



## CITY OF TAMPA, FLORIDA – RFQ - 23-D-00007; Centennial Park Improvements Design

c/o Contract Administration Department  
306 East Jackson Street #280A4N  
Tampa, Florida 33602

PUBLIC ANNOUNCEMENT IN COMPLIANCE WITH REQUIREMENTS OF SECTION 287.055, FLORIDA STATUTES (CONSULTANTS' COMPETITIVE NEGOTIATION ACT) APPLICABLE LAW, EXECUTIVE ORDERS, RULES, REGULATIONS, AND THE CITY'S STANDARD PROCEDURES. A NOTICE OF INTENT TO AWARD SHALL BE POSTED, IF AT ALL, ON THE CITY'S WEBSITE ACCESSIBLE BY UTILIZING THIS WEBSITE LINK: [www.tampagov.net/contract-administration/programs/architectural-engineering-construction-and-related-rfq](http://www.tampagov.net/contract-administration/programs/architectural-engineering-construction-and-related-rfq).

### The City of Tampa seeks Professional Architectural / Engineering Services for the design of Centennial Park Improvements.

Background information: Consultant would gather background information on the site and surrounding community and engage a surveyor to provide an updated boundary survey, existing conditions and topo survey. Geotechnical services would also be required.

Public Engagement: Consultant would be required to attend some CRA CAC meetings and a CRA Board meeting. They would also be responsible to gather input from the community in a public meeting and share concepts with them in second public meeting. Separate meetings with specific stakeholders would also be included.

Reimagining of the Park Design: Consultant would prepare a maximum of 3 concepts that respond to the information gathered during the public engagement task and the need to create activation within the park on a daily basis and respond to the changing demographics of the area. The 3 concepts would be merged into one based on public and stakeholder input.

Work should include drawings for the expansion of the art center on the west end of the park to utilize undeveloped areas currently under roof.

Renovations to the existing event building on the east end of the park are needed. The restrooms need updated materials and redesigned to meet ADA standards.

Lowering grades of the park can be considered if it would support improved visibility and activation of the space.

Renovation of the park should reflect the historic nature and culture of the surrounding community. Renovation work could include updated lighting, ancillary equipment, landscape and irrigation. Playground equipment or an improved performance area could be included in improvements.

Construction Documents: The final concept should be further developed, and construction documents prepared for permitting. Consultant's work should include cost estimating services during construction.

Current Estimate \$225,000.

Additional material may be found at demandstar.com and at: [www.tampagov.net/contract-administration/programs/architectural-engineering-construction-and-related-rfq](http://www.tampagov.net/contract-administration/programs/architectural-engineering-construction-and-related-rfq) and <https://www.tampa.gov/CRA/ybor-city>.

Questions may be directed to Jim Greiner, P.E., Contract Administration, City of Tampa, (813) 274-8598, or E-Mail [jim.greiner@tampagov.net](mailto:jim.greiner@tampagov.net).

Per City of Tampa Code of Ordinances, Section 2-284, Proposer is requested to provide information as to whether Proposer has criminal history screenings similar in nature to the practices contained in Chapter 12, Article VI, City of Tampa Code of Ordinances. If the Proposer voluntarily agrees to comply with the City's criminal screening practices as provided in Chapter 12, Article IV of the City Code, Proposer will be awarded an additional 5-points as part of the evaluation of its proposal if Proposer submits notarized documentation with its proposal, and an assurance of compliance with Section 2-284 if awarded the contract ("Ban the Box Requirements"). The City of Tampa's municipal codes are published online by the Municipal Code Corporation at the website link [https://www.municode.com/library/fl/tampa/codes/code\\_of\\_ordinances](https://www.municode.com/library/fl/tampa/codes/code_of_ordinances).

An individual or entity ("Firm") responding to this RFQ must provide evidence of any required licenses, certificates, or registrations with its submission or within 10 days thereof in order to be considered. The City shall own all ideas, documents, plans, and materials developed as a result of this solicitation and Firm is informed same shall be subject to reuse in accordance with Section 287.055(10), Florida Statutes. Firm (i) confirms it has read and is familiar with Section 119.071(3), Florida Statutes regarding certain building plans, blueprints, schematic drawings, which depict the internal layout and structural elements of a building, facility, or other structure owned or operated by the City or other agency that are per said section exempt from Section 119.07(1), Florida Statutes and Section 24(a), Art. I of the Florida Constitution ("Exempt Plans") and (ii) agrees Firm shall remain in compliance with same, including maintaining the exempt status of such Exempt Plans for so long as they are held by Firm or otherwise in its possession. Pursuant to Section 2-282, City of Tampa Code, during the solicitation period, including any protest or appeal,

NO CONTACT with City officers or employees is permitted from any proposer, other than as specifically stated in this solicitation. The City may cancel, withdraw, or modify this RFQ at any time and reserves the right to reject any or all responses and to waive irregularities, formalities, and informalities as it determines in the City's best interest.

Firms desiring to provide these services to the City must submit a single electronic file in searchable PDF format, Smaller than 10MB, that includes the attached RFQ Transmittal Memorandum completed as appropriate, a Letter of Interest addressed to Brad L, Baird, P.E., Chairman, and referring to this RFQ by number, together with a Statement of Qualifications and any supplemental material allowing evaluation for further consideration (short-listing) based upon the following criteria/point system: Successful Comparable Project Experience, (35 pts); Urban Park Design Experience (25 pts); Workload and Availability (5 pts); Past Performance/Low amount of City Work (5 pts); Standard Form 330 (5 pts); "Ban-The-Box" (5pts); Planned WMBE/SLBE Solicitation & Utilization, Form MBD 10 & 20 (20 pts).

The PDF file must be **E-Mailed to [ContractAdministration@tampagov.net](mailto:ContractAdministration@tampagov.net) BEFORE 2 P.M., February 23, 2023.**

As a courtesy, the City will endeavor to provide an email acknowledgement usually sent within a few days after submission receipt (submissions received on the day of the deadline may not be acknowledged before the deadline or at all). It is Firm's responsibility to confirm its submission (PDF file) has been received.

**RFQ TRANSMITTAL MEMORANDUM  
FOR A SUBMITTAL TO THE CITY OF TAMPA, FLORIDA**

TRANSMITTAL DATE: \_\_\_\_\_

RFQ NO. & TITLE: 23-D-00007; Centennial Park Improvements Design

TO: Brad L. Baird, P. E., Chairman Selection & Certification Committee (CCNA)  
c/o Contract Administration Department via [ContractAdministration@tampagov.net](mailto:ContractAdministration@tampagov.net)  
306 East Jackson Street, 4th Floor North, Tampa, Florida 33602

SUBMITTER ("Firm") NAME: \_\_\_\_\_

FEDERAL TAX ID#: \_\_\_\_\_

FIRM TYPE:  Individual/Sole Proprietor  Joint Venture (JV)\*  Partnership (PN)\*  Corporation  
 Limited Liability Company  Other: \_\_\_\_\_

FIRM CONTACT NAME: \_\_\_\_\_

EMAIL: \_\_\_\_\_

PHONE: \_\_\_\_\_

**CERTIFICATIONS:**

Firm is licensed, permitted, and certified as required to do business in Florida:  Yes  No

License/registration/certification no(s): \_\_\_\_\_

Per §287.133, Fla. Stat., individuals or entities (including those meeting the §287.133, Fla. Stat. definition of "affiliate") placed on the convicted vendor list ("List") following a conviction for public entity crimes may not submit a bid, proposal, or reply ("Response") on a contract to provide any goods or services to a public entity, may not submit a Response on a contract with a public entity for the repair or construction of a public building or public work, may not submit a Response for leases of real property to a public entity, and may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity; and may not transact business with any public entity in excess of the threshold amount provided in §287.017, Fla. Stat. for CATEGORY TWO for a period of 36 months from the date of placement on the List. Neither Firm nor its affiliates have been placed on the List:  Yes  No

Pursuant to Tampa Code Section 2-284; Bidder's Criminal History Screening Practices ("Ban-The-Box"), the Firm hereby;  declines incentive points and attaches no documentation  applies for incentive points and attaches all the required documentation.

