

GASWORX COMMUNITY BENEFITS ADVISORY COUNCIL



HISTORIC VIEWS OF THE AREA



Looking North from 4th Ave. 1923
(Ybor City CRA)



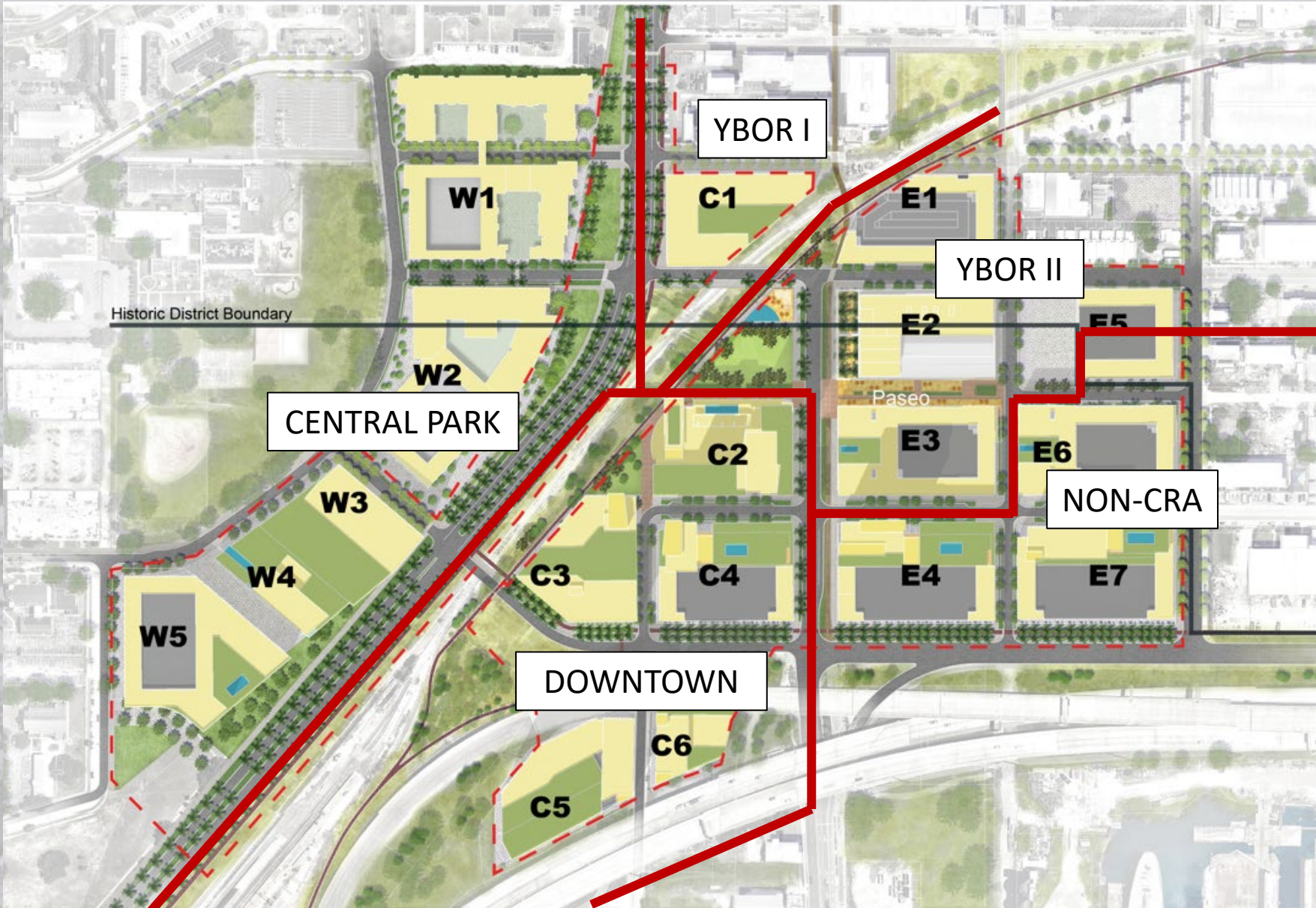
5th Ave & 13th St. – Tampa Gas Co. & Turner Music Co.
Warehouse 1927 (Downtown CRA)

