that may exist between minorities and non-minorities in the City of Tampa. This element was adopted to improve conditions throughout the City, but especially within Minority Populated Census Tracts, which are designated as those in which at least 40 percent of the residents are minorities. There are four primary goals included within the Minority Affairs Element. These goals include the following:

Goal 1 – Support and expand the use of minority and women business participation in City activities.

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Goal 2 – Promote economic development initiatives that will provide economic self-sufficiency maximize employment opportunities and increase the quality of life for minority residents of the City of Tampa.

Goal 3 – Promote activities in minority-populated areas that will enhance the quality of life and sustain safe, healthy, and viable neighborhoods.

Goal 4 – Promote and support the delivery of education, health, and human services to minority residents in order to achieve and maintain a healthy quality of life.

The entire Central Park CRA lies within census tracts that are designated Minority-Populated in the Comprehensive Plan.

Within the framework of the four major goal statements, the Minority Affairs Element contains policies that serve to guide City programs to reduce economic disparity within the Minority Populated areas.

The Central Park CRA Plan will support and advance the goals of the Minority Element through the utilization of incentives and programs designed to improve the economic conditions within the CRA. Furthermore, the redevelopment of the Central Park Village public housing project will be consistent with Housing and Urban Development (HUD) standards for properties owned by the Tampa Housing Authority (THA). THA's redevelopment plan for Central Park Village explicitly requires approval by HUD for the proposed development and the relocation plan for the existing residents.

Housing Element

The Housing Element of the Comprehensive Plan contains two primary goals:

Goal 1 – The City will increase the opportunities for all its citizens to purchase or rent affordable decent, safe and sanitary housing by encouraging the rehabilitation, revitalization, and redevelopment of the existing housing stock in an effort to further stem the current rate of decline, extend the economic life of existing housing, and to build upon the positive aspects of existing neighborhoods.

Goal 2 – The City will continue to encourage the planned development of new residential areas that will provide the appropriate number and combination of single and multi-family housing units required to meet the needs of the existing housing-deficient populations and the anticipated future residents of the City.

The Central Park CRA Plan will advance the goals of the Housing Element through the encouragement of mixed-use redevelopment that will provide rental/ownership opportunities for residents making a variety of incomes. The CRA Plan envisions an urban neighborhood with a substantial increase in the number and type of residential units over what is currently located within the area.

Enterprise Zone -- State Designation

As identified in the Future Land Use Element of the Comprehensive Plan, the Central Park Area lies completely within Tampa's Enterprise Zone (TEZ). This designation is for defined areas

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within a community that are experiencing high poverty, unemployment, and crime. Economic development is the main focus for the TEZ, with a secondary focus on human/social programs. There are various types of tax breaks available to stimulate economic development in the TEZ. Comprehensive Plan policies support the objective to provide land use incentives that will promote continued revitalization and economic redevelopment. These policies provide for flexibility in land use and densities to encourage adaptive re-use of structures and mixed-use development that is pedestrian-oriented and fosters community-oriented interaction.

3.3 Zoning

The current zoning within the Central Park CRA reflects the area's character as an urban neighborhood. Zoning designations vary, but primarily the area is zoned for intensive residential and commercial uses. Of note is the existence of the Ybor City (YC) districts in the portion of the Area that are located within the Ybor City Local Historic District. The location of the Ybor City Local Historic District within the Area is a significant economic advantage. (See Map 3.2 Existing Zoning) The existing zoning categories within the Area include:

- Central Business District 1 (CBD-1)
- Commercial General (CG)
- Planned Development (PD)
- Residential Multiple-Family 16 and 24 (RM-16 and RM-24)
- Ybor City 2 (YC-2), Residential
- Ybor City 5 (YC-5), General Commercial

All new construction or renovation must be reviewed in accordance with the appropriate City Codes and Comprehensive Plan, including petitions for rezoning associated with those redevelopment efforts. Development projects located within the Ybor City Local Historic District, adherence to the YC zoning districts, and their density guidelines will apply. Redevelopment within the Central Park CRA will occur under the framework of existing zoning designations. The proposed Future Land Use designations for the area, as discussed in Section 8 of this Plan, will accommodate the anticipated redevelopment in the CRA.

3.4 Other Plans

Ybor City National Historic Landmark District Signage Program

The Ybor City Signage Program was created in 1999 to install decorative and unique signs throughout the Ybor City Historic District. The goal of the program was to improve wayfinding both to and within the District. The signage program is now in Phase IV, which includes the upgrading of all existing signs to make them consistent with the new ones.

Within the Central Park CRA, the Master Signage Program is being implemented within that portion of the CRA that lies in the Ybor City Local Historic District. This includes frontage on both sides of Nebraska Avenue, north of Kay Street, and a significant portion south of Seventh Avenue and west of Nuccio Parkway.

Old (west side) and New (east side) Street Signs at Estelle Street and Nebraska Avenue



Ybor City Economic Market Analysis

The Hillsborough County City-County Planning Commission (The Planning Commission) completed the Ybor City Economic Market Analysis in March 2004. The document examined existing economic conditions within the Study Area (defined as I-4 on the north, 26th Street on the east, Adamo Drive on the south and Nebraska Avenue on the west), and included a series of recommendations to encourage the development of a stronger, more diverse economy within the area.

The Market Analysis included a portion of the Central Park CRA, which lies east of Nebraska Avenue. The analysis does not recommend any specific regulatory changes, but it does encourage the development of an improved marketing program, better relationships with adjacent neighborhoods (including joint events), and improved enforcement of existing laws (i.e., code enforcement).

Ybor City Vision Plan

The Ybor City Vision Plan was commissioned by the Ybor City Development Corporation in order to establish general guidelines for continued redevelopment of Ybor City. It was adopted by Tampa's Community Redevelopment Agency in May 2005, and is currently being implemented. Geographically, the plan is focused on the areas included within the Ybor City CRA 1 and 2.

The Ybor City Vision Plan is designed to create a framework for future development, which will reduce the economic dependence of the area on entertainment related functions, and encourage the development of a more varied mixed-use neighborhood. In order to accomplish these goals, the Ybor City Vision Plan recommends changes to the organization and management of the redevelopment initiatives, as well as regulatory changes to encourage more flexibility for office and residential developers who are interested in taking advantage of Ybor City's notoriety as one of only two National Landmark Historic Districts in Florida. The Ybor City Vision Plan is not regulatory.

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Downtown Tampa Transportation Vision

The Downtown Tampa Transportation Vision (Vision Plan) was initiated by the Hillsborough County Metropolitan Planning Organization (MPO) to complement the Downtown Tampa Vision that was undertaken by the Tampa Downtown Partnership, and completed in March 2005. This Downtown Tampa Transportation Vision Plan includes recommendations and guidelines that could benefit the Central Park CRA.

The Central Park CRA is addressed as part of the East Tampa/Ybor District in the Vision Plan. Within this district, the plan encourages improvements to transit service (Nuccio Parkway) and bicycle connections (Nebraska Avenue and Nuccio Parkway) through the District. The Vision Plan also designates Nebraska Avenue and Nuccio Parkway as gateways into Downtown Tampa and encourages the re-establishment of the traditional grid street pattern within the Central Park Area.

3.5 Historic District and Local Landmarks

A portion of the Central Park CRA lies within the Ybor City Local Historic District (YCLHD). All parcels within the BLC are designated with an Ybor City (YC) zoning district, and any development or redevelopment that occurs within the boundaries are subject to architectural review by the Barrio Latino Commission. (See Map 3.3 Historic District and Local Landmarks)

Within the part of the YCLHD that is in the CRA, there are five “contributing historic structures” located along the west side of Nebraska Avenue. The designation and their location within the Historic District mean that any regulatory change, or demolition permits for the properties must go before the Barrio Latino Commission for review and comment before final action by Tampa City Council.

There are four African-American Heritage sites within the CRA boundary. These sites are churches, and designated as Local Landmarks by the City of Tampa. They are: Ebenezer Missionary Baptist Church, Greater Mount Moriah Primitive Baptist Church, Paradise Missionary Baptist Church, and St. James Episcopal Church. The Tampa City Code has specific requirements for local historic landmarks regarding petitions for demolition and rehabilitation. Central Park’s African-American heritage is a valuable portion of Tampa’s cultural history.

St. James Episcopal Church



Greater Mount Moriah Primitive Baptist Church



4.0 Need for Redevelopment

When viewed from a community-wide perspective, urban sprawl in Hillsborough County has adversely affected the economic viability of much of the City of Tampa's urban core. The urban core, comprised of many neighborhoods such as Central Park, has been leapt over as part of the County's growth.

Beginning in the 1960s, revitalization and redevelopment efforts were underway in downtown Tampa, Hyde Park, Davis Islands and Harbour Island, all areas close to the economic core of the old City of Tampa. Those efforts have shown positive results.

Redevelopment efforts were intensified in the 1990s, when the City extended such commitments to Ybor City, Tampa Heights, and the Channel District. The City's vision recognized the need for the entire core of the City to become vital again, with wealth-creating activities and residents of all types coexisting in mutually supporting ways.

Urban redevelopment and economic growth momentum is well underway in the CBD, Ybor City, Tampa Heights, and East Tampa, all of which include Community Redevelopment Areas. Those neighborhoods receive the concentrated political, governmental and economic attention required to stimulate urban reinvestment. However, the Central Park Area has yet to be formally included in those redevelopment efforts.

It should be noted that this area was the center of Tampa's historic African-American neighborhood. Desegregation efforts in the 1960s resulted in the decline and displacement of much of the traditional African-American business community, and the eventual decline of the area. The Federal Urban Renewal program resulted in further displacement of the middle class population that once lived in the area. The middle class was replaced with a virtually homogenous population having very moderate means and living in public housing projects.

4.1 Neighborhood Character

There is a mix of uses in the Central Park CRA, including the low-income housing apartment complexes of Central Park Village and Tampa Park Apartments, a variety of single-family houses, and a senior housing facility. Office and commercial uses include the new GTE Federal Credit Union campus completed in 2004, and small, ethnically-oriented businesses along Nebraska Avenue, including Tampa Park Plaza. The Tampa Park Apartments are well maintained, sound housing. There are several community assets including parks, schools, churches, a daycare facility, and a public library. Several buildings have boarded up windows, but there appears to be activity inside as evidenced by the vehicles parked outside of the buildings.

The Central Park Village Study Area: Existing Conditions Report provides detailed U.S. Census 2000 statistics about the Area's population size, race, age distribution, as well as a profile of housing tenure and conditions, the number of vehicles available and mode of travel to work, and occupation, industry, and class of workers. In general, the Area is characterized as being economically disadvantaged, as demonstrated by the comparatively low education level, low-income level, high unemployment and high poverty rates, and deterioration of properties. The Area's population is primarily Black or African American (89%), with a high percentage of single mother households (36%) compared with citywide.

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A summary of demographic statistics is provided below.

- Median income in the Area (\$10,437) is approximately \$24,000 less than the citywide median income (2000 Census).
- 69% of Area residents live in poverty, compared with 18% Citywide (2000 Census).
- 52% of Area children residents live in poverty, compared with 37% Citywide (2000 Census).
- 42% of Area residents age 25 and older have attained a high school (or higher) education, compared with 77% Citywide (2000 Census).
- 47% of the structures within the Central Park Area are “deteriorating” or “deteriorated” (2006 field survey).
- Renters occupy 97% of the housing stock (2000 Census).
- 2% of occupied housing units lack complete plumbing facilities, and 10% have no phone service (2000 Census).
- 11% of employed Area residents work in “management/professional” occupations, compared to 34% Citywide (2000 Census).
- 49% of resident households do not have a vehicle, and 31% commute to work by public transportation, walk, or means other than car, compared with 13% without a vehicle and 7% commuting by means other than personal vehicle Citywide (2000 Census).