Check one;  The Firm or its subcontractors participate in an apprenticeship program that is registered with the Florida Department of Education or the United States Department of Labor; or  Firm commits that at the time it executes a construction contract that it or its subcontractors will be participating in such an **apprenticeship program** or an on-the-job training program; or  Firm has submitted documentation that confirms, to the satisfaction of the City of Tampa, that there are no registered apprenticeship or on-the-job training programs for any work to be performed on the construction project.

Firm shall comply with all applicable governmental rules & regulations, including the City's Ethics Code (Sec. 2- 522, Tampa Code). The City's Charter & Ethics Code prohibit any City employee from receiving any substantial benefit or profit out of any award or obligation entered into with the City, or from having any direct or indirect financial interest in effecting any such award or obligation. If Firm is successful, it shall ensure no City employee receives any such benefit or interest as a result of such award (See Sec.2-514(d), Tampa Code):  Yes  No

Firm is not in arrears and is not in default upon any obligation to the City of Tampa:  Yes  No

Firm agrees that if the City of Tampa determines Firm has participated in any collusive, deceptive, or fraudulent practices with regard to this submittal, in addition to any other remedy it may exercise, the City will have the right to debar Firm and deem invalid any contract let under such circumstances:  Yes  No

Data or material Firm asserts to be exempted from public disclosure under Chapter 119, Fla. Stat., is submitted in a separate, single electronic searchable PDF file labeled with the above RFQ number and the phrase "Confidential Material", which identifies the data/material to be protected, states the reasons the data/material is exempt from public disclosure, and the specific Florida statute allowing such exemption (if "No" or otherwise, then Firm waives any possible or claimed exemption upon submission, effective at opening):  Yes  No

**FAILURE TO COMPLETE THE ABOVE MAY RESULT IN FIRM'S SUBMITTAL BEING DECLARED NON-RESPONSIVE**

Authorized Signature : \_\_\_\_\_

Printed Name: \_\_\_\_\_

Title:  Sole Prop  Pres  Sr VP  Gen Ptnt  LLC Auth.Mbr/Mgr  
 Other \_\_\_\_\_ (attach proof of authority)

\* With submittal or within 10 days thereafter, Firm must provide a signed copy of the complete agreement between all JV/PN members indicating respective roles, responsibilities, and levels of participation.



## EBO Guidelines for Evaluation Points on RFP and CCNA Proposals

Points Pursuant to Designated Industry Category: _____		
FORM MBD-71		
(Refer to MBD Form 70 and Form 50-GFE Outreach)		
	Evaluation Criteria	Point Values
A.	Underutilized WMBE Firms participating as the Prime Contractor (City of Tampa Certified Only)	20
B.	City of Tampa Certified SLBE firms participating as the Prime Contractor, which include City of Tampa Certified WMBE/SLBE sub-(contractor, consultant) participation	5 - 15
C.	Non-City of Tampa Certified WMBE/SLBE Prime Contractor with meaningful sub-(contractor, consultant) participation by City Certified Underutilized WMBE and/or SLBE firms	1 - 15
D.	* External agency WMBE/SLBE/DBE certifications recognized by City of Tampa for designated RFP, RFQ, RFI solicitations	0 – 7
<b>NOTE: The maximum points available for WMBE and/or SLBE participation will not exceed twenty (20)</b>		

Points are determined as follows (Requires Form 50-GFE):

- A. A maximum of twenty (20) rating points may be awarded when the Proposer is a City of Tampa Certified WMBE firm deemed underutilized within the Industry category established by the RFQ.
- B. A maximum of fifteen (15) rating points may be awarded when the Proposer is a City of Tampa certified SLBE with meaningful participation by City certified WMBE/SLBE sub-contractors/consultants.
- C. One to Fifteen (1-15) rating points may be awarded when the Proposer is not a City of Tampa certified WMBE/SLBE prime contractor but utilizes either Underutilized WMBE and/or SLBE certified firm(s) as sub-contractors/consultants and assigned to perform meaningful segments of the contractual services detailed herein and documented on the enclosed MBD Form 10-20.
- D. A maximum of seven (7) “discretionary” rating points may be awarded when the Proposer provides WMBE/SLBE participation from an external agency recognized by the City. Discretionary points may be awarded for ancillary participation (see definition). The point values for ancillary participation may be subordinate to weighted values outlined in categories A, B and C above.

**NOTE:** \*WMBE participation is narrowly tailored (per policy) to target underutilization of affected groups in specific trade/industry categories. Any WMBE/SLBE achievement that was not designated on MBD Form 70 is considered ancillary. Ancillary participation may be counted with overall participation and credited to your rating points when underutilization criteria are met.

**The maximum number of points available for WMBE and/or SLBE participation will not exceed a total of twenty (20) points.**



## EBO Guidelines for Evaluation Points on RFP and CCNA Proposals

### **Equal Business Opportunity Evaluation Weighted Points: CCNA Proposal Guidelines**

Under CCNA solicitations, proposers must submit to preconstruction Good Faith Efforts (GFE) requirements covering the inclusion of City of Tampa certified WMBE & SLBE firms. Such inclusion shall be clearly addressed and documented utilizing Forms MBD 10, 20 & 50. Proof of certification shall include copies of current certification certificates. This applies to ALL Phase 1 preconstruction design services.

Points awarded during the shortlist selection process will be more heavily weighted predominantly on the design side (this does not preclude identification of phase 2 projections of construction participation which follow in the future, i.e., GMPs). In order to ensure the maximum points, a proposer must **clearly identify and quantify** its planned participation without ambiguity. Simply marking "To Be Determined" (TBD) will not satisfy this requirement and may receive significantly lower ratings. Finally, additional favorable consideration will be granted to the firm(s) that beyond all others, provide(s) the highest *relevant* and most binding participation.

The evaluation includes but is not limited to the following criteria:

- Diversity of WMBE/SLBE subcontractors listed to be utilized (MBD Form 20)
- Percentage of proposal/scope committed to WMBE/SLBE subcontracting
- The collective factors in determining the total points awarded will be based on the overall weight of evidence in the proposal that specified the participation.

In all cases, the Proposer and/or subcontractor(s) must be WMBE and/or SLBE certified prior to the opening date and time of the RFP to be eligible to earn WMBE/SLBE rating points. The evaluation process of WMBE and SLBE participation will be evaluated by the City of Tampa's Equal Business Opportunity Department. The Successful Proposer will be required to execute MBD Form 40 (Letter of Intent-LOI) with their subcontractors/sub-consultants prior to award.



# Good Faith Effort Compliance Plan Guidelines

for Women/Minority Business Enterprise/Small Local Business Enterprise Participation  
City of Tampa - Equal Business Opportunity Program  
**(MBD Form 50 – detailed instructions on page 2 of 2)**

Contract Name \_\_\_\_\_ Bid Date \_\_\_\_\_

Bidder/Proposer \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

Name \_\_\_\_\_ Title \_\_\_\_\_

The Compliance Plan with attachments is a true account of Good Faith Efforts (GFE) made to achieve the participation goals as specified for Women/Minority Business Enterprises/Small Local Business Enterprises (WMBE/SLBE) on the referenced contract:

The WMBE/SLBE participation **Goal is Met or Exceeded**. See DMI Forms 10 and 20 which accurately report **all subcontractors solicited** and **all subcontractors to-be-utilized**.