HISTORIC VIEWS OF THE AREA



Central Park CRA/Encore Pre-Urban Renewal -
1951

GASWORX CDD & COMMUNITY REDEVELOPMENT AREAS



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YBOR CITY II COMMUNITY REDEVELOPMENT PLAN

- **Deterioration of Public and Private Improvements and Infrastructure** – Because the Ybor City 2 area is a very old neighborhood area by Tampa standards, replacing and upgrading the infrastructure system is an expensive and time-consuming process.

Infrastructure - The components which will require extensive replacement or improvement in the Area include water distribution mains and service connections, fire protection systems in existing, unrenovated structures, sanitary sewer distribution lines, stormwater management facilities, additional street lighting, improved solid waste disposal and collection, and additional public park and open space.

Transportation and parking are also an ongoing, and increasing problem in the Area. During the peak periods of visitation to Ybor City, on weekends, evenings and frequent special events and celebrations, there is significant traffic congestion and parking demand beyond area supply. The situation is exacerbated by the relatively few principal vehicular entry points into the Area, the lack of peak period traffic capacity of Interstate 4, and the narrow, under-maintained local street system in the Area. The congestion results in overflow into the residential areas to the south and east of the Historical district core area, creating conflicts with Area residents and the widespread use of illegal, unimproved surface parking lots. Pedestrian access is also somewhat difficult in many parts of the neighborhood because of either inadequately maintained sidewalks, or no sidewalks at all.

YBOR CITY II COMMUNITY REDEVELOPMENT PLAN

The needs for the Ybor City 2 area can be organized into **three basic sets of services:**

The first includes additional crime prevention and comprehensive code enforcement services to combat the pervasive effects of crime, and the perception of crime, in the Area, and to halt the trend of property deterioration as evidenced by code violations, property maintenance citations and widespread structural deficiencies.

The second encompasses public infrastructure and other public improvements, which includes gateway identification, streets, sidewalks, street lighting, public landscaping, special maintenance, stormwater management and subsurface utility replacement. These improvements are expensive, but are important to the quality of life enjoyed by neighborhood residents, property owners and visitors, and to prospective investors and developers considering investment in the Area.

The third set of activities is the incentives and assistance provided by the City to stimulate private sector investment and appropriate redevelopment activity. The goals of this CRA Plan are all focused on the restoration and redevelopment of the Ybor City 2 Area.

The broad vision for Ybor City that was established many years ago, to become again a vital, multicultural Urban Village, a premier evening entertainment district and a major destination for national and international visitors has been advanced dramatically in recent years, has broadened further as interest in urban living and has evolved in Tampa over the past decade.

The Ybor City 2 CRA recognizes the unique value and synergy of its proximity to the historic core/entertainment district contiguous with the Area, but will be primarily focused on the reestablishment of a viable, safe and attractive urban living environment for current and future residents.

CENTRAL PARK COMMUNITY REDEVELOPMENT AREA

Central Park

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.

DOWNTOWN COMMUNITY REDEVELOPMENT AREA

Downtown History

The need to initiate redevelopment efforts lies in the conspicuous difference between the blighting influences and development weaknesses present in the Redevelopment Areas. Certain conditions in the Redevelopment Areas make private investment there much less attractive than in other areas. These are: **substandard structural conditions; unsuitable lot layout; inadequate infrastructure; crime; deteriorated and sometimes hazardous street conditions; major street patterns that do not complement each other; oppressive traffic flow;** and diverse ownership making reassembly of substandard sized lots difficult or impossible without public incentives. These things make it very unlikely that the Redevelopment Areas will experience growth, investment and expansion of the tax base without special stimuli. The Plans are designed to do away with unsafe conditions; eliminate obsolete and detrimental uses; and develop a framework that will increase the confidence of the private investor in the commercial and residential Redevelopment Areas; and thereby generate the large-scale Downtown development that is beneficial to the entire City of Tampa and Hillsborough County.