4.2 Factors Determining Blight

The Existing Conditions report concluded that there are sufficient blighted conditions present in the Area to justify the designation, the completion of a Community Redevelopment Area Plan and the creation of a Tax Increment Financing District following appropriate local administrative action. Additionally, there is a need for sound affordable housing, since a substantial number of the housing units in the Area were found to be deteriorating or deteriorated in the Existing Conditions study.

The most significant blight conditions documented were:

- deteriorating structures
- inadequate street layout
- roadway conditions
- public transportation facilities
- faulty lot layout
- unsanitary or unsafe conditions
- deterioration of site
- inadequate density patterns
- proportionately higher incidence of crime.

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It was the conclusion of the Existing Conditions Report that the following conditions of blight are found within the Area:

- Substantial number of deteriorated or deteriorating structures.
 - *47% of all structures are deteriorated or deteriorating.*
- Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities.
 - *High occurrence of dead end streets in the Area.*
 - *Many parking lots are unmarked and unpaved with unclear access points.*
 - *Lack of bike lanes, clear cross walks, and traffic calming features.*
 - *Sidewalks are inadequate throughout the Area.*
 - *Several bus stops are uncomfortable and unsafe; routes can be inconvenient.*
- Faulty lot layout in relation to size, adequacy, accessibility, or usefulness.
 - *Extremely poor connectivity due to enclaves of Central Park Village, Tampa Park Apartments, and the GTE campus (dead-end streets and incomplete grid).*
- Unsanitary or unsafe conditions.
 - *Property aesthetics within the Area can be categorized as poor.*
 - *The main thoroughfare, Nebraska Avenue, has little/no landscaping treatment, and minimal pedestrian space.*
 - *Unsafe bike and pedestrian environment due to narrow sidewalks, poor condition of crosswalks, lack of bike lanes, and speed of traffic.*
 - *Several illegal dump sites in the Area.*
 - *Incidence of standing water in roadways.*
 - *High occurrence of traffic accidents at several intersections in the Area, with 55 accidents at Palm Avenue and Nebraska Avenue, and 43 accidents at Seventh Avenue and Nebraska Avenue, over a three-year period.*
 - *Crime rate is nearly twice as high as the remainder of the City.*
- Deterioration of site or other improvements.
 - *Property aesthetics within the Area are poor.*
 - *47% of all structures are deteriorated or deteriorating.*
 - *Wastewater, potable water, and stormwater facilities are in need of replacement and/or improvement in the Area.*
- Inadequate and outdated building density patterns.
 - *There are 92 vacant parcels of land in the Area, comprised of 12 acres; this is equal to 53% of all parcels in the area, and 11% of the land area.*
 - *Development patterns in the Area are outdated and substantially underdeveloped; Zoning and Future Land Use designations allow more dense/intense development than currently present.*
- Incidence of crime in the area higher than in the remainder of the county or municipality.
 - *Annual crime rate in the Area averages 0.39 crimes per capita, compared with 0.19 crimes per capita citywide.*

Many of the conditions of a “Blighted Area” according to Chapter 163, Florida Statutes, are applicable to the Central Park Area. These conditions prevent or substantially impair the orderly growth and development, or redevelopment by any entity.

4.3 Development Environment

The Area sits adjacent to redeveloping neighborhoods, with Tampa Heights to the northwest, East Tampa to the northeast, Ybor City to the east, the Channel District to the southeast, and the Central Business District to the southwest. With the assistance of the City government, in recent years the neighborhoods surrounding the Area have all experienced significant development encouraged by market demand with strategic investment by the City serving as a catalyst. Thousands of new residential units have been approved or are being developed in the Channel District, CBD, and Ybor City, and new developments continue to be proposed.

The Area is isolated, with few road and pedestrian connections to the heart of the City. The larger developments in the Area (the GTE campus, Central Park Village, and Tampa Park Apartments) are suburban in design with limited access points and an orientation that emphasizes the importance of the interior as opposed to the surrounding streets. These dysfunctional enclaves and the physical barriers of the interstates and railroad tracks give a sense of separation and detachment.

Within the Area, there is a significant amount of vacant land in spite of its close location to Downtown Tampa. In the Area, there are 92 vacant parcels of land in the Area, comprised of 12 acres; this is equal to 53% of all parcels in the area, and 11% of the land area. The GTE site is developed at a 0.2 Floor Area Ratio (FAR), while the Comprehensive Plan allows for up to 0.5 FAR. The 28-acre Central Park Village public housing complex, with 483 dwelling units, is built at 20 units per acre, while the Comprehensive Plan allows for up to 100 dwelling units per acre there. The 19-acre Tampa Park Apartments complex, with 371 units, is also built at 20 units per acre, while the Comprehensive Plan allows for up to 35 dwelling units per acre in that location.

The Area is far from meeting its development potential envisioned in local planning documents. This is especially significant because the Area is located directly adjacent to the Central Business District, and to neighborhoods where major new development is occurring. With the exception of the GTE campus, very little new development has occurred in the Area, and almost no residential development, even where several vacant parcels are available. According to the building permit records from the City of Tampa's MIS Department, new development in the Area since 2000 is as follows:

- Boys and Girls Club on Kay Street, completed 2002
- Office for Central Park Village, completed 2002
- Diocese of St. Pete church structure, completed 2001
- GTE Federal Credit Union office buildings, completed 2004
- Mobile home on Mitchell Avenue north of Palm Avenue, placed 2004

At least thirteen residential buildings have been demolished since 2000, and only one new residence has located in the Area. Based on the amount of vacant land, lack of new development, and low intensity/density of land use, the Area is substantially underutilized. An inspection of the Area clearly indicates that current development patterns are not supportive of the surrounding development pattern or the goals of the City and its Comprehensive Plan.

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GTE Federal Credit Union



Boys and Girls Club



The City of Tampa has benefited from a strong local, regional and national economy. Many urban districts and neighborhoods such as the Central Business District, Hyde Park, Davis Islands, Tampa Heights and Ybor City have benefited as a result of direct and indirect assistance from the City of Tampa.

There are blighted conditions within the proposed Central Park CRA. While the market potential for Central Park Area property has increased in recent years as a result of the strong economic activity in the surrounding areas, the Area has lagged behind because of the Central Park Village public housing project, obsolete and deteriorating infrastructure and the nature of isolated complex and disconnected street network within the Area. In spite of all negative indicators, this Area is a desirable location due to its proximity to downtown, and presence of park areas. With public encouragement and investment to remedy blighted conditions, it could become a vibrant urban neighborhood, complementing the redevelopment activities in adjacent neighborhoods.

New development activities contemplated for the Area by the Tampa Housing Authority will soon begin to provide the impetus for new economic development activity, if other public improvements can also be implemented. The effort to form a CRA in the Central Park Area is timely. It will allow the City and area property owners to capitalize on the public/private investment contemplated by the Tampa Housing Authority. With leveraged public investment by the City, the area will surely attract quality private investment to redevelop underutilized properties.

With the encouragement of the City and the Tampa Housing Authority, the development environment in the Central Park Area is promising, particularly for residential, office, and retail commercial uses that serve regional demand. Continued market demand for a more diverse urban environment for residents and businesses is anticipated, and the City is actively planning to meet that demand. A significant national trend in recent years has been for people to move back into central city areas, seeking urban, walkable neighborhoods with dependable and efficient transit services, near cultural facilities, parks, restaurants and shopping. Tampa is committed to welcoming that demand with attractive, mixed-use neighborhoods adjacent to a revitalized Downtown.

It is timely for the Central Park Area to capitalize on its natural potential with special assistance from the community. The potential clearly exists to create an urban, mixed-use community with a healthy tax base that will complement adjacent districts and neighborhoods, and ultimately stimulate them to redevelop in the future.

5.0 Public Input Process

Community meetings were held prior to the preparation of the CRA Plan for Central Park. The meetings were held on April 25, and April 27, 2006, coordinated by The Planning Commission and WilsonMiller, in conjunction with the City of Tampa. For the first meeting, notices were mailed to all sixty-four (64) property owners. In addition, flyers were provided to the main offices of Tampa Housing Authority and Tampa Park Apartments for distribution to their tenants. Notices for the second meeting were mailed to all business operators in the Area, according to the list of twenty-two (22) occupational licenses obtained from the City of Tampa. Both meetings were held at the Hillsborough County Children's Board on Palm Avenue just east of Nebraska Avenue.

Public Meeting Held on April 25, 2006



The purpose of meeting with the community was to discuss the City's intentions with regard to the establishment of a CRA, the process to be followed, and to solicit input from Area's property owners, tenants and other interested parties. The first meeting was well attended, with representatives from a diverse range of community members, including the single lot residential owners, church ministers, Tampa Housing Authority staff, and Central Park Village association leadership. The second meeting for the business operators was not well attended. However, the public input was meaningful, and reaction to the City's plans was positive and supportive.

The public involvement process generated a list of needs, as follows:

- Provision of services to keep people in their neighborhood, including dry cleaners, grocery stores, pizzerias, coffee shops, and medical services; and to specifically determine which uses are allowed in residential areas.
- Convenient local retail establishments.
- Recreational improvements, including a more contemporary use of parks, such as a dog park, running tracks, bicycle paths, children's playgrounds, and provisions for the elderly.
- Improvements to streets, including drainage, better access and overall connectivity, sidewalks, streetlights; and on Nebraska Avenue, wider lanes, turn lanes, traffic calming, and pedestrian safety features.

Central Park

- Transit system improvements, including circulator buses and trolleys, and later hours of bus service, because people do not want to have to drive, and transit should be people friendly (frequent and dependable).
- Density and mixed-use, and schools with an urban footprint.
- Additional parking, especially for the two churches next to each other on Nebraska Avenue.
- Code enforcement.

Throughout the planning process, both City and Planning Commission staff have met with anyone requesting a briefing on the Plan's preparation. Specifically, meetings were held with Tampa Electric Company, the Tampa Housing Authority senior staff, and City Department staff, including Historic Preservation. In addition, the non-profit organization in charge of Tampa Park Apartments and Plaza was contacted and a briefing offered.

6.0 Neighborhood Impact

6.1 Affordable Housing

The Central Park CRA has long been an area where a significant supply of affordable housing could be found, primarily from two major multi-family developments: the Central Park Village housing project, and the Tampa Park Apartments.

The Tampa Housing Authority (THA) has been developing a master plan for the redevelopment of Central Park Village, which has provided public housing since 1954. While details of the future development are not yet known, THA is committed to a creative redevelopment plan which will include a mix of both affordable and market rate units, and non-residential land uses, and it will allow qualified former Central Park Village residents to have the first right of refusal for any new affordable units. It is anticipated that THA's redevelopment plan will take the form of a public/private partnership.

At this time there are no known plans for the redevelopment of the Tampa Park Apartments, though it could be expected that market forces will encourage redevelopment of the site at some point in the near future. The continued provision of affordable units within the area has been an important issue for the City Administration, and it is expected that if the Tampa Park Apartments are redeveloped, the non-profit organization in charge of the complex will work with City staff to determine an appropriate development program that addresses both the market rate demand for urban housing, and the needs of the local workforce.