The WMBE/SLBE participation Goal is **Not Achieved**. The following list is an overview of the baseline GFE action steps already performed. Furthermore, it is understood that these GFE requirements are weighted in the compliance evaluation based on the veracity and demonstrable degree of documentation provided with the bid/proposal:

(Check applicable boxes below. Must enclose supporting documents accordingly with remarks)

- (1) Solicited through reasonable and available means the interest of WMBE/SLBEs that have the capability to perform the work of the contract. The Bidder or Proposer must solicit this interest within sufficient time to allow the WMBE/SLBEs to respond. The Bidder or Proposer must take appropriate steps to follow up initial solicitations with interested WMBE/SLBEs.  See DMI report forms for subcontractors solicited.  See enclosed supplemental data on solicitation efforts.  Qualifying Remarks:
- (2) Provided interested WMBE/SLBEs with adequate, specific scope information about the plans, specifications, and requirements of the contract, including addenda, in a timely manner to assist them in responding to the requested-scope identified by bidder/proposer for the solicitation.  See enclosed actual solicitations used.  Qualifying Remarks:
- (3) Negotiated in good faith with interested WMBE/SLBEs that have submitted bids (e.g. adjusted quantities or scale). Documentation of negotiation must include the names, addresses, and telephone numbers of WMBE/SLBEs that were solicited; the date of each such solicitation; a description of the information provided regarding the plans and specifications for the work selected for subcontracting; and evidence as to why agreements could not be reached with WMBE/SLBEs to perform the work. Additional costs involved in soliciting and using subcontractors is not a sufficient reason for a bidder/proposer's failure to meet goals or achieve participation, as long as such costs are reasonable. Bidders are not required to accept excessive quotes in order to meet the goal.  DMI Utilized Forms for sub-(contractor/consultant) reflect genuine negotiations  This project is an RFQ/RFP in nature and negotiations are limited to clarifications of scope/specifications and qualifications.  See enclosed documentation.  Qualifying Remarks:
- (4) Not rejecting WMBE/SLBEs as being unqualified without justification based on a thorough investigation of their capabilities. The WMBE/SLBEs standing within its industry, membership in specific groups, organizations / associations and political or social affiliations are not legitimate causes for rejecting or not soliciting bids to meet the goals.  Not applicable.  See attached justification for rejection of a subcontractor's bid or proposal.  Qualifying Remarks:
- (5) Made scope(s) of work available to WMBE/SLBE subcontractors and suppliers; and, segmented portions of the work or material consistent with the available WMBE/SLBE subcontractors and suppliers, so as to facilitate meeting the goal.  Sub-Contractors were allowed to bid on their own choice of work or trade without restriction to a pre-determined portion.  See enclosed comments.  Qualifying Remarks:
- (6) Made good faith efforts, despite the ability or desire of Bidder/Proposer to perform the work of a contract with its own forces/organization. A Bidder/Proposer who desires to self-perform the work of a contract must demonstrate good faith efforts if the goal has not been met.  Sub-Contractors were not prohibited from submitting bids/proposals and were solicited on work typically self-performed by the prime.  Qualifying Remarks:
- (7) Segmented portions of the work to be performed by WMBE/SLBEs in order to increase the likelihood that the goals will be met. This includes, where appropriate, breaking out contract work items into economically feasible units (quantities/scale) to facilitate WMBE/SLBE participation, even when the Bidder/Proposer might otherwise prefer to perform these work items with its own forces.  Sub-Contractors were allowed to bid on their own choice of work or trade without restriction to a pre-determined portion.  Sub-Contractors were not prohibited from submitting bids/proposals and were solicited on work typically self-performed by the prime.  See enclosed comments.  Qualifying Remarks:
- (8) Made efforts to assist interested WMBE/SLBEs in obtaining bonding, lines of credit, or insurance as required by the city or contractor.  See enclosed documentation on initiatives undertaken and methods to accomplish.  Qualifying Remarks:
- (9) Made efforts to assist interested WMBE/SLBEs in obtaining necessary equipment, supplies, materials, or related assistance or services, including participation in an acceptable mentor-protégé program.  See enclosed documentation of initiatives and/or agreements.  Qualifying Remarks:
- (10) Effectively used the services of the City and other organizations that provide assistance in the recruitment and placement of WMBE/SLBEs.  See enclosed documentation.  The following services were used:

Note: Provide any unsolicited information that will support the Bid/RFP Compliance Evaluation.  Named Documents Are:



**Participation Plan: Guidance for Complying with Good Faith Efforts Outreach**  
**(page 2 of 2)**

1. All firms on the WMBE/SLBE Goal Setting List must be solicited and documentation provided for email, fax, letters, phone calls, and other methods of outreach/communication with the listed firms. The DMI Solicited and DMI-Utilized forms must be completed for all firms solicited or utilized. Other opportunities for subcontracting may be explored by consulting the City of Tampa MBD Office and/or researching the on-line Diversity Management Business System Directory for Tampa certified WMBE/SLBE firms.
2. Solicitation of WMBE/SLBEs, via written or electronic notification, should provide specific information on the services needed, where plans can be reviewed and assistance offered in obtaining these, if required. Solicitations should be sent a minimum of a week (i.e. 5 business days or more) before the bid/proposal date. Actual copies of the bidder's solicitation containing their scope specific instructions should be provided.
3. With any quotes received, a follow-up should be made when needed to confirm detail scope of work. For any WMBE/SLBE low quotes rejected, an explanation shall be provided detailing negotiation efforts.
4. If a low bid WMBE/SLBE is rejected or deemed unqualified the contractor must provide an explanation and supporting documentation for this decision.
5. Prime shall break down portions of work into economical feasible opportunities for subcontracting. The WMBE/SLBE directory may be useful in identifying additional subcontracting opportunities and firms not listed in the "WMBE/SLBE Goal Setting Firms List."
6. Contractor shall not preclude WMBE/SLBEs from bidding on any part of work, even if the Contractor may desire to self-perform the work.
7. Contractor shall avoid relying solely on subcontracting out work-scope where WMBE/SLBE availability is not sufficient to attain the pre-determined subcontract goal set for the Bid or when targeted sub-consultant participation is stated within the RFP/RFQ.
8. In its solicitations, the Bidder should offer assistance to WMBE/SLBEs in obtaining bonding, insurance, et cetera, if required of subcontractors by the City or Prime Contractor.
9. In its solicitation, the Bidder should offer assistance in obtaining equipment for a specific job to WMBE/SLBEs, if needed.
10. Contractor should use the services offered by such agencies as the City of Tampa Minority and Small Business Development Office, Hillsborough County Entrepreneur Collaborative Center, Hillsborough County Economic Development Department's MBE/SBE Program and the NAACP Empowerment Center to name a few for the recruitment and placement of WMBEs/SLBEs.



**Failure to Complete, Sign and Submit Both Forms 10 & 20 SHALL render the Bid or Proposal Non-Responsive**

**Page 1 of 4 – DMI Solicited/Utilized Schedules  
 City of Tampa – Schedule of **All Solicited** Sub-(Contractors/Consultants/Suppliers)  
 (FORM MBD-10)**

Contract No.: \_\_\_\_\_ Contract Name: \_\_\_\_\_  
 Company Name: \_\_\_\_\_ Address: \_\_\_\_\_  
 Federal ID: \_\_\_\_\_ Phone: \_\_\_\_\_ Fax: \_\_\_\_\_ Email: \_\_\_\_\_

Check applicable box(es). Detailed Instructions for completing this form are on page 2 of 4.

- No Firms were contacted or solicited for this contract.
- No Firms were contacted because: \_\_\_\_\_
- See attached list of additional Firms solicited and all supplemental information (List must comply to this form)  
Note: Form MBD-10 must list ALL subcontractors solicited including Non-minority/small businesses

NIGP Code Categories: Buildings = 909, General = 912, Heavy = 913, Trades = 914, Architects = 906, Engineers & Surveyors = 925, Supplier = 912-77

S = SLBE W=WMBE O = Neither	Company Name Address Phone, Fax, Email	Type of Ownership (F=Female M=Male) BF BM = African Am. HF HM = Hispanic AF AM = Asian Am. NF NM = Native Am. CF CM = Caucasian	Trade or Services  NIGP Code (listed above)	Contact Method L=Letter F=Fax E=Email P=Phone	Quote or Response Received Y/N

Failure to Complete, Sign and Submit  
 this form with your Bid or Proposal  
 Shall render the Bid Non-Responsive  
 (Do Not Modify This Form)

It is hereby certified that the information provided is an accurate and true account of contacts and solicitations for sub-contracting opportunities on this contract.