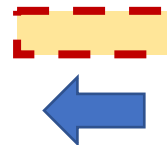


GASWORX CDD REDEVELOPMENT GOALS

- RECONNECTING THE URBAN GRID
- MOBILITY IMPROVEMENTS
- REPLACE AGING INFRASTRUCTURE
- ENHANCED SAFETY WITH LIGHTING AND COMPLETE SIDEWALKS
- INFRASTRUCTURE TO SUPPORT FUTURE CITY PARKS & 361 UNITS OF AFFORDABLE HOUSING

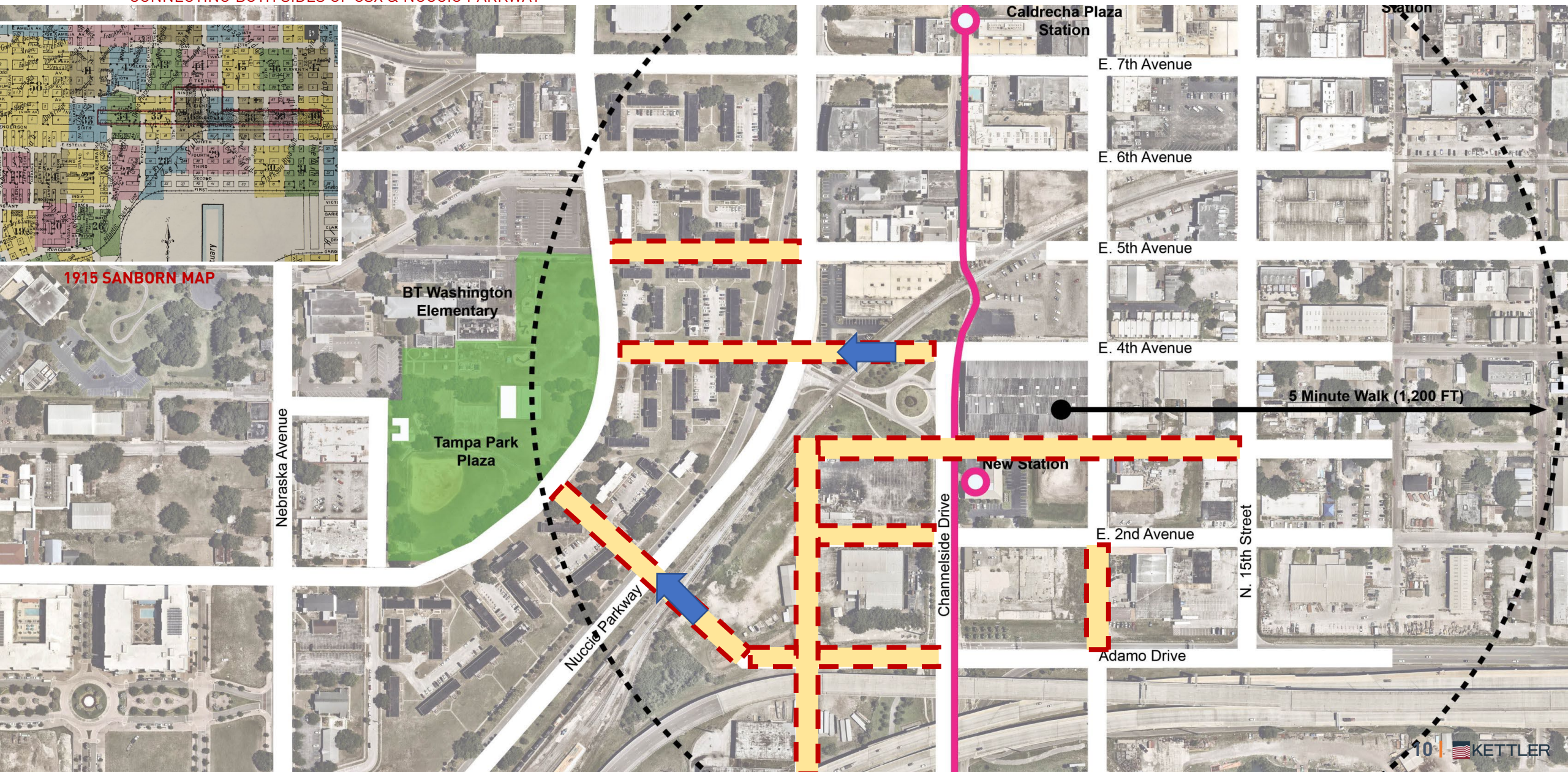
RESTORING THE URBAN STREET GRID

CONNECTING BOTH SIDES OF CSX & NUCCIO PARKWAY



New Section of Road

New Rail Crossing



1915 SANBORN MAP

BT Washington Elementary

Tampa Park Plaza

Nebraska Avenue

Nuccio Parkway

Channelside Drive

New Station

Caldrecha Plaza Station

E. 7th Avenue

E. 6th Avenue

E. 5th Avenue

E. 4th Avenue

E. 2nd Avenue

Adamo Drive

N. 15th Street

5 Minute Walk (1,200 FT)