Furthermore, the City of Tampa also has housing programs that could be supplemented with tax increment revenues in an effort to provide affordable, quality housing in the Central Park CRA. The City has a Consolidated Plan that includes a Housing Element. The City's Consolidated Plan Housing Element could be an implementing mechanism for the affordable housing needs identified herein and the Existing Conditions study.

Central Park Village



Tampa Park Apartments



6.2 Relocation Plan and Replacement Housing

It is anticipated that no owner-occupied housing units will be removed for redevelopment in the Central Park CRA. However, in the event there is a loss of rental-occupied units, a relocation plan will be prepared in accordance with the Uniform Relocation Act, or Title 42 Chapter 61 of the Department of Housing and Urban Development regulations.

The Tampa Housing Authority (THA) has developed a comprehensive relocation plan for all of the residents currently located within Central Park Village. This plan will be implemented to correspond with the development schedule that will be determined. It is not a specific goal of the Plan to relocate any Central Park CRA household. If the Community Redevelopment Agency were to recommend acquisition of any of the properties, the impacted residential household would be entitled to relocation and replacement housing assistance required by the Federal Uniform Relocation Act.

6.3 Transportation

The Central Park Village Study Area: Existing Conditions Report documented a significant need for improved transportation facilities within the Area. Improvements to the transportation system will be undertaken both by the private sector and the Community Redevelopment Agency through the use of TIF and other readily available sources of funding, and hopefully by HARTline, for improvement to transit service in the area.

The Central Park CRA is a transit dependent neighborhood, and as the Existing Conditions Study noted, over 49.2% of the current residents use public transportation. While the relocation of residents in advance of the demolition and redevelopment of Central Park Village is expected to reduce demand for transit in the short term, the long-term redevelopment of the Central Park CRA may necessitate the exploration and implementation of various mode of mass transit.

As the Central Park CRA transforms into a dense, mixed income neighborhood, transit will become an integral part of the area's success. Mass transit will be required to support the higher densities and intensities called for in the Comprehensive Plan. Other transportation improvements in the area may include the provision of sidewalks, bike lanes, and increased road linkages to adjacent areas. These changes will create an improved transportation network, which will allow for easy movement for residents, and improved access for future businesses.

6.4 Parks and Recreation

The Central Park CRA includes important park facilities that will be improved throughout the life of the Plan. These facilities include the Perry Harvey Park, an 11-acre facility located along the western boundary of the CRA. Currently, the park includes a skate park, playgrounds, basketball courts, and several pavilions. Tampa Park Plaza Playground is a 6-acre facility that includes a ball field and playgrounds. Utilizing the City of Tampa Parks and Recreation Department assessment of conditions and thorough field surveys, the Central Park Village Study Area: Existing Conditions Report documented that conditions at both park facilities were poor to fair, and noted that there was a need for facility upgrade and repair.

Central Park

Tampa Park Plaza Playground



Perry Harvey Park



Throughout the life of the CRA Plan, it is expected that TIF and other readily available funds will be utilized to improve both parks, and may fund additional park and public open space facilities that will reflect the historical and cultural heritage of the area, to include the African-American heritage, while creating attractive public assets that will be appreciated and utilized by residents from the Area, and throughout the City of Tampa.

6.5 Schools

The Central Park CRA is currently home to two public schools maintained by the School District of Hillsborough County (SDHC). It is expected that school attendance within the area may actually decline in the short term (5-7 years) due to the relocation of residents currently residing within Central Park Village. However, in the long term, the redevelopment of the CRA as a mixed-income, mixed-use neighborhood, will likely bring an increase in school age children.

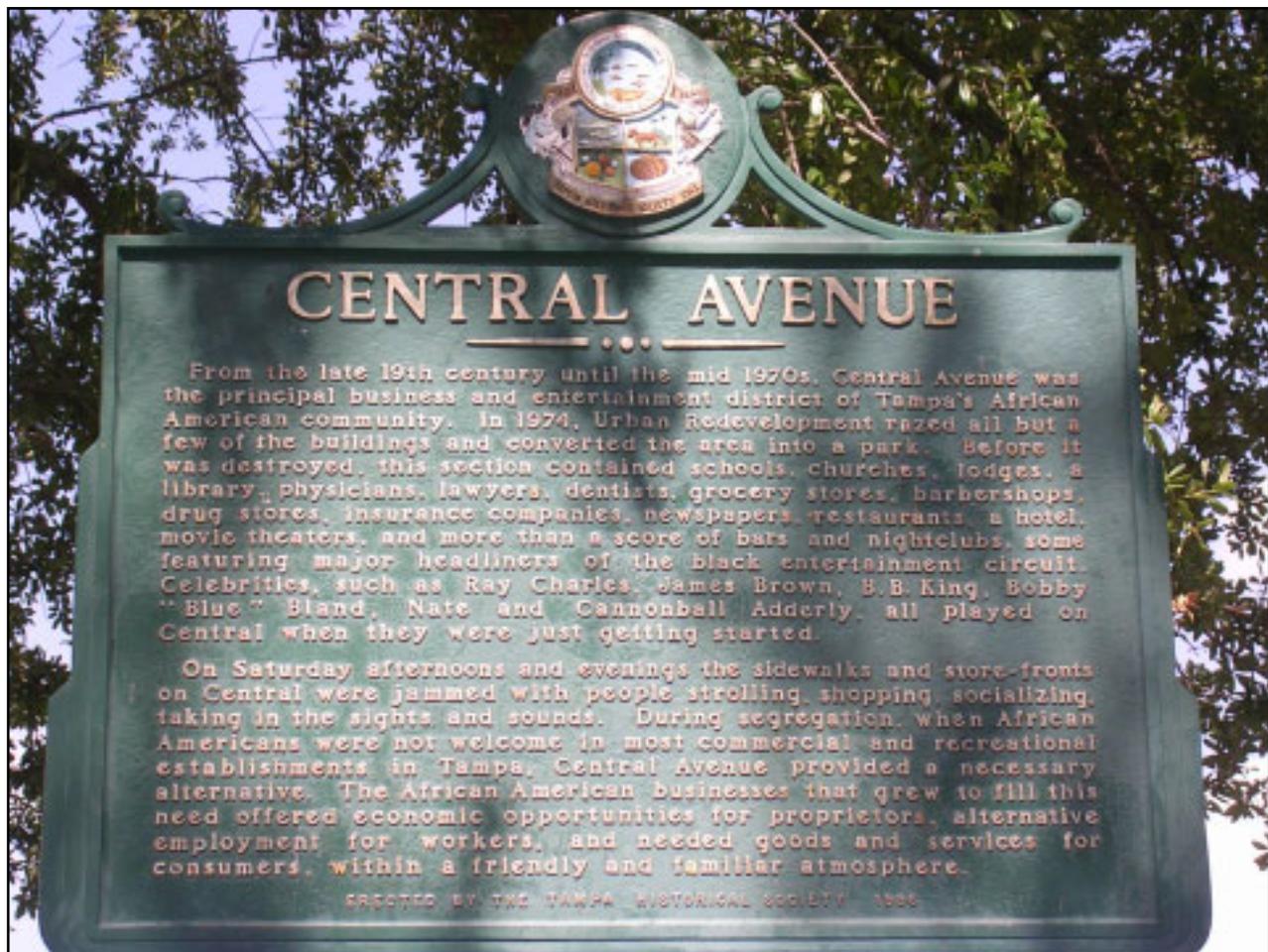
In order to provide adequate public school facilities throughout the timeframe of the Plan, Central Park CRA staff will be encouraged to monitor the continuing transformation of the neighborhood and to work closely with the SDHC to ensure that adequate facilities are in place as the population increases.

7.0 Private Enterprise

It is a goal of this Plan to both protect and improve current businesses, to encourage the development of local private sector enterprises, and to attract new businesses of differing scales into the Central Park CRA.

Although altered greatly through the construction of the interstates, the legacy of Central Avenue as the center of a successful African-American business and entertainment district will not be lost through the process of redevelopment under this Plan. It is a priority to protect and promote all minority owned/oriented businesses through the use of TIF funds to provide incentives and business assistance for these entities as their markets continue to change. This will become especially important following the relocation of residents from Central Park Village, which constitutes a large portion of their local markets. The minority business emphasis will, of course, be supplemented by an overall business assistance effort.

Historical Marker in Perry Harvey Park at the Former Location of Central Avenue



7.1 Commercial Corridors

The major commercial corridors located within the CRA are along Nebraska Avenue and Seventh Avenue. These two corridors primarily include neighborhood serving commercial uses, including dry cleaners, grocery/convenience stores, restaurants, and auto repair. It is clear that both corridors can and should benefit from the CRA designation, in terms of both physical improvements to the roadways, for the benefit of pedestrians, bicyclists and motorists, and in terms of CRA assistance in business retention and commercial redevelopment.

7.2 Commercial Businesses

The majority of businesses within the Central Park CRA are neighborhood-level commercial establishments, whose primary customer base consists of the local residents and travelers along Nebraska Avenue. Typical businesses include hair salons, convenience stores, dry cleaners, and restaurants. Tampa Park Plaza is a small commercial strip center that contains the only grocery store in the area. Tampa Park Plaza is a culturally significant African-American shopping center. It was once home to the Urban league and has always welcomed minority business.

Because they are so dependent on a local, often pedestrian, customer base, it is expected that the demolition of Central Park Village public housing project in the coming year will have an adverse effect on many of the businesses within the area. The implementation of measures and incentives to strengthen those businesses and to expand their markets will be an important part of the Plan.

Tampa Park Plaza on Nebraska Avenue



Other Nebraska Avenue Businesses



8.0 Proposed Plan

8.1 Philosophy

A Community Redevelopment Area Plan must be based upon the requirements of law, as contained in Chapter 163, Part III, Florida Statutes. The objectives of the Plan are to eliminate the conditions of blight identified in the Area, achieve an economically sustainable level of redevelopment, and restore a safe and pleasant living environment for area residents, visitors, and business community. Assisting an urban neighborhood in achieving such a condition of health will also create new jobs and stimulate growth of the Area's tax base.

This Plan will focus on leveraging the positive impact of key public sector initiatives by the Tampa Housing Authority, improving the transportation system, replacing infrastructure and improving the quality of life for current Area residents, property owners, businesses, and visitors to the Central Park CRA. It is intended to provide a facilitative framework for the marketplace, and to allow the Area flexibility in responding to changing market conditions and priorities.

A key concept in this Plan is to protect and improve the community assets in the area, while encouraging new higher-density mixed-use residential, office, and commercial development. The Area sits adjacent to redeveloping neighborhoods, with Tampa Heights to the northwest, East Tampa to the northeast, Ybor City to the northeast, the Channel District to the southeast, and the Central Business District to the southwest. This proximity to urban neighborhoods currently undergoing successful redevelopment is a key ingredient for the potential redevelopment success of the Central Park Area.

The CRA Plan will be graphically represented by a generalized redevelopment plan, supported by a series of recommendations for public and private investment in the area. The Plan's purpose is to provide guidelines for actions intended to eliminate conditions of blight, including unsafe, inadequate or obsolete infrastructure, and to restore a perspective of resident, investor and developer confidence in the area. As a result of these efforts, and the resultant economic activity, the City can anticipate additional urban residents, new business development, jobs creation, and an enhanced ad valorem tax base in the area.