Signed: \_\_\_\_\_ Name/Title: \_\_\_\_\_ Date: \_\_\_\_\_

**Failure to Complete, Sign and Submit Both Forms 10 & 20 SHALL render the Bid or Proposal Non-Responsive  
 Forms must be included with Bid / Proposal**



## Instructions for completing The Sub-(Contractors/Consultants/ Suppliers) Solicited Form (Form MBD-10)

**This form must be submitted with all bids or proposals.** All subcontractors (regardless of ownership or size) solicited and subcontractors from whom unsolicited quotations were received must be included on this form. The instructions that follow correspond to the headings on the form required to be completed. Note: Ability or desire to self-perform all work shall not exempt the prime from Good Faith Efforts to achieve participation.

- **Contract No.** This is the number assigned by the City of Tampa for the bid or proposal.
- **Contract Name.** This is the name of the contract assigned by the City of Tampa for the bid or proposal.
- **Contractor Name.** The name of your business and/or doing business as (dba) if applicable.
- **Address.** The physical address of your business.
- **Federal ID. FIN.** A number assigned to your business for tax reporting purposes.
- **Phone.** Telephone number to contact business.
- **Fax.** Fax number for business.
- **Email.** Provide email address for electronic correspondence.
- **No Firms were contacted or solicited for this contract.** Checking the box indicates that a pre-determined Subcontract Goal or Participation Plan Requirement was not set by the City resulting in your business not using subcontractors and will self-perform all work. If during the performance of the contract you employ subcontractors, the City must pre-approve subcontractors. Use of the “Sub-(Contractors/Consultants/Suppliers) Payments” form (MBD Form-30) must be submitted with every pay application and invoice. Note: Certified **SLBE or WMBE firms** bidding as Primes **are not exempt** from outreach and solicitation of subcontractors.
- **No Firms were contacted because.** Provide brief explanation why no firms were contacted or solicited.
- **See attached documents.** Check box, if after you have completed the DMI Form in its entirety, you need more space to list additional firms and/or if you have supplemental information/documentation relating to the form. All DMI data not submitted on the MBD Form-10 must be in the same format and have all requested data from MBD Form-10 included.

The following instructions are for information of any and all subcontractors solicited.

- **“S” = SLBE, “W” = WMBE.** Enter “S” for firms Certified by the City as Small Local Business Enterprises and/or “W” for firms Certified by the City as either Women/Minority Business Enterprise; **“O” = Non-certified others.**
- **Federal ID. FIN.** A number assigned to a business for tax reporting purposes. This information is critical in proper identification and payment of the contractor/subcontractor.
- **Company Name, Address, Phone & Fax.** Provide company information for verification of payments.
- **Type of Ownership.** Indicate the Ethnicity and Gender of the owner of the subcontracting business.
- **Trade, Services, or Materials** indicate the trade, service, or materials provided by the subcontractor. NIGP codes aka “National Institute of Governmental Purchasing” are listed at top section of document.
- **Contact Method L=letter, F=fax, E=Email, P=Phone.** Indicate with letter the method(s) of soliciting for bid.
- **Quote or Resp. (response) Rec’d (received) Y/N.** Indicate “Y” Yes if you received a quotation or if you received a response to your solicitation. Indicate “N” No if you received no response to your solicitation from the subcontractor. Must keep records: log, ledger, documentation, etc. that can validate/verify.

If additional information is required or you have questions, please contact the Equal Business Opportunity Program - Minority and Small Business Development Office at (813) 274-5522.





**Failure to Complete, Sign and Submit Both Forms 10 & 20 SHALL render the Bid or Proposal Non-Responsive**

**Page 3 of 4 – DMI Solicited/Utilized Schedules**  
**City of Tampa – Schedule of All To-Be-Utilized Sub-(Contractors/Consultants/Suppliers)**  
**(FORM MBD-20)**

Contract No.: \_\_\_\_\_ Contract Name: \_\_\_\_\_  
 Company Name: \_\_\_\_\_ Address: \_\_\_\_\_  
 Federal ID: \_\_\_\_\_ Phone: \_\_\_\_\_ Fax: \_\_\_\_\_ Email: \_\_\_\_\_

Check applicable box(es). Detailed Instructions for completing this form are on page 4 of 4.

See attached list of additional Firms Utilized and all supplemental information (List must comply to this form)

Note: Form MBD-20 must list ALL subcontractors To-Be-Utilized including Non-minority/small businesses

No Subcontracting/consulting (of any kind) will be performed on this contract.

No Firms are listed to be utilized because: \_\_\_\_\_

NIGP Code General Categories: Buildings = 909, General = 912, Heavy = 913, Trades = 914, Architects = 906, Engineers & Surveyors = 925, Supplier = 912-77

Enter "S" for firms Certified as Small Local Business Enterprises, "W" for firms Certified as Women/Minority Business Enterprise, "O" for Other Non-Certified

S = SLBE W=WMBE O =Neither	Company Name Address Phone, Fax, Email	Type of Ownership (F=Female M=Male) BF BM = African Am. HF HM = Hispanic Am. AF AM = Asian Am. NF NM = Native Am. CF CM = Caucasian	Trade, Services, or Materials  NIGP Code Listed above	\$ Amount of Quote. Letter of Intent (LOI) if available	Percent of Scope or Contract %

Failure to Complete, Sign and Submit  
 this form with your Bid or Proposal  
 Shall render the Bid Non-Responsive.  
 (Do Not Modify This Form)

Total ALL Subcontract / Supplier Utilization \$ \_\_\_\_\_  
 Total SLBE Utilization \$ \_\_\_\_\_  
 Total WMBE Utilization \$ \_\_\_\_\_  
 Percent SLBE Utilization of Total Bid/Proposal Amt. \_\_\_\_\_% Percent WMBE Utilization of Total Bid/Proposal Amt. \_\_\_\_\_%

It is hereby certified that the following information is a true and accurate account of utilization for sub-contracting opportunities on this Contract.

Signed: \_\_\_\_\_ Name/Title: \_\_\_\_\_ Date: \_\_\_\_\_

**Failure to Complete, Sign and Submit Both Forms 10 & 20 SHALL render the Bid or Proposal Non-Responsive**  
**Forms must be included with Bid / Proposal**



## Page 4 of 4 DMI – Solicited/**Utilized**

### Instructions for completing **The Sub-(Contractors/Consultants/ Suppliers) to be Utilized Form (Form MBD-20)**

**This form must be submitted with all bids or proposals. All subcontractors (regardless of ownership or size) projected to be utilized must be included on this form.** Note: Ability or desire to self-perform all work shall not exempt the prime from Good Faith Efforts to achieve participation.