MOBILITY IMPROVEMENTS

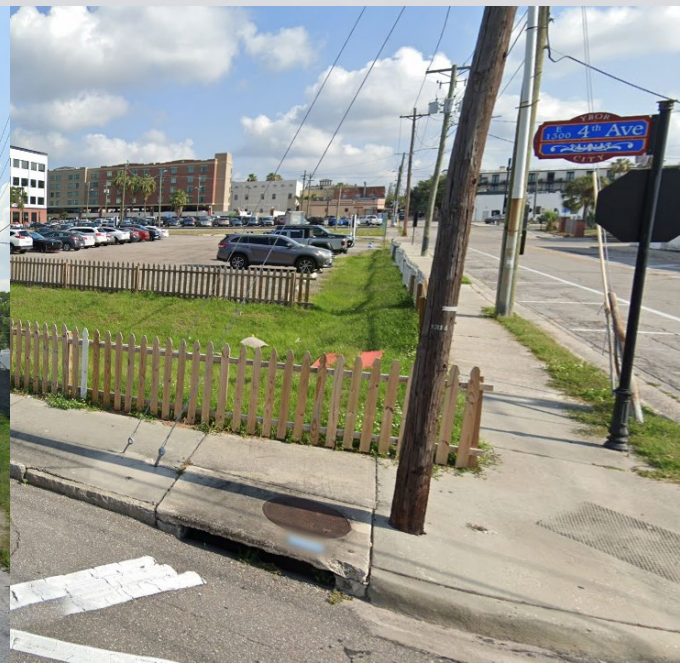
- 6,200 FEET - 1.2 MILES OF NEW MULTI-USE TRAILS – CONNECT NUCCIO GREEN SPINE & SELMON GREENWAY
- “LAST MILE” MOBILITY HUBS – BIKE RACKS, BIKE SHARE AND SCOOTER STATIONS
- NEW STREETCAR STOP – CURRENT 0.75 MILE GAP BETWEEN STATIONS
- ESTIMATED \$5M+ IN MOBILITY AND MITIGATION FEES

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INADEQUATE INFRASTRUCTURE

- SUB-STANDARD STREETS – NO CURB/GUTTER, NO TREES, INADEQUATE LIGHTING
- 9,500 FEET – 1.8 MILES OF NEW PUBLIC STREETS & UTILITIES TO RESTORE THE GRID
- EXISTING UTILITY PIPES OVER 100 YEARS OLD – MANY AT CAPACITY
- POOR STORM DRAINAGE – STREET FLOODING
- TWO NEW CSX RAIL CROSSINGS WITH ENHANCED SAFETY