This Plan seeks to better integrate the Area into the larger urban fabric by improving pedestrian and automobile connectivity to the Downtown and surrounding neighborhoods, introducing aesthetic elements that encourage the feeling of a sense of place, and providing financing for infrastructure as identified in the Existing Conditions report. The Plan acknowledges problems caused by enclave development with regard to the surrounding areas, and seeks to develop solutions that will encourage a transportation and land use pattern more in tune with the Downtown urban core. It seeks to integrate recent planning efforts that have taken place and those that will be coming to fruition in the upcoming months.

Furthermore, the recommendations set forth here seek to improve the safety and aesthetic appearance of many of the current structures through the use of financial incentives and increased comprehensive code enforcement services.

Finally, the Community Redevelopment Area Plan could, through the use of eminent domain and other statutorily allowable means, encourage the assemblage of parcels in order to create redevelopment opportunities.

8.2 Development Controls

All development and redevelopment within the District shall be consistent with the adopted Comprehensive Plan, all local building and zoning codes, and other applicable regulations. At this time, it is anticipated that no special limitations shall apply to land uses undertaken within the proposed CRA other than those limitations imposed by development regulations in place at the time development approval is sought.

Other than those design guidelines and requirements currently located within adopted ordinances, there are presently no architectural restrictions on new development or redevelopment within the proposed CRA. Any proposals for development on publicly-owned property shall be reviewed and approved by the appropriate public agency, and shall be in accordance with this Plan.

Historic Preservation

Part of the proposed CRA lies within the Ybor City Local Historic District. Within that part of the District lying in the CRA, five "contributing historic structures" have been identified along the west side of Nebraska Avenue. The historic designation and their location within the Historic District mean that any regulatory changes or demolition permits relating to the properties shall be reviewed by the Barrio Latino Commission and Tampa City Council for final approval. Treatment of existing structures, as well as new construction, will follow the requirements of Tampa City Code and Design Guidelines for the Ybor City Historic District.

The four African-American Heritage sites within the CRA boundary are designated as local historic landmarks by the City of Tampa. These sites are all churches, important assets in the community, and should be preserved as such. Historic sites should be restored and rehabilitated whenever possible. If the structure can no longer be used for its original purpose, every effort should be made for adaptive re-use of the property, or re-location may be considered. The Tampa City Code has specific requirements for local historic landmarks.

Diversity of Property Ownership, Outdated Building Density Patterns and Sub-Standard Lot Sizes

The City may consider non- eminent domain related assistance to private property owners in facilitating property assemblage for redevelopment. Such assistance may include providing marketing assistance, assisting in the acquisition of unused easements and "left-over" and unusable parcels, parking agreements, provision of public parking facilities, business recruitment and provision of public amenities attractive to larger scale developers. The CRA designation will greatly enhance the City's ability to provide technical, legal and financial assistance.

Covenants and Restrictions

The Tampa Housing Authority (THA) intends to have a set of deed restrictions recorded as a part of the master redevelopment plan currently being prepared. THA is contemplating a mixed-income, mixed-use development with both rental and ownership units, a portion of which will be set aside as affordable.

Future Land Use Designation

Recommended changes to the Tampa Comprehensive Plan's Future Land Use Designations are included in the CRA Plan. Future Land Use designations of higher densities than currently in place are being proposed; and are identified in Section 8.3 below.

8.3 Land Uses and Street Layout

In order to determine the appropriate land uses and street layout for the Area, a series of analysis maps were prepared. First, the Context Map shows the proposed CRA in relation to the surrounding redeveloping urban neighborhoods that are physically interrelated, and thus all affected by the viability of the Central Park Area, which is a missing piece between these areas and the gateway to Downtown. The successful redevelopment of this Area will add value to these surrounding neighborhoods, and create a synergy from which all of Tampa's urban center will benefit. (See Map 8.1 for Context Analysis)

Further analysis identifies the location of all existing community assets, including parks and recreational facilities, schools, daycare, library, places of worship, senior housing, and local historic landmarks. (See Map 8.2 for Community Assets Analysis) The Plan's focus in this regard will be to preserve and improve these assets. Finally, a map of the existing road network was provided to understand where the street grid lacks connectivity, and to evaluate future connections. The limited street network has created large tracts of land of a disconnected, suburban nature, and lacks an urban pattern of walkable scale. Further, the limited roadway network is burdened with an unfair share of the vehicular traffic, and therefore has less capacity for pedestrian and bicycle amenities. (See Map 8.3 for Street Network Analysis)

The urban pattern will be re-established upon redevelopment by re-connecting the street network. Adding new access points will help to re-create the street grid that once existed in this neighborhood. As shown on the Redevelopment Plan diagram Map 8.4, there are several new access points proposed. Of particular importance are the new connections outside of the area to the surrounding neighborhoods, such as access through Perry Harvey Park to Orange Avenue, access under the I-275 overpass into Tampa Heights along Lamar Avenue, additional access to Cass Street, access to Fifth and Sixth Avenues from Nuccio Parkway into Ybor City, and access to Fourth Avenue from Nebraska Avenue into Ybor City which would require re-alignment through Booker T. Washington Elementary School property. Some of these new connections will need to occur outside of the Central Park CRA boundary.

Improved internal connectivity is also an important consideration, particularly within the southwest area of the CRA, where the Tampa Housing Authority property lies, and between Scott Street and Nuccio Parkway. The GTE campus is gated and no opportunity currently exists to provide new connections through that site. However, it is recommended that one-way streets that currently access the GTE campus be reverted back to two-way streets.

Other aesthetic improvements could include the usage of decorative paving to denote pedestrian crosswalks and decorative street lighting. New gateway, street signs, and wayfinding features should welcome visitors into the Area and in time help in the development of a new sense of entry and place.

Central Park

The proposed land use pattern for the CRA is mixed-use in general, with the potential for many different housing types, office, and commercial uses. The north end of the CRA, which includes the GTE campus and the area abutting the Interstate, is designated as Office Mixed Use, meaning that while a variety of uses may occur, the focus of this area could be office. This is due to its proximity to the Interstate, to serve as a buffer to residential, and to be in a highly visible location. In addition, there is indication of there being a market demand for office uses in this area, especially being adjacent to other significant corporate office uses, including GTE and K-Force.

Perry Harvey Park, Tampa Park Playground, the Robert W. Saunders Sr. Public Library, and Booker T. Washington School will remain in place, or be appropriately relocated. Those areas are designated as Public/Mixed-Use in the CRA Plan to allow for some flexibility if other uses are needed in those areas. Improvements to existing parks and recreation facilities are strongly recommended, and should include more contemporary uses, such as a dog park, running tracks, and bicycle paths, and additional children's playgrounds. Additional public open space should also be strongly encouraged as the area redevelops.

Booker T. Washington Elementary School



Robert W. Saunders Sr. Public Library



Residential Mixed Use has been designated for the remainder of the Area. This means that while a variety of uses will occur, the focus of this area should be residential use, with the provision of retail commercial and office uses that serve those residents, including such consumer-oriented businesses such as dry cleaners, drug stores, grocery stores, restaurants, coffee shops, and convenient outpatient medical services. Ethnically oriented businesses, particularly reflecting the Area's cultural heritage, should be specifically encouraged. Public and private schools, and other civic, cultural or institutional uses should be encouraged to remain or be located in the Area. (See Map 8.4 Redevelopment Plan)

Future Land Use designations currently approved in the Tampa Comprehensive Plan do not support the higher density redevelopment being encouraged by this CRA Plan. Therefore, the Plan includes the recommendation to amend the Future Land Use map for some properties within the CRA. RMU-100 is recommended for the area within the Central Business District Periphery, except for Perry Harvey Park. Perry Harvey Park would be designated entirely as Recreation/Open Space (R/OS) to protect it as a park area for the future. It is recommended that the remaining area be designated as Urban Mixed Use 60. (See Map 8.5 Proposed Future Land Use)

At the current time, the Area does not meet the criteria for Mixed Use Regional Activity Center. However, at some point in the future, within the planning horizon of this Plan, the Area may qualify based on an increase in development activity.

8.4 Program-related Needs

The establishment of a CRA designation for the District will greatly enhance the City's ability to undertake the activities necessary to stimulate redevelopment. Subsequent to the designation, the City will evaluate a wide variety of programs and projects in the CRA, including the following, to remedy the identified blighted conditions. Funding will not be limited to these recommendations, which are just examples illustrative of Area conditions.

Crime Prevention

Several portions of Chapter 163, Florida Statutes, encourage the development and support of community policing initiatives within the Community Redevelopment Area. Community policing involves the face-to-face interaction of law enforcement officers with neighborhood residents and businesses in order to involve the community in identifying problem areas and assisting with the police effort.

Historical crime statistics identified significant problems in the Central Park Area. Crime prevention and community policing programs, such as Crime Prevention Through Environmental Design (CPTED), will become an important component of the area's civic support system. CPTED is based upon the theory that the proper design and effective use of the built environment can reduce crime, reduce the fear of crime, and improve the quality of life. Built environment implementations of CPTED seek to dissuade offenders from committing crimes by manipulating the built environment in which those crimes proceed from or occur. The three most common built environment strategies are natural surveillance, natural access control and natural territorial reinforcement.

The City of Tampa has an extensive community-policing program. In 2004, the Police Department was re-districted from two patrol districts to three districts. This change was designed to more efficiently manage the Department's human resources and equipment, thereby providing a more efficient service and delivery process. District Three includes the Central Park Area; and the new District Three Headquarters will be located nearby in East Tampa, and serve as a staging area for the Tampa Police Department's community policing efforts.

Community policing is a proven method to help increase the sense of security, possibly resulting in increased investment. Experience with community policing efforts shows that it takes a period of years for local law enforcement to establish the community bonds and contacts needed to form the foundation of community policing. The current community policing efforts in East Tampa could be extended to the Central Park Area. The issue of safety and security in the Area is considered a priority.

Central Park

Neighborhood Association

In the event that the Central Park residents are not adequately represented by existing neighborhood associations, a new neighborhood association should be formed. In addition, the Area would benefit from there being a merchant's association if there are a sufficient number of merchants to participate.

Care of Property

The City NEAT Team's cleanup services and special Solid Waste Department disposal services should be utilized on a prioritized basis in conjunction with code enforcement activities.

Property maintenance violations oversight should be conducted at an increased level, with particular emphasis on repeat offenders, and those violations that interfere with the rights of adjacent property owners. Enhanced code enforcement should be a high priority, to identify structures in unsafe or unsound condition, to alleviate adverse unsafe property maintenance conditions, and to prioritize a program of resolving ongoing code violations, such as unpermitted business and/or construction activity.

Vacant lots and structures should be specifically identified and categorized, and a program developed to encourage their purchase, lease, development or assemblage for an active development entity consistent with the vision for the area.

All available City programs providing assistance for housing rehabilitation should be utilized in the core residential area, including a concerted public education program. Priority should be considered for existing residents, particularly the elderly, of the Area.

Marketing and Staffing

The CRA designation for the Central Park Area will require the City to create new staff positions to administer activities of the CRA, and provide operational funding, for example, the production of marketing materials. These activities would include coordination of public and private development interests, regular and concerted marketing and public relation/education activities, master planning for the provision of infrastructure, public amenities and public services, and production of annual reports.