**Contract No.** This is the number assigned by the City of Tampa for the bid or proposal.

- **Contract Name.** This is the name of the contract assigned by the City of Tampa for the bid or proposal.
- **Contractor Name.** The name of your business and/or doing business as (dba) if applicable.
- **Address.** The physical address of your business.
- **Federal ID. FIN.** A number assigned to your business for tax reporting purposes.
- **Phone.** Telephone number to contact business.
- **Fax.** Fax number for business.
- **Email.** Provide email address for electronic correspondence.
- **No Subcontracting/consulting (of any kind) will be performed on this contract.** Checking box indicates your business will not use subcontractors when no Subcontract Goal or Participation Plan Requirement was set by the City, but will self-perform all work. When subcontractors are utilized during the performance of the contract, the “Sub-(Contractors/Consultants/Suppliers) Payments” form (MBD Form-30) must be submitted with every pay application and invoice. Note: certified **SLBE or WMBE firms** bidding as Primes **are not exempt** from outreach and solicitation of subcontractors, including completion and submitting Form-10 and Form-20.
- **No Firms listed To-Be-Utilized.** Check box; provide brief explanation why no firms were retained when a goal or participation plan requirement was set on the contract. Note: mandatory compliance with Good Faith Effort outreach (GFECF) requirements applies (MBD Form-50) and supporting documentation must accompany the bid.
- **See attached documents.** Check box, if after completing the DMI Form in its entirety, you need more space to list additional firms and/or if you have supplemental information/documentation relating to the scope/value/percent utilization of subcontractors. Reproduce copies of MBD-20 and attach. All data not submitted on duplicate forms must be in the same format and content as specified in these instructions.

The following instructions are for information of Any and All subcontractors To Be Utilized.

- **Federal ID. FIN.** A number assigned to a business for tax reporting purposes. This information is critical in proper identification of the subcontractor.
- **“S” = SLBE, “W” = WMBE.** Enter “S” for firms Certified by the City as Small Local Business Enterprises and/or “W” for firms Certified by the City as Women/Minority Business Enterprise; **“O” = Non-certified others.**
- **Company Name, Address, Phone & Fax.** Provide company information for verification of payments.
- **Type of Ownership.** Indicate the Ethnicity and Gender of the owner of the subcontracting business.
- **Trade, Services, or Materials (NIGP code if Known)** Indicate the trade, service, or material provided by the subcontractor. Abbreviated list of NIGP is available at <http://www.tampagov.net/mbd> “Information Resources”.
- **Amount of Quote, Letters of Intent** (required for both SLBEs and WMBEs).
- **Percent of Work/Contract.** Indicate the percent of the total contract price the subcontract(s) represent. For CCNA only (i.e. Consultant A/E Services) you must indicate subcontracts as percent of total scope/contract.
- **Total Subcontract/Supplier Utilization.** – Provide total dollar amount of all subcontractors/suppliers projected to be used for the contract. (Dollar amounts may be optional in CCNA depending on solicitation format).
- **Total SLBE Utilization.** Provide total dollar amount for all projected SLBE subcontractors/Suppliers used for this contract. (Dollar amounts may be optional in CCNA proposals depending on the solicitation format).
- **Total WMBE Utilization.** Provide total dollar amount for all projected WMBE subcontractors/Suppliers used for this contract. (Dollar amounts may be optional in CCNA proposals depending on the solicitation format).
- **Percent SLBE Utilization.** Total amount allocated to SLBEs divided by the total bid/proposal amount.
- **Percent WMBE Utilization.** Total amount allocated to WMBEs divided by the total bid/proposal amount.

If additional information is required or you have questions, please contact the Equal Business Opportunity Program - Minority and Small Business Development Office at (813) 274-5522.

## Procurement Guidelines To Implement Minority & Small Business Participation

### Underutilized WMBE Primes by Industry Category

<b>FORMAL PROCUREMENT</b>	Construction	Construction-Related	Professional	Non-Professional	Goods
	Black	Asian	Black	Black	Black
	Hispanic	Native Am.	Hispanic	Asian	Hispanic
	Native Am.	Woman	Asian	Native Am.	Asian
	Woman		Native Am.		Native Am.
			Woman		Woman

### Underutilized WMBE Sub-Contractors / Sub-Consultants

<b>SUB WORK</b>	Construction	Construction-Related	Professional	Non-Professional	Goods
	Black	Black	Black	Black	Black
		Asian	Hispanic	Asian	Asian
		Native Am.	Asian	Native Am.	Native Am.
		Woman	Native Am.		Woman
			Woman		

#### Policy

The Guidelines apply to formal procurements and solicitations. WMBE participation will be narrowly-tailored.

#### Index

- Black = Black/African-American Business Enterprise
- Hispanic = Hispanic Business Enterprise
- Asian = Asian Business Enterprise
- Native Am. = Native American Business Enterprise
- Woman = Woman Business Enterprise (Caucasian)

#### Industry Categories

**Construction** is defined as: new construction, renovation, restoration, maintenance of public improvements and underground utilities.

**Construction-Related Services** are defined as: architecture, professional engineering, landscape architecture, design build, construction management services, or registered surveying and mapping.

**Professional Services** are defined as: attorney, accountant, medical doctor, veterinarian, miscellaneous consultant, etc.

**Non-Professional Services** are defined as: lawn maintenance, painting, janitorial, printing, hauling, security guard, etc.

**Goods** are defined as: all supplies, materials, pipes, equipment, machinery, appliances, and other commodities.

#### MBD Form-70



# Ybor CRA 2

## Amendment to the Ybor City Vision Plan



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# Acknowledgements

The Amendment to the Ybor City Vision Plan for Ybor CRA 2 was prepared by the Hillsborough County City-County Planning Commission with assistance from HDR Engineering, Inc. for the City of Tampa, Florida.

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Mayor of the City of Tampa

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# Executive Summary

## Introduction

The Ybor City Vision Plan, completed in 2005, was undertaken to define a strategic direction for the core of Ybor City and provide guidance on a range of important matters—promoting reinvestment, enforcing codes, improving the public realm, and managing the spill-over effects of bar and restaurant activity along 7th Avenue.



*Infill residential units on 4<sup>th</sup> Avenue.*

As significant progress has been made implementing the 2005 Vision Plan, attention has turned to issues of concern in Ybor CRA 2—the residential and mixed use areas surrounding central Ybor City.

This document, the Amendment to the Ybor City Vision Plan for Ybor CRA 2 (Vision Plan Amendment), offers recommendations to protect the neighborhood’s unique qualities, enhance livability, attract appropriate forms of investment, and improve connections to the City and region. Prepared by the Hillsborough County City-County Planning Commission on behalf of the City of Tampa and the Ybor City Development Corporation, the Vision Plan Amendment grew out of an intensive process of public engagement. Recommendations in the Vision Plan Amendment are designed to address issues and opportunities explored during listening sessions and workshops with neighborhood stakeholders, representatives of Ybor’s neighborhood associations, and members of the general public.

The Vision Plan Amendment is organized in five chapters, the first of which provides information regarding the scope of the study, the planning process, and a summary of information presented in past plans. Chapters II and III provide a summary of issues and ideas and an assessment of existing conditions. Planning strategies and



recommendations are presented in Chapter IV and Chapter V includes an Action Plan matrix identifying priorities, responsibilities, and target completion dates for key strategies.

## Study Area

The strategies and recommendations presented in this Vision Plan Amendment focus on the areas of Ybor City falling within the official boundaries of Ybor CRA 2. The Ybor CRA 2 area covers the following:

- the residential neighborhood bounded by Palm Avenue to the south and Nuccio Parkway to the east, Nebraska Avenue to the west, and I-4 to the north;
- the residential and mixed-use bounded by 6<sup>th</sup> Avenue to the north, generally by Channelside Drive to the west, Adamo Drive to the south, and 22<sup>nd</sup> Street to the east;
- the residential neighborhood to the west of 22<sup>nd</sup> Street bounded by Adamo Drive to the south, 26<sup>th</sup> Street to the east, and I-4 to the north.

## Key Strategies

The Vision Plan Amendment is designed to build on recent successes and ensure policies and programs implemented over the next 20 years respect the neighborhood's history and heritage, leverage planned investments in transit and road improvements, accelerate the pace of preservation

and infill development, and attract projects and amenities that reinforce Ybor City's unique character and identity.