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PEDESTRIAN INFRASTRUCTURE

- 19,000 FEET – 3.6 MILES OF NEW OR RECONSTRUCTED SIDEWALKS NEEDED
- EXISTING SIDEWALKS NOT ADA COMPLIANT
- OVERHEAD POWER POLES BLOCKING SIDEWALKS

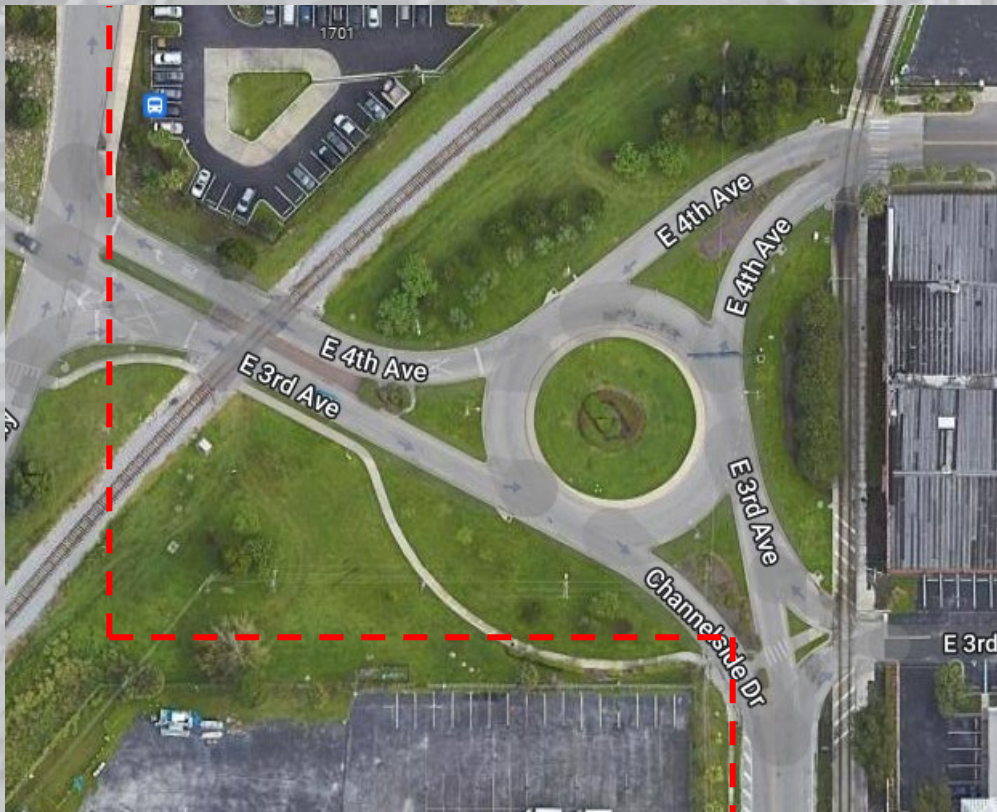
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NEW CITY PARK

REPLACE ROUNDABOUT WITH STREET GRID AND PARK SPACE

- Demolish Roundabout and Relocate Utilities
- Underground Power Lines
- Build New Sections of Channelside Dr. and 4th Ave.
- New CSX Rail Crossing with Enhanced Safety
- Create Pad for Future City Park



YBOR CITY II CRA SCOPE OF WORK

NEW STREETCAR STATION

- Increased Public Realm and Reduced Travel Lanes
- Street Trees, Lighting and Furniture
- Relocate Power Poles/Clear Sidewalks
- New Utilities and Storm Drainage
- Repaved with Crosswalks and ADA Ramps