8.5 Infrastructure-related Needs

Structural Conditions

The general condition of deteriorating and aging structures is remedied slowly, using a variety of approaches to either renovate and restore existing structures or demolish buildings and redevelop property. Such tools could include concerted code enforcement, facade improvement loans, assistance in packaging Small Business Administration (SBA) and other special renovation loan programs, facilitating property assembly and redevelopment, special tax deferral programs, City general revenue funds, general obligation bonds, and other financial and technical inducements. Local historic landmarks, including the African-American Heritage sites, would be provided with financial assistance for restoration and rehabilitation, funded by the CRA and other appropriate sources.

Central Park

Utilities

Water, wastewater, and stormwater facilities will be repaired or replaced in a manner that best promotes the goals and objectives of the CRA Plan. The City may provide financial assistance to the private sector to undertake necessary infrastructure improvements, as circumstances dictate.

Tampa Electric Company (TECO) has identified the need for a sub-station and transmission lines to supply the additional load needed to serve the anticipated redevelopment. There are currently no transmission lines in the Area, only local distribution lines overhead with a large feeder along Nebraska Avenue. New transmission lines will be needed. In addition, the underground installation of all TECO and other utility lines can be considered in any urban area, and upgrading of service on individual properties will be required and privately funded.

In conjunction with TECO, the City should carefully inventory and evaluate the Area's street lighting. There are many scattered pockets throughout the Area that are inadequately lit at night, for both pedestrians and motorists. It appears to be a contributing factor to the incidence of illegal dumping and other crime in those areas, as well. A comprehensive program should be undertaken to provide adequate and appropriate street lighting throughout the Area.

Consideration should also be given to encouraging the development of centralized "chiller plant" facilities, to provide chilled water for air conditioning to new development in the CRA. Such facilities would be viewed as a positive financial inducement to urban developers considering investment in the area. Financing for these infrastructure improvements may be facilitated by the CRA designation.

Roadways, Pedestrian Amenities, and Streetscape

Nebraska Avenue has been slated for resurfacing and re-striping to convert the existing four travel lanes into two travel lanes with a turn lane or median, and bike lanes. The funding for this improvement is already dedicated, and construction is expected to begin in the near future. In addition to this basic improvement, traffic calming devices, clear crosswalks, streetscape, and other pedestrian amenities and safety features are needed on Nebraska Avenue and throughout the Area. Other aesthetic improvements could include the usage of decorative paving to denote pedestrian crosswalks, and decorative street lighting and furniture.

Nebraska Avenue Streetscape



Central Park

A comprehensive, creative and flexible plan should be designed to provide street resurfacing, new sidewalks and on-street parking, new public streetscape and landscape, public art and transit stops. Every street in the Area should be evaluated for physical current condition and the need for resurfacing. Each street should also be evaluated for its current traffic loads, and special circulation problems.

Gateways and Signage

Major gateways should be identified and recognized with special signage and public art, and Nebraska Avenue evaluated for new pedestrian-friendly, urban design improvements. Three gateway features are envisioned to be located at the: 1) southern end of Nebraska Avenue, 2) intersection of Orange Avenue and Cass Street, and 3) new entrance to Parry Harvey Park from Orange Avenue. These new gateways will integrate landscaping and monument features that will help define this neighborhood's identity. It is expected that small parcels of land may need to be acquired at each of those intersections to allow for sufficient space to create appropriate and aesthetically pleasing gateway features that could include a small park.

Since the Ybor City Signage Program has been implemented for street signs on the east side of Nebraska, it would make sense to install the same street signs on the west side of Nebraska Avenue. However, elsewhere in the Central Park CRA, signage should be unique to the character of the Central Park neighborhood. Wayfinding signage should be implemented throughout the CRA by use of decorative signs that guide travelers to points of interest within the Central Park Area, and into the area from Downtown and Ybor City.

Parking

The City will evaluate the feasibility of providing public parking facilities in the Area, to enhance the redevelopment potential of private property. Such facilities could include surface parking lots, structured parking facilities and additional on-street parking. The CRA designation will enhance the City's ability to underwrite the cost of such facilities.

Transit

Current and future residents of this Area depend on transit, and they would like to see the transit system improved. The community has asked for improvements to include new circulator buses and trolleys, and later hours of bus service. In addition, more frequent service on some bus routes, especially on Sundays, and diversifying routes serving the Area would eliminate some of the need to transfer by providing more direct service. HARTline should be encouraged to evaluate the system to determine the best way to extend service in the Area.

In addition, improvements to transit stops are needed to ensure that each is a well-shaded area with a seating area and reasonable protection from inclement weather. Shelters and benches should be placed away from the curbs of busy roadways, and all should have complete sidewalk access.

In addition to bus service, it is possible that the TECO Streetcar System will be extended into the Area at some point in the future. Plans for this will include an analysis of the physical potential and economic feasibility of extending the system from Downtown. Such eventual improvements would greatly enhance accessibility to the Central Park Area from all parts of Downtown, Ybor City, and the Channel District.

Central Park

Open Space

The Central Park Area is fortunate to have Perry Harvey Park, Tampa Park Playground, and a Boys and Girls Club. Existing facilities should be improved and expanded, and include more contemporary uses, such as a dog park, running tracks, bicycle paths, and additional children's playgrounds. Additionally, public open space facilities should emphasize the historical and cultural heritage of the area while creating attractive public assets that will be appreciated and utilized by residents from the Area, and throughout the City of Tampa.

Perry Harvey Park should be a prominent focal point for the Downtown area, and possibly have a central stormwater pond to be utilized as an amenity that could include a large fountain and landscaped walking path around it. Provision of such amenities will enhance the attractiveness of the area to developers and residents. Financing for such improvements will be facilitated by the Area's CRA designation.

Schools

It is possible additional schools will be needed within the CRA if the Area meets its development potential. The City should work closely with the School District in monitoring the transformation of the neighborhood and student demand to ensure that adequate facilities are in place as the population increases. School buildings with urban footprints (e.g., Rampello Downtown Partnership School) must be considered as an alternative to the traditional campus design.

8.6 Redevelopment Tools

The application of a Community Redevelopment Area designation makes a number of redevelopment tools available to the Community Redevelopment Agency (Agency), in this case, the Tampa City Council and City Administration. The following is a brief description of those redevelopment mechanisms:

- **Property Acquisition** – the current law authorizes the Agency to acquire real property through purchase, condemnation, or other lawful means, to assist or facilitate the redevelopment process.
- **Property Rehabilitation** – the Agency may rehabilitate, or require to be rehabilitated as part of a lease or sale, any property within the Area.
- **Structure Relocation** – if a property is deemed to be worthy of rehabilitation and is in the path of a redevelopment project, the Agency may authorize the funds necessary to move it to a new location.
- **Cooperation with other public agencies** – the Agency will cooperate and coordinate with other public entities in the implementation of this Plan, in order to optimize the value of the community's investment in the Area.
- **Property Management** – the Agency may, at its discretion, enter into agreements to ensure the preservation, maintenance and/or operation of real property within the Area.

- **Demolition and Clearance** – the Agency may authorize the demolition, removal or clearance of buildings, structures and other improvements on real property it has purchased within the Area, to aid in the Area’s redevelopment.
- **Preparation of Building and Development sites** – the Agency may undertake building and/or site preparation on any real property within the Area, to assist in the redevelopment process.
- **Public Improvements and Infrastructure** – the Agency shall advise the City on the timing and location of public improvements, including surface improvements and subsurface infrastructure, to be accomplished within the Area. The recommendations shall be consistent with the adopted Comprehensive Plan.
- **Real Property Disposition and Development** – the Agency may sell, or otherwise dispose of, real property within the Area, in accordance with the Community Redevelopment Area Plan. The property may be disposed of at Fair Market Value, rather than at the Appraised Value. The documents of conveyance will contain any conditions necessary to safeguard the goals of the CRA Plan.
- **Relocation Policy** – It shall be the policy of the Agency that any persons displaced as a result of redevelopment projects shall be provided services that will ensure they are not unduly inconvenienced by their relocation. In the implementation of this Plan, the Agency will provide fair and equitable treatment to any and all displaced persons; including full opportunity to occupy comparable replacement housing, with regard to cost, location and related aesthetic considerations. The Agency will attempt to minimize the disruptions caused by the relocation, provide maximum choice to those required to relocate, provide whatever ancillary relocation services may be required to those in need of special assistance, such as the elderly or physically challenged, and make a diligent effort to avoid any financial hardship to relocating persons, due to the relocation process. The Agency will observe the same guidelines with any businesses and/or non-profit organizations that may be required to relocate.

Relocation assistance will be provided through the City Department of Business and Community Services. Such assistance will be provided in a fair, equitable, and thorough manner.

9.0 Cost and Timing of Redevelopment

9.1 Tax Increment Estimate

Given current costs for materials and construction, the projected cost of development funded by tax increment revenues within the Central Park CRA will be approximately \$250,000,000 in nominal dollars. A large portion of the land within the Community Redevelopment Area is currently not subject to property tax. With the exception of Church or School property, it is assumed that a portion of this non-taxable property will move to the tax roles due to private sector redevelopment within five years and the remainder within ten years.

The potential tax increment is comparatively large due to the large amount of land in the Central Park CRA that is currently not being taxed at rates consistent with approved Future Land Use densities ranging from 60 to 100 dwelling units per acre. All projects to be funded with tax increment revenues will be completed within the thirty-year life span of the Tax Increment Financing District.

9.2 Implementation and Safeguards

One of the clear intents of Chapter 163, Florida Statutes, is that the Plan be protected in terms of implementation and intent. It also makes clear that all private property developed in the Central Park CRA be developed consistent with this Plan. The following safeguards are offered to satisfy these requirements.

- Produce annual reports from City's Urban Development or succeeding staff to the Community Redevelopment Agency concerning progress on the Plan. It is anticipated that tax increment revenues will be used to fund a full time staff to support the requirements of implementing and monitoring this Plan. It is also anticipated that for this Plan to be successful that marketing and research funds be allocated from the tax increment revenues to support the Area.
- No use of tax increment revenues should be approved that will replace funding for projects that are already funded with another revenue source or to pay for existing City debt for City-funded projects in the Area. "Existing debt" is any City encumbrance for any capital projects ongoing, or planned and funded at the date of the approval of this Plan.
- Require that the development of any private property within the Community Redevelopment Area be developed in accordance with the provisions of this Plan.
- Coordinate the City's five-year strategic planning process and any other follow-on mid-range planning processes in the City from succeeding administrations with the implementation of the Plan on a regular basis and suggest any inconsistencies or lapses, if any.

This Plan has a thirty-year horizon (2006-2036), during which substantial redevelopment of the Area is anticipated to be completed. The Tampa City Council may modify the Plan from time to time, in accordance with the appropriate provisions of local and state law.

Facilitating the redevelopment process in the Area will require additional public investment to stimulate private investment and remedy the causes of the blighted conditions identified in the City's February 2006 Existing Conditions report.

The CRA designation will permit the City greater latitude in providing technical and financial assistance in identifying and solving those problems on both public and private property. Assistance could include joint application for grants and potential funding from the establishment of a Tax Increment Finance District, waivers of other development fees, and special loan programs.

In addition, the City will consider additional urban design analysis in the Area, and ongoing citizen participation to ensure coordination of public and private planning and development efforts, and a consensual approach to proposed public investment.