A brief summary of strategies presented in the Vision Plan Amendment follows:

### PRESERVATION & QUALITY DEVELOPMENT

- Focus on preservation, stabilization, rehabilitation, and appropriate infill development.
- Expand efforts to promote preservation incentive programs.
- Establish targeted incentives for key properties (e.g. Ferlita Macaroni Factory).
- Explore form-based zoning changes to ensure compatible infill development.
- Seek grant funding for energy efficiency retrofits and investments.
- Continue enhanced code enforcement efforts.

### NEIGHBORHOOD LIVABILITY

- Attract neighborhood-serving retail and service uses.
- Market Ybor as an attractive place to live and do business.
- Ensure effective transitions from potential mixed use projects along 7th Avenue, 21st/22nd Streets, Adamo Drive.
- Monitor and manage impacts of industrial uses on neighborhood livability.

- Limit expansion of parking lots and ensure compliance with City requirements.
- Manage and minimize effects of entertainment uses on livability.
- Continued support for YES Team services.

### **STREETSCAPES & PUBLIC SPACES**

- Complete 7th Avenue streetscape improvements east to 26th Street.
- Ensure redesign of 21st/22nd Streets supports objectives to slow traffic, improve east-west crossings, and enhance aesthetics.
- Focus streetscape improvements in areas with discontinuous sidewalks and open curb cuts.
- Preserve brick streets and reestablish brick paving on discontinuous segments.
- Improve existing and create new public spaces.
- Revisit past plans to install pedestrian-scale lighting.
- Continue funding of pedestrian crosswalk improvements.
- Fund street tree and landscape improvements.
- Complete neighborhood signage program.
- Clarify alley preservation and improvement policy.
- Install gateway features at Adamo Drive and on 7th Avenue at 26th Street.

### **CONNECTIVITY & MOBILITY**

- Advocate for LRT serving Ybor City.
- Explore potential to extend streetcar to serve 21st/22nd Streets corridor and East Ybor.

- Explore potential for relocation of planned BRT stop on Nebraska Avenue.
- Continue efforts to improve connectivity for pedestrians and cyclists, including potential to improve sidewalks and trails along the Lee Roy Selmon Crosstown Expressway, Adamo Drive, and Channelside Drive.
- Consider designation of 21st/22nd Streets on citywide greenway and trail maps.
- Monitor plans for High Speed Rail to ensure proposed impacts are minimized and mitigated.

### **INFRASTRUCTURE**

- Continue coordination of plans and designs for city-funded capital projects with YCDC and Barrio Latino Commission (sidewalk construction, street resurfacing, water and sewer upgrades, etc.).
- Ensure the “fair share” allocation of funds for improvements within Ybor CRA 2.
- Finalize plans and secure funding for drainage improvements to address flooding at 5th and 6th Avenues and 17th Street.
- Continue efforts to improve drainage in East Ybor, including completion of a comprehensive drainage study for areas east of 22nd Street.

# I. Introduction

## Improving Ybor's Urban Neighborhoods

Recommendations presented in the Amendment to the Ybor City Vision Plan for Ybor CRA 2 (Vision Plan Amendment) are designed to further City efforts to conserve and revitalize Ybor City's historic residential and mixed-use neighborhoods. Ybor City has undergone significant change in the past decade. Infill projects and the slow-but-steady rehabilitation and adaptive reuse of historic buildings have brought new life into the community. After years of

decline and neglect, the neighborhood is attracting new residents and businesses, and becoming a more safe, livable, and vital place. The Vision Plan Amendments are designed to reinforce these positive trends and ensure future improvements reinforce the neighborhoods unique character.

Revitalization and improvement strategies in the Vision Plan Amendment are drawn from several important sources, including the following: 1) the *Ybor City 2 Community*



*Historic single family units in East Ybor.*



*Mixed use development at 5<sup>th</sup> Avenue and 20<sup>th</sup> Street.*

*Redevelopment Area Plan* (Ybor CRA 2 Plan) completed in 2004 and the Ybor City Vision Plan completed in 2005; 2) feedback received from stakeholders during listening sessions held in August and September 2009 and large-scale public workshop in May 2010; 3) information gained during work sessions with staff from the Ybor City Development Corporation (YCDC) and various departments of the City of Tampa; and 4) discussions with members of the YCDC Board of Directors and Planning & Infrastructure Committee.

## Study Area

Strategies and recommendations presented in the Vision Plan Amendment focus on the areas of Ybor City falling within the official boundaries of Ybor CRA 2—the redevelopment district defined for areas adjacent to the commercial and mixed-use core of Ybor City. As indicated in Map 1, the Ybor CRA 2 area covers the following general areas:

- the residential neighborhood bounded by Palm Avenue to the south and Nuccio Parkway to the east, Nebraska Avenue to the west, and I-4 to the north;
- the residential and mixed-use bounded by 6th Avenue to the north, generally by Channelside Drive to the west, Adamo Drive to the south, and 22nd Street to the east;
- the residential neighborhood to the west of 22nd Street bounded by Adamo Drive to the south, 26th Street to the east, and I-4 to the north.

## Planning Process

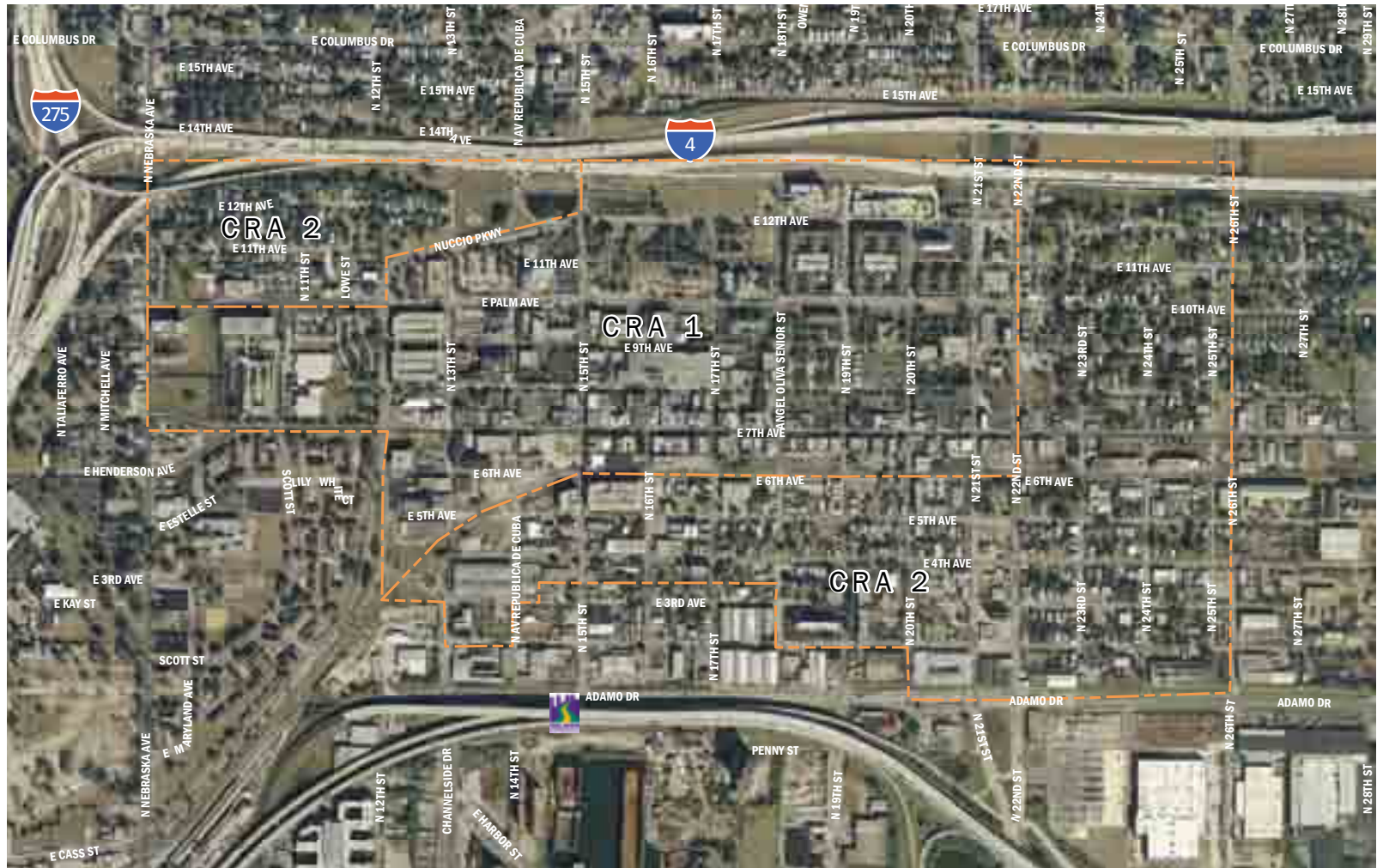
The first phase of work to complete a Vision Plan Amendment, undertaken in August and September 2009, resulted in the preparation of the following products:

- **Ybor CRA 2 Neighborhood Issues & Ideas Report.** A summary of feedback received during a series of stakeholder listening sessions held in August and September 2009 and information presented in the Ybor CRA 2 Plan and the Vision Plan. The report documents issues and ideas specific to Ybor CRA 2.
- **Preliminary Inventory Maps.** A preliminary map set illustrating the CRA boundaries, historic district limits, existing and future land uses, existing zoning, and publicly-owned lands.

The second phase, undertaken in spring 2010, resulted in the completion of the following tasks:

- **Conditions Assessment.** An assessment of existing conditions and planned public and private investments was conducted, which resulted in a set of maps and text based on information gathered from multiple City departments. The assessment included a review of existing land uses, industrial and residential transitions, streets and streetscape conditions, an infrastructure analysis, an analysis of development potential and market conditions, a review of existing City regulations and guidelines, and identification of code violations and law enforcement activity within the neighborhood. The

Map 1. Ybor City CRA 1 & CRA 2 Boundaries



Map prepared for the Hillsborough County City-County Planning Commission by HDR, Inc.

findings were presented to YCDC and City staff, refined, and incorporated into this document.

- **Plan Framework and Strategies.** Following the completion of the conditions assessment, a preliminary set of plan strategies was developed and presented to the YCDC and City staff. The strategies were presented at a Public Workshop at the Children’s Board of Hillsborough County on May 4, 2010 where the public had the opportunity to offer suggestions and help to prioritize potential strategies that were organized around the following general categories:
  - Preservation & Quality Development
  - Neighborhood Livability
  - Streetscapes & Public Spaces
  - Connectivity & Mobility
  - Infrastructure
- **Action Plan.** Based on feedback gathered during the public workshop and review with YCDC and City staff, the Plan Framework was finalized and strategies were prioritized and incorporated into an Action Plan to guide the City and YCDC decision-making regarding Ybor CRA 2 planning and funds over the next 20 years.

## Review of Past Plans

In preparation of the Vision Plan Amendment, several existing planning documents were reviewed, including the Ybor CRA 2 Plan and the Vision Plan. The following section summarizes the issues, visions, plans, goals, and proposals presented in these plans.

### YBOR CRA 2 PLAN (2004)

Building on the 1988 CRA designation of the historic core of Ybor City, the Ybor CRA 2 Plan was completed in May 2004 to address the redevelopment of adjoining areas.

A number of specific physical conditions were identified in the Ybor CRA 2 Plan as contributing to a blighted neighborhood:

- structural conditions in the Ybor CRA 2 are critical – 91.5% of structures are in a deteriorated structural condition, or worse;
- given wood construction methods, the age of area structures creates fire and public safety hazards;
- high numbers of buildings with active or recent code violations;
- deterioration of public and private improvements and infrastructure, including water mains, fire protection systems, sewer distribution lines, stormwater facilities, and public parks and open space;
- mobility and access within the area are affected by increased demand during peak visit periods, limited access points to the neighborhood, limited parking supply and location, and illegal unimproved surface parking lots;
- significant number of non-conforming lots under separate ownership limits potential for redevelopment;
- diminished taxable value in neighborhood has resulted in a drain on City resources;
- significant incidence of deficient property maintenance;
- significant incidence of delinquent tax payment;

- nearly 40% of residential lots are undeveloped; and
- significant incidence of crime.

The Ybor 2 CRA Plan identifies three basic sets of services needed within Ybor CRA 2. This includes:

- additional crime prevention and comprehensive code enforcement services;
- public infrastructure and other public improvements, such as gateway identification, streets, sidewalks, street lighting, public landscaping, special maintenance, stormwater management, and subsurface utility replacement; and
- incentives and assistance provided by the City to stimulate private sector investment and appropriate redevelopment activity.

The Ybor CRA 2 Plan also proposes specific implementation measures that should be undertaken subsequent to adoption of the Plan, including:

- appropriate gateway identification signage at key locations;
- appropriate streetscape design and expanded utilization of Ybor City master signage;
- potential development of City and YCDC sponsored child-care center;
- improvement or replacement of essential public infrastructure;
- crime prevention and community policing;
- marketing and public awareness efforts;
- special crime patrols and crime prevention services should be continued and enhanced;

- enhanced code enforcement;
- development of a program to identify and categorize vacant lots and structures and encourage the purchase, lease, development or assemblage of lots. Identify and change regulatory barriers to permit development where needed;
- target all available City housing rehabilitation programs to Ybor CRA 2;
- effort to facilitate renovation and reuse of viable historic structures;
- evaluate physical conditions of streets for resurfacing needs, maintenance of brick surface, current traffic loads, circulation problems, peak hour traffic, and need for traffic calming;
- inventory sidewalks on every street, develop program to repair and maintain existing and construct new sidewalks, and implement bike trails and routes in City plans;
- inventory and evaluate street lighting and provide lighting where needed;
- evaluate and prioritize upgrades to wastewater and water facilities;
- identify and prioritize improvements to drainage problems and develop stormwater management program;
- encourage Hartline to undertake improvements to bus stops;
- design and undertake streetscape program on Nebraska Avenue and 21<sup>st</sup>/22<sup>nd</sup> Streets;
- provide small neighborhood parks with carefully programmed recreational and public meeting facilities by undertaking a development program for provision of neighborhood parks;

- evaluate area for zoning inconsistencies and non-conformities; and
- evaluate area for implementation of bicycle lanes and/or routes.

### VISION PLAN (2005)

Completed in April 2005, the Vision Plan intended to serve as the guiding document for future growth and development in Ybor City, including Ybor CRA 1 and Ybor CRA 2. While written as the vision for both Ybor City CRA districts, the document's recommendations and implementation strategy are focused primarily on the commercial and entertainment areas of Ybor City, particularly 7<sup>th</sup> Avenue.

Based on public comments and discussions with stakeholders, Chapter II Background and Existing Conditions, Section D in the Vision Plan identifies specific constraints to and opportunities for change and improvement in Ybor City. The following constraints to development were identified:

- negative public image;
- proliferation of bars and wet-zoning;
- parking availability and convenience;
- limits on redevelopment of historic buildings;
- zoning limits on density and building height;
- port and industrial related truck traffic;
- physical barriers of the surrounding highways;
- lack of clarity in code enforcement responsibility;
- perception as an entertainment district inhibits broader tenant choices; and

- limited availability of public funds for public improvements.

Several of the following opportunities identified in 2005 during the vision planning process specifically relate to the more residential Ybor CRA 2 neighborhoods:

- momentum of residential redevelopment;
- availability of vacant land;
- future retail potential based on residential growth;
- growth of regional tourist traffic due to increased cruise business, convention center growth, and downtown/Channel District activities;
- growth of HCC programs and activities;
- unique environment defined by historic and multi-cultural roots;
- redevelopment of public housing as mixed-use and mixed-income neighborhood; and
- expansion of streetcar service.