TOTAL GASWORX CDD INFRASTRUCTURE COSTS

	Total Cost of Work	Timing of Work
Phase I (W1/W2 Parcels)	\$ 3,599,028	2023-2024
Phase II (E1/E2/E3)	\$ 12,876,291	2024-2026
Phase II B (Roundabout/CSX Crossing)	\$ 9,159,000	2024-2026
Phase III A (C2/C3/C4)	\$ 9,220,900	2026-2027
Phase III B (E4-E7)	\$ 8,501,300	2026-2027
Total	\$ 43,356,519	
CDD Bonds Costs	\$ 21,561,977	
Total Cost of Infrastructure	\$ 64,918,495	

TOTAL GASWORX TAX REVENUE GENERATION

	Gasworx TIF Generated	Gasworx TIF Utilized	Excess TIF
Central Park	\$ 36,781,610	\$ 3,599,028	\$ 33,182,582
Ybor II	\$ 20,090,385	\$ 13,781,342	\$ 6,309,043
Downtown	\$ 45,114,571	\$ 14,927,498	\$ 30,187,073
Total CRA	\$ 101,986,567	\$ 32,307,868	\$ 69,678,699
Non-CRA Parcels	\$ 47,049,006	\$ -	\$ 47,049,006
Additional City Revenue			\$116,727,705
Ad Valorem Taxes Only Through 2043.			

CRA MEETINGS & APPROVALS

YBOR CITY II CRA

- Presentation to YCDC/CAC Feb. 28, 2023
 - Meeting with CAC Nov. 28, 2023
- Recommended Approval of \$13.8M TIF.

CENTRAL PARK CRA

- Presentation to CAC March 15, 2023
 - Meeting with CAC Nov. 15, 2023
- Recommended Approval of \$3.6M TIF.

DOWNTOWN CRA

- Presentation to CAC March 7, 2023
 - Meeting with CAC Nov. 7, 2023
- Recommended Approval of \$14.9M TIF.

CRA BOARD/CITY COUNCIL

- Public Hearing December 14, 2023
- Unanimous Approval of \$32.3M TIF.



GASWORX COMMUNITY BENEFITS

- Term Sheet negotiated with City staff. Prior to CBA requirements codified.
- Horizontal/Site Project does not easily fit all CBA requirements.
- Developer is funding 100% of all public improvements \$66M+, regardless of TIF.
- CRA contributions are reimbursement of a proportion of costs contingent on Gasworx vertical development.
- No guarantee of final CRA reimbursement amounts before CRAs expire. Hence, total City participation is unknown.
- CBA tier system assumes a known \$ amount.

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EXHIBIT G

GASWORX COMMUNITY BENEFITS

- **Community meetings**
 - Previous Meetings/Presentations with CAC of each CRA plus numerous stakeholder groups:
 - o YCDC
 - o Walk Bike Tampa
 - o Tampa Downtown Partnership
 - Follow up meetings with each CRA to report progress of infrastructure improvements and forthcoming construction impacts, road closings, etc.
- **Streetscape/public realm improvements**
 - Approved Gasworx PDA include design guidelines for entire district consistent with City's urban planning goals and policies.
- **SBE/WBE/MBE participation**
 - 15% SBE, WBE or MBE participation on work receiving TIF. Applicable to all aspects of work (such as design/engineering) as well as construction, since soft costs make up much larger component on horizontal project.
- **Environmental Certifications**
 - Not applicable to horizontal construction.
- **Additional items**
 - Developer has committed to build 325 affordable housing units.
 - Preservation of historic home and portions of 1950's warehouse.
 - Public parking to be provided in first vertical phase (E1/E2/E3).
 - Restoring historic street grid (original Ybor plat).
 - Improving existing streets, e.g., road diet on Channelside and removal of roundabout.
 - 1.8 miles of new public streets.
 - 3.6 miles of new sidewalks.
 - 1.2 miles of new trails.
 - Adding new streetcar stop to enhance transit connectivity.
 - Repairing poorly maintained streets that currently have no curbs, sidewalks that don't meet ADA, and lack street trees.
 - Addressing stormwater district-wide to reduce street flooding.
 - Relocating overhead power lines underground for storm resiliency and aesthetics.
 - Environmental remediation of heavily contaminated, industrial area.
 - Creating new public spaces – Paseo, Park Space.