The net result from these efforts by the City of Tampa, Tampa Housing Authority, and other major public players, and Area property owners, residents and commercial tenants will be the steady and thoughtful redevelopment of the Area. Redevelopment will dramatically increase property values and ad valorem tax base, and affect a replacement of the economic distress evident in the district today with economic health.

9.3 Capital Projects

In addition to the infrastructure improvements previously described in the Plan, the Community Redevelopment Agency will evaluate and make specific recommendations to the City regarding a variety of potential capital improvements within the CRA, in accordance with the Five-Year Schedule of Capital Improvements.

In addition to infrastructure-related improvements identified in Section 8 of this Plan, other capital projects may include upgrades and/or connections to existing infrastructure and utilities that serve the CRA, new public open space, the provision of public parking facilities, pedestrian-oriented urban design improvements such as sidewalks, landscaping, street furniture, signage, and special city services, and surface transportation improvements, including a reorientation of local streets.

Such recommendations will be considered in accordance with the vision and goals of the CRA Plan, the needs and recommendations of Area property owners, and the actual redevelopment proposals and projects which come about.

The City of Tampa will retain the responsibility of insuring adequate public infrastructure and public safety, and a redevelopment environment conducive to achieving the Policies, Goals and Objectives for the Area articulated within the Tampa Comprehensive Plan. The City will also retain the ability to enter into development agreements with private sector entities to assist in the achievement of those goals and objectives.

9.4 Funding Sources

There are a number of funding sources available to the Community Redevelopment Agency and the City that can be used to supplement, rather than replace, anticipated tax increment revenues, including:

- Special assessment districts of many types
- General obligation bonds
- City of Tampa general revenue funds
- State and Federal grants and loans
- Enterprise Zone tax credits
- Industrial Revenue Bonds
- Public/Private redevelopment financing
- Community Investment Tax funds
- Corporate Community tax credits
- Historic Preservation tax credits

The Community Redevelopment Agency and City of Tampa will regularly evaluate potential projects and available funding sources.

10.0 Information Sources

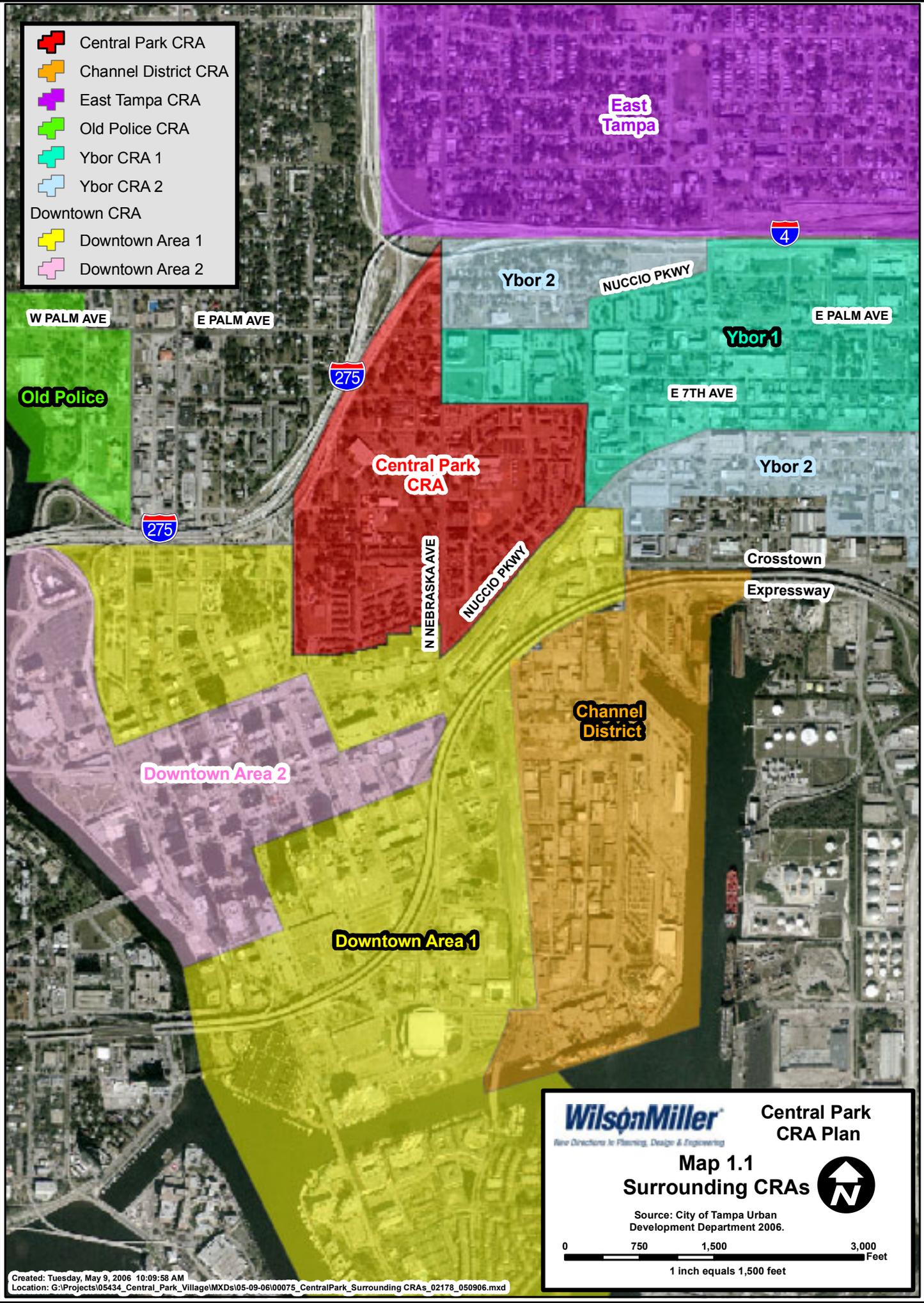
- Central Park Village Choice-Based Relocation Plan, Tampa Housing Authority, March 2005.
- Central Park Village Study Area: Existing Conditions Report, WilsonMiller, Hillsborough County City-County Planning Commission, and the City of Tampa, February 2005.
- City of Tampa Comprehensive Plan, January 1998.
- City of Tampa Code of Ordinances, Chapter 27 Zoning, adopted 1990 and amended through 2006.
- Downtown Tampa Transportation Vision, Hillsborough County Metropolitan Planning Organization, completed March 2005 (not adopted).
- Ybor City Economic Market Analysis, Hillsborough County City-County Planning Commission, March 2004.
- Ybor City National Historic Landmark District Signage Program, City of Tampa, August 1999.
- Ybor City Vision Plan, Ybor City Development Corporation, April 2005.

11.0 Legal Description

That part of Section 13, Township 29 South, Range 18 East, AND Section 18, Township 29 South, Range 19 East, all lying within the City of Tampa, Hillsborough County, Florida, lying within the following described boundaries to wit:

Beginning at the intersection of the Centerline of Interstate Highway 4 (S.R. 400), and the Centerline of Nebraska Avenue (S.R. 45), as shown on State of Florida – State Road Department Interstate Expressway No. 4, Section No. 10190-2412-41-14 of State Road No. 400, Hillsborough County, State of Florida State Road Department Right of Way Map; run thence Southerly along said Centerline of Nebraska Avenue (S.R. 45), to its intersection with the Centerline of 7th Avenue; thence Easterly along said Centerline of 7th Avenue, to its intersection with the Centerline of Nick Nuccio Parkway; thence Southerly along said Centerline of Nick Nuccio Parkway, and its Southerly projection, to its intersection with the Westerly projection of the Centerline of 3rd Avenue (Alabama Avenue) and the Southerly boundary of MARYLAND AVENUE SUBDIVISION, a subdivision as recorded in Plat Book 41, Page 71 of the public records of Hillsborough County, Florida; thence Southwesterly along said Southerly boundary of MARYLAND AVENUE SUBDIVISION, and its Southwesterly projection, to its intersection with the Westerly boundary of said Section 18, Township 29 South, Range 19 East, said Westerly boundary lying in Nebraska Avenue; thence Northerly along said Westerly boundary of said Section 18, to its intersection with the Easterly projection of the Southernmost boundary of the Housing Authority of the City of Tampa, Florida Central Avenue Project, said boundary as established per City of Tampa Ordinance No. 1518-A; thence Westerly along said projection and boundary , and Southerly and Westerly along said Southernmost boundary of said Housing Project, and its Westerly projection, to its intersection with the Centerline of the Orange Street (Orange Avenue) and Jefferson Street Connector, as shown on Right of Way Map, titled – Downtown Interstate Connector to Pierce and Jefferson Streets, File No. I-6-12, prepared by Reynolds, Smith & Hills, for the City of Tampa, Department of Public Works; thence Northerly along said Centerline of Orange Street and its Northerly projection to and along the Centerline of East Bay Street, as shown on PLAN OF MOBLEY' S SUBDIVISION, a subdivision of record as recorded in Deed Book "Q", Page 539 of the public records of Hillsborough County, Florida, to its intersection with the Centerline of Interstate Highway 275 (S.R. 93), as shown on the Tampa Expressway System Downtown Distributor, Section No. 10190-2412-41-14 of State Road No. 400, Hillsborough County, State of Florida State Road Department Right of Way Map; thence Northeasterly along said centerline of Interstate 275 (S.R. 93), to its intersection with the Centerline of Interstate Highway 4 (S.R. 400); thence Easterly along said Centerline of Interstate Highway 4 (S.R. 400), to its intersection with the Centerline of Nebraska Avenue (S.R. 45), said intersection being the Point of Beginning.

-  Central Park CRA
-  Channel District CRA
-  East Tampa CRA
-  Old Police CRA
-  Ybor CRA 1
-  Ybor CRA 2
-  Downtown Area 1
-  Downtown Area 2



WilsonMiller
New Directions In Planning, Design & Engineering

**Central Park
 CRA Plan**

**Map 1.1
 Surrounding CRAs**

Source: City of Tampa Urban
 Development Department 2006.

0 750 1,500 3,000
 Feet

1 inch equals 1,500 feet



 CRA Boundary

Tampa Heights

Ybor City

Central Business District

Channel District

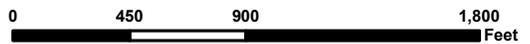
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New Directions In Planning, Design & Engineering

**Central Park
CRA Plan**

**Map 1.2
Location**

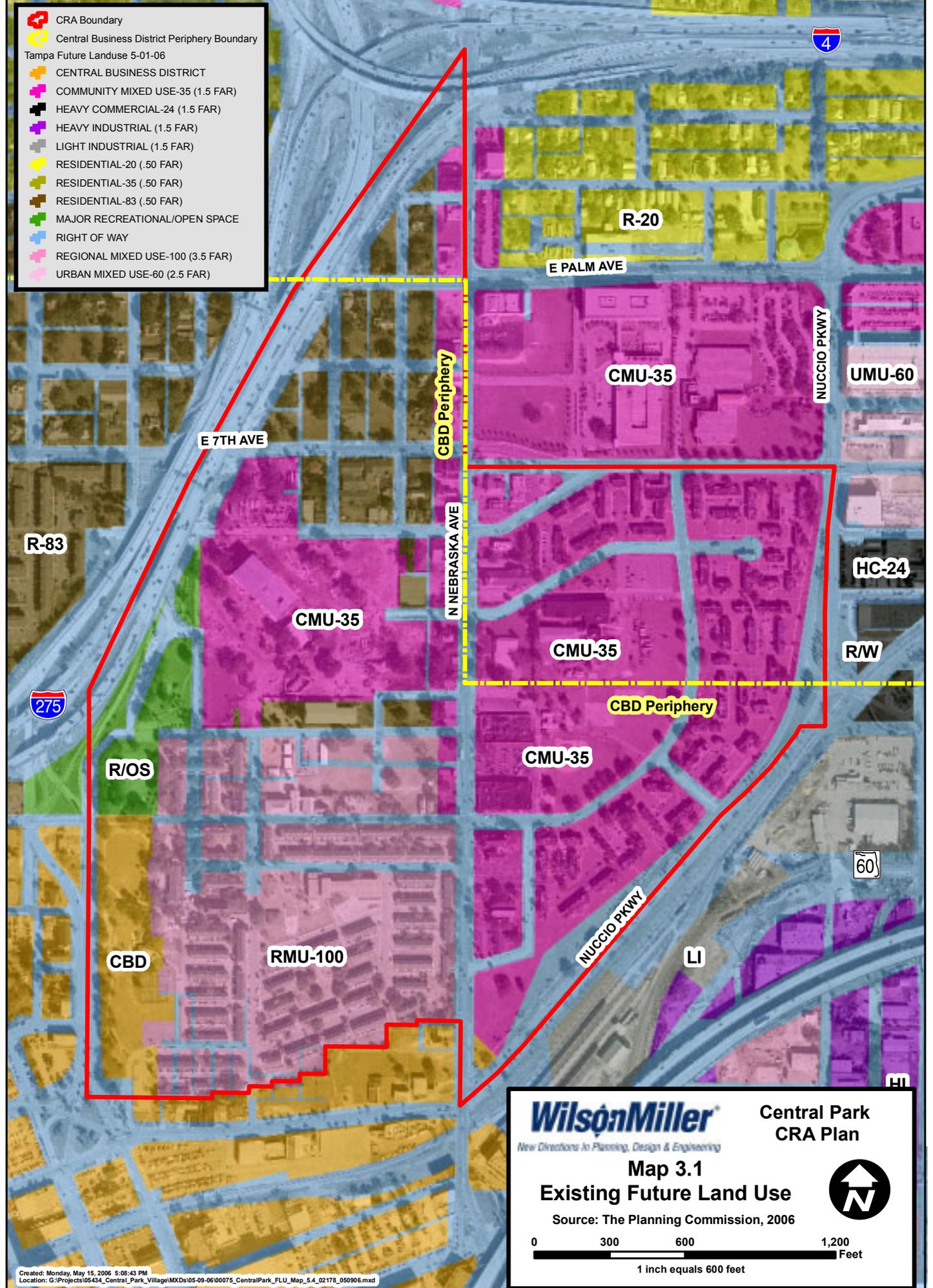


Source: Aerial Date Flown, February 2005



1 inch equals 900 feet

-  CRA Boundary
-  Central Business District Periphery Boundary
- Tampa Future Landuse 5-01-06
-  CENTRAL BUSINESS DISTRICT
-  COMMUNITY MIXED USE-35 (1.5 FAR)
-  HEAVY COMMERCIAL-24 (1.5 FAR)
-  HEAVY INDUSTRIAL (1.5 FAR)
-  LIGHT INDUSTRIAL (1.5 FAR)
-  RESIDENTIAL-20 (.50 FAR)
-  RESIDENTIAL-35 (.50 FAR)
-  RESIDENTIAL-83 (.50 FAR)
-  MAJOR RECREATIONAL/OPEN SPACE
-  RIGHT OF WAY
-  REGIONAL MIXED USE-100 (3.5 FAR)
-  URBAN MIXED USE-60 (2.5 FAR)



WilsonMiller Central Park
CRA Plan

New Directions In Planning, Design & Engineering

Map 3.1
Existing Future Land Use

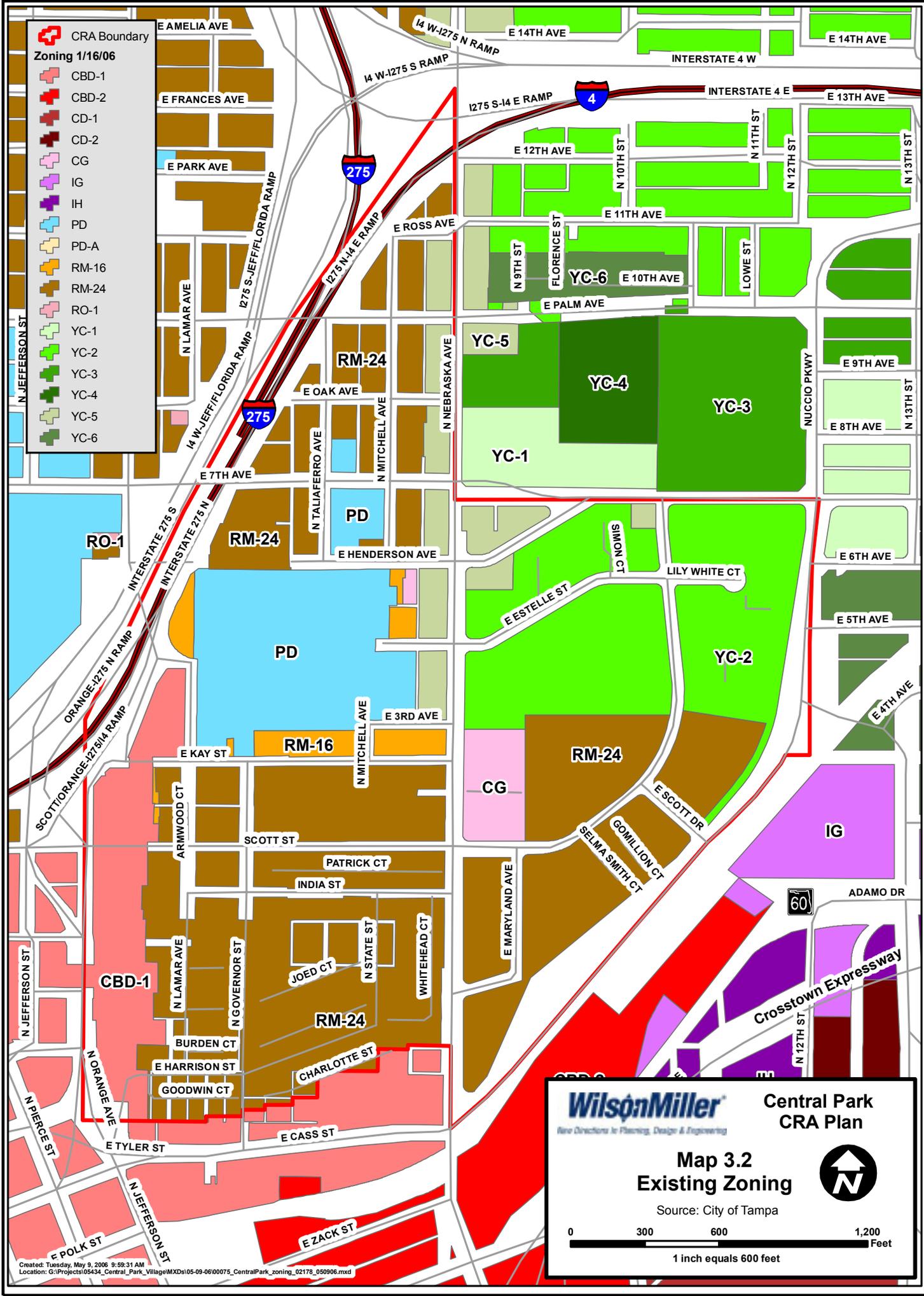
Source: The Planning Commission, 2006

0 300 600 1,200
Feet

1 inch equals 600 feet



-  CRA Boundary
- Zoning 1/16/06**
-  CBD-1
 -  CBD-2
 -  CD-1
 -  CD-2
 -  CG
 -  IG
 -  IH
 -  PD
 -  PD-A
 -  RM-16
 -  RM-24
 -  RO-1
 -  YC-1
 -  YC-2
 -  YC-3
 -  YC-4
 -  YC-5
 -  YC-6



WilsonMiller
New Directions In Planning, Design & Engineering

**Central Park
CRA Plan**

**Map 3.2
Existing Zoning**

Source: City of Tampa

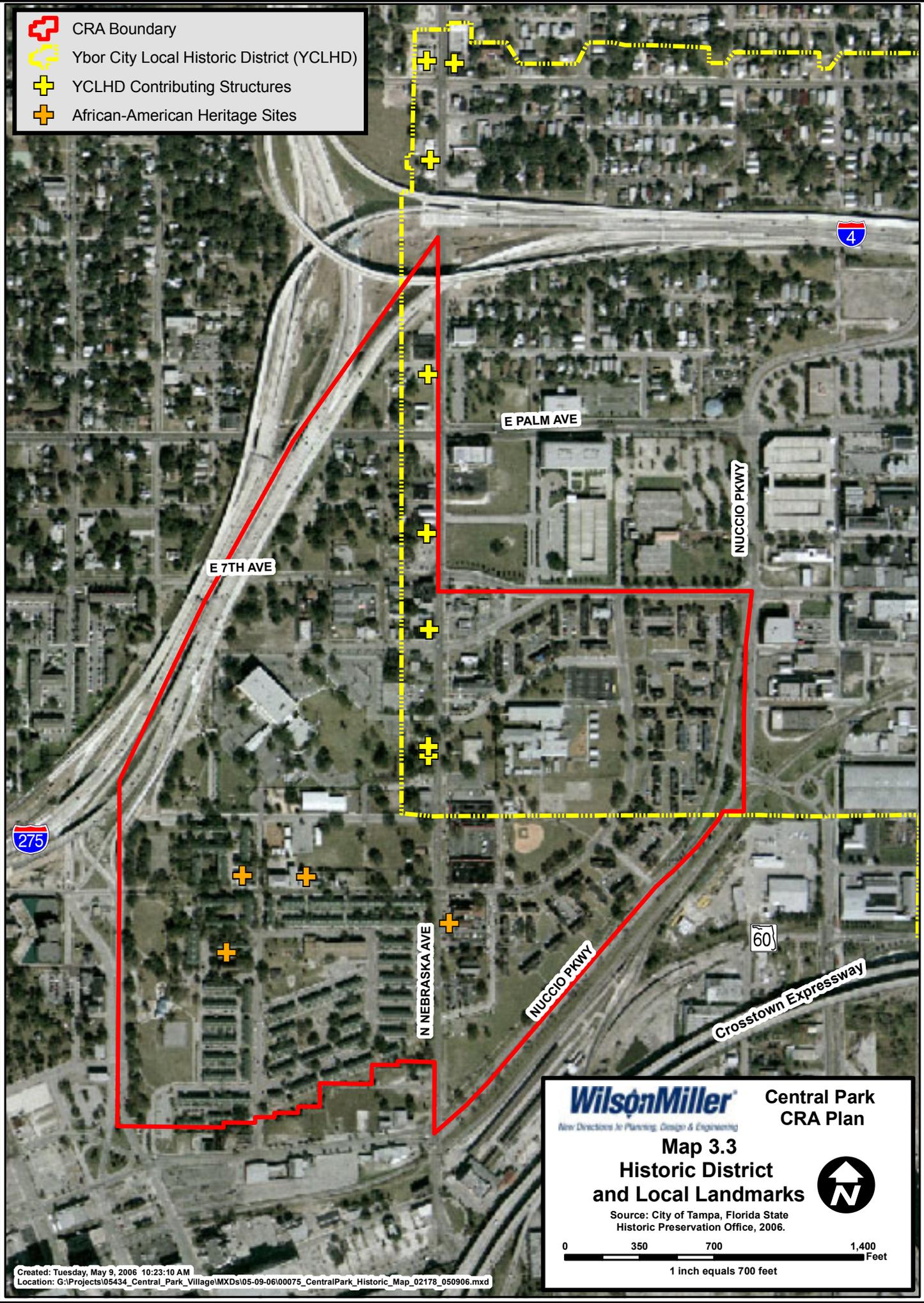
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Feet

1 inch equals 600 feet



Created: Tuesday, May 9, 2006 9:59:31 AM
Location: G:\Projects\05434_Central_Park_Village\MXD\05-09-06\00075_CentralPark_zoning_02178_050906.mxd

-  CRA Boundary
-  Ybor City Local Historic District (YCLHD)
-  YCLHD Contributing Structures
-  African-American Heritage Sites



WilsonMiller Central Park
New Directions In Planning, Design & Engineering CRA Plan

Map 3.3
Historic District
and Local Landmarks

Source: City of Tampa, Florida State
 Historic Preservation Office, 2006.