COMMUNITY OUTREACH & COMMUNICATION

Extensive Community Outreach has taken place over the course of the last four years.

- **Multiple meetings with all three CRAs and their Community Advisory Committees.**
- **Presentations and meetings with other stakeholders:**
 - **Walk Bike Tampa**
 - **Tampa Downtown Partnership**
 - **YCDC**
- **Communication with immediate neighbors – Construction Update Meeting in August 2024.**
- **Construction Planning Worksheet to outline future construction mitigation efforts and communication with community.**

STREETSCAPE/PUBLIC REALM IMPROVEMENTS MASTER PLAN

- **Gasworx District was rezoned Planned Development Alternative in September 2022.**
- **Part of Zoning Approval is a Gasworx Design Guidelines Book**
 - **Street Design**
 - **Public Realm Layout**
 - **Streetscape Design**
 - **Building Placement, Façade Standards, Site Standards**
 - **Architectural Character & Signage**
- **All plans for public improvements will be consistent with the Design Guidelines through either Public Improvement Permits (PLN) and/or Incremental Site Plans (IRW).**

LOCAL ECONOMIC OPPORTUNITIES

- **Minimum 15% SBE/MBE participation on work receiving TIF reimbursement; to include design and engineering professionals in addition to construction workers.**
- **Strategic partnerships and sponsorship of local merchant groups and events such as Ybor Chamber of Commerce, Tampa Pride Parade and Ybor Buildings Alive.**
- **Kettler housing program designed to encourage property management staff to live on-site and participate in the community. Up to 35% rent discount.**

ENVIRONMENTAL COMMUNITY BENEFITS

- **Area was historically industrial with several unregulated land fills with soil and groundwater contamination.**
- **Gasworx Development applied for and was approved as a designated Brownfield area by the City of Tampa and State of Florida.**
- **All property will be subject to site remediation plans for removal and disposal of contaminated material. In addition, engineering controls, such as vapor barriers will be installed.**
- **Infrastructure work included in remediation through EPC Director's Authorization – cleaning up public right of way in addition to private land.**
- **Estimated cost of environmental remediation in public areas \$5M+**

ENVIRONMENTAL COMMUNITY BENEFITS

- **Certification programs, such as LEED or Energy Star not applicable since project does not include buildings, only site improvements. City staff have previously concurred.**
- **Extensive upgrades and replacement to City stormwater system included in infrastructure work**
- **Streets, such as 14th to be raised above flood elevation.**
- **Two acres of land to be used for public green space – currently none.**

ADDITIONAL COMMUNITY BENEFITS

➤ Workforce Housing

- Public improvements will support the development of new housing close to downtown and other job centers. 361 units will be workforce housing (80% and 120% AMI).

➤ Historic Preservation/Recognition

- Portion of 1950's warehouse to be adaptively reused for retail/market
- Historic house to be relocated within Ybor City Historic District
- Agreement with Tampa Historic Streetcar to publicly display restored car – Birney 163 in Gasworx
- Historic markers to be used in public realm, for example, on the site of La Union – original location of the Marti-Maceo Club

➤ Transit

- First new streetcar stop since service re-started in 2002. 100% funded by developer.

➤ Park Space & Trails

- New City park and second pocket park, 3rd Avenue Paseo, trails to connect Selmon Greenway with Nuccio Green Spine.

SUMMARY

- Three CRAs – all areas of under investment and deferred maintenance.
- \$66M private investment in public improvements and infrastructure.
- Reimbursement of cost 100% tied to Gasworx development tax-increments, no existing funds.
- Maximum reimbursement represents less than 50% of total cost.
- Community benefits mirror those in those in the program plus significant additional benefits in the form of workforce housing, historic preservation, transit, and public parks and recreation.

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