0 350 700 1,400
 Feet

1 inch equals 700 feet



TAMPA HEIGHTS

EAST TAMPA

YBOR

CENTRAL PARK

ADAMO DRIVE/SR 60

DOWNTOWN CRA

CHANNEL DISTRICT

R CHANNEL

TAMPA PORT

CENTRAL PARK CRA PLAN

MAP B.1
CONTEXT ANALYSIS



WilsonMiller
Partners: Engineers, Ecologists, Surveyors,
Landscape Architects, Transportation Consultants



LEGEND

-  CRA BOUNDARY
-  EXISTING ROADS
-  PLACE OF WORSHIP
-  LIBRARY
-  SCHOOL
-  PARKS AND RECREATION
-  DAYCARE
-  SENIOR HOUSING
-  LOCAL HISTORIC LANDMARK

**CENTRAL PARK
CRA PLAN**

MAP B.2
COMMUNITY ASSETS ANALYSIS



WilsonMiller
Planners Engineers Ecologists Surveyors
Landscape Architects Transportation Consultants

LEGEND

-  CRA BOUNDARY
-  EXISTING ROADS



CENTRAL PARK
CRA PLAN

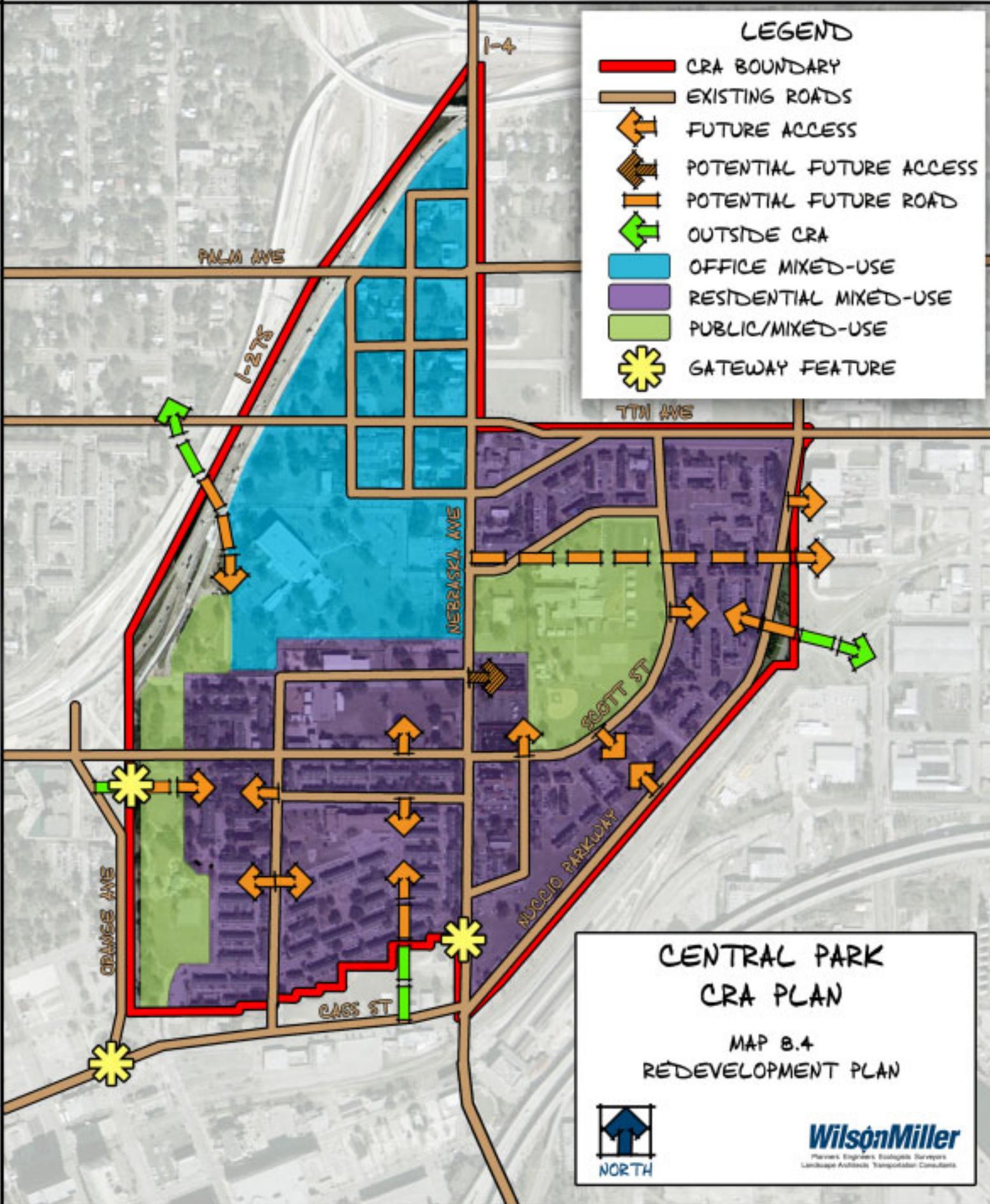
MAP B.3
STREET NETWORK ANALYSIS



WilsonMiller
Planners Engineers Ecologists Surveyors
Landscape Architects Transportation Consultants

LEGEND

-  CRA BOUNDARY
-  EXISTING ROADS
-  FUTURE ACCESS
-  POTENTIAL FUTURE ACCESS
-  POTENTIAL FUTURE ROAD
-  OUTSIDE CRA
-  OFFICE MIXED-USE
-  RESIDENTIAL MIXED-USE
-  PUBLIC/MIXED-USE
-  GATEWAY FEATURE



CENTRAL PARK
CRA PLAN

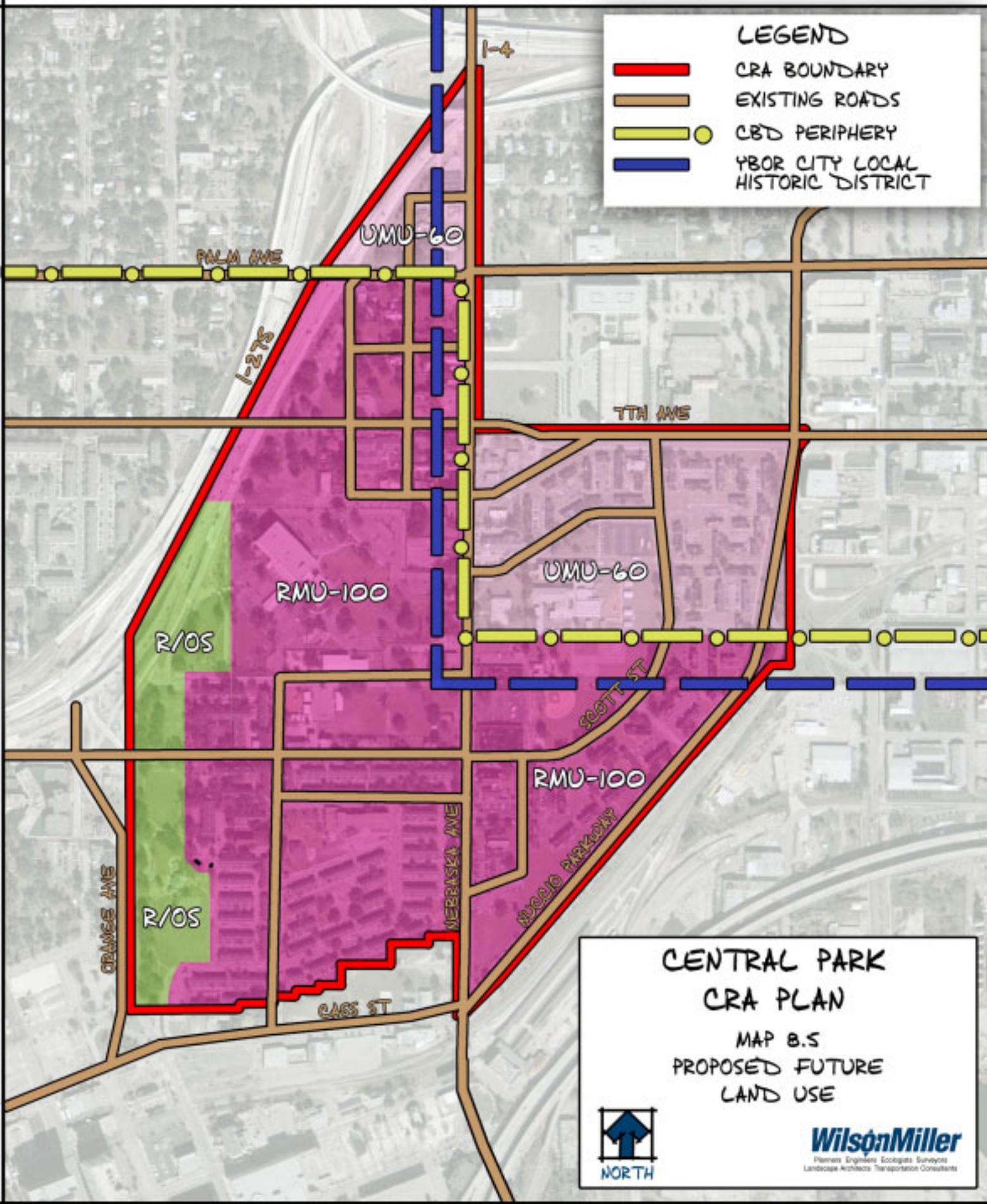
MAP B.4
REDEVELOPMENT PLAN



WilsonMiller
Planners, Engineers, Ecologists, Surveyors,
Landscape Architects, Transportation Consultants

LEGEND

-  CRA BOUNDARY
-  EXISTING ROADS
-  CBD PERIPHERY
-  YBOR CITY LOCAL HISTORIC DISTRICT



**CENTRAL PARK
CRA PLAN**
MAP B.5
PROPOSED FUTURE
LAND USE



WilsonMiller
Planners Engineers Ecologists Surveyors
Landscape Architects Transportation Consultants