Based on considerable discussion during the planning process, the following Vision Statement was created to embody the elements, strategies, and specific recommendations that make up the complete Vision Plan.

*“Ybor City, a National Landmark Historic District, is a unique urban community melding beautiful historic architecture, a celebrated multi-cultural heritage, a bustling ‘main street,’ creative businesses, and livable neighborhoods into one of Tampa Bay’s most desirable places to live, work, visit, and be entertained.”*



The Vision Plan also identified the following Goals and Guiding Principles:

- new development should be compatible with historic urban form (building, street grid, alleys);
- diverse and integrated land use mix including creative and artistic enterprises;
- strengthened central management and authority (parking, merchandising, marketing, etc);
- pedestrian and transit mobility emphasized;
- build on multi-cultural heritage;
- balanced mix of uses; and
- future investments based on sound economic strategy.

The Vision Plan also presents a set of recommendations, investments, and initiatives that are required to complete the vision. The majority of the action plan tasks presented in the Implementation Plan chapter focus on addressing issues related to 7<sup>th</sup> Avenue, including wet-zoning issues, storefront conditions, and disproportionate usage of public services and demand for parking by entertainment-oriented businesses. The following neighborhood-wide proposals are organized by major area of focus and include increased

local governmental coordination and communication, closer oversight of the Vision Plan tasks, enforcement of existing codes and regulations, revision of existing codes for more clarity, and streetscape and public space capital improvements:

- **Organization & Management.** The development of a “Community Improvement Team,” or interdepartmental team to serve as clearinghouse for all of necessary action plan tasks, ensuring that tasks are delegated to appropriate department(s) and monitoring progress;
- **Regulatory Recommendations.** Enforcement of existing regulations on noise, solid waste, and illegal parking lots, enforcement of building codes; consideration of additional height and density outside of core as an incentive linked to provision of public amenities; and revision and expansion of design guidelines to improve clarity and certainty and better define development models; and
- **5 Year Action Plan—Major Public Investments.** Continued reinstatement of brick streets and commensurate streetscape elements.

## II. Issues & Ideas

To understand issues and ideas important to neighborhood stakeholders—residents, business owners, civic association representatives, and YCDC staff and committee members—a series of meetings and listening sessions were held in the community. These sessions were designed to solicit feedback regarding existing conditions in the neighborhood and to determine stakeholder expectations of the issues and opportunities to be addressed in this Vision Plan Amendment that focuses on Ybor CRA 2.

Public comments were gathered during three listening sessions held between August and September 2009: the East Ybor Historic & Civic Association Inc. meeting at the Children’s Board of Hillsborough County on August 26, 2009, a community stakeholder meeting held at September 10, 2009 at the Italian Club, and the Historic Ybor Neighborhood Civic Association meeting on September 22, 2009 at the Ybor City Hampton Inn.

During the listening sessions, participants offered comments on a very wide range of subjects. People shared their thoughts about the value of the neighborhood’s history and culture, and the importance of protecting its most unique and special qualities. Participants expressed concerns about safety and security, the maintenance of rental properties, and the lack of neighborhood-serving

uses like grocery stores, pharmacies, medical offices, and dry cleaners. Participants talked about the poor quality of many streets and streetscapes in the neighborhood, citing the sidewalk conditions, drainage, and lighting as key concerns. Participants also expressed concern about the absence of public spaces—parks, squares, gardens, and other neighborhood-oriented public places—for informal gathering, relaxing, and recreating.

Conflicts among existing land uses were also identified as important issues. Participants talked about the need to manage and monitor the spill-over effects of late night activity on 7<sup>th</sup> Avenue—noise, parking, and nuisance behavior—as well as the impacts of industrial uses in and immediately adjacent to the district. Although most participants said they value the neighborhood’s diversity and mix of uses, conflicts between residential and industrial uses in a few areas are especially intense. Cut-through truck traffic, noise and dust, poorly screened and maintained storage yards are among the issues identified by residents during the listening sessions.

Connectivity and mobility also were topics of discussion. Participants shared their interest in making walking and biking more feasible alternatives to driving, and talked about the importance of leveraging investments in roadways

and transit to promote neighborhood livability. With careful planning, regional transportation investments like the I-4/Selmon Expressway Connector and the first phase of a regional light-rail transit system connecting USF and Downtown Tampa, can support neighborhood’s stabilization and continued improvement.

As documented during the first phase of the amendment planning process in the Neighborhood Issues & Ideas Report, stakeholders offered comments on a wide range of subjects during the listening sessions.

Participants shared their thoughts on the following:

#### **Enhanced Safety & Security**

- the need to address safety and security concerns.

#### **Balanced Mix of Uses**

- the lack of neighborhood-serving uses like grocery stores, pharmacies, medical offices, and dry cleaners; and
- the need to manage use conflicts, including the spill-over effects of late night activity on 7th Avenue—noise, parking, and nuisance behavior—and the impacts of industrial uses in and immediately adjacent to the district—cut-through truck traffic, noise and dust, and poorly screened and maintained storage yards.

#### **Preservation & Quality Development**

- the importance of protecting the neighborhood’s most unique and special qualities;
- the need for code enforcement to address issues with absentee owners; and

- the ways history and heritage should inform decisions affecting the neighborhood.

#### **Quality Streetscapes & Public Spaces**

- the absence of public spaces—parks, squares, gardens, and other neighborhood-oriented public places—for informal gathering, relaxing, and recreating.; and
- the poor quality of many streets, alleys, and streetscapes in the neighborhood, citing the sidewalk conditions, drainage, and lighting as key concerns.

#### **Improved Connectivity & Mobility**

- the need to make walking, biking and transit more feasible alternatives to driving;
- the importance of leveraging investments in roadways and transit to promote neighborhood livability; and
- the potential for regional transportation investments like the I-4/Selmon Expressway Connector and the first phase of a regional LRT system connecting USF and Downtown Tampa, to support neighborhood livability.

#### **Effective Engagement & Implementation**

- the potential to improve communication with City’s Transportation, Public Works, and Solid Waste department’s to create consensus and improve understanding of neighborhood desires; and
- the need for a short-term priority action plan with immediate actions to guide annual budgeting for TIF funds—provide a roadmap for investments in Ybor CRA2.

# III. Planning Context

Using data provided by the City and supplemented through meetings with City staff and neighborhood stakeholders and limited field survey, an assessment was undertaken to review existing conditions and to identify relevant issues, plans, practices, and policies. The following text and maps provide an overview of the existing condition of streets, sidewalks, infrastructure, and private property; planned private and public investments; regulations and guidelines; and other factors of importance to neighborhood stakeholders.

## Streets

Pavement conditions and typical design sections within Ybor CRA 2 vary widely. As shown on Map 2, the district includes street segments with exposed brick pavers and asphalt paving over brick pavers and a variety of open and closed curb design sections. The closed curb sections have a variety of curbing types, including granite and various types of concrete curbing, driveway aprons, and pedestrian ramps at intersections.

Streets in the area south of 6<sup>th</sup> Avenue including segments of 4<sup>th</sup> and 5<sup>th</sup> Avenues west of 21<sup>st</sup> Street are in generally good condition with a mix of brick and asphalt paving and granite curbing along segments with residential and



*Prior to the completion of the I-4/Selmon Expressway Connector project in 2014, 21<sup>st</sup> and 22<sup>nd</sup> Streets will undergo reconfiguration and streetscape improvements.*



*Street pavement conditions vary greatly within Ybor CRA 2.*

commercial frontage. In areas with industrial frontage, driveway aprons are common and curbing is either missing or damaged with some areas in public rights-of-way used for parking and as service areas.

In areas of the district east of 21<sup>st</sup> Street, the vast majority of the streets have asphalt paving, only about one-half of the streets have closed curbing, and many street edges are in poor condition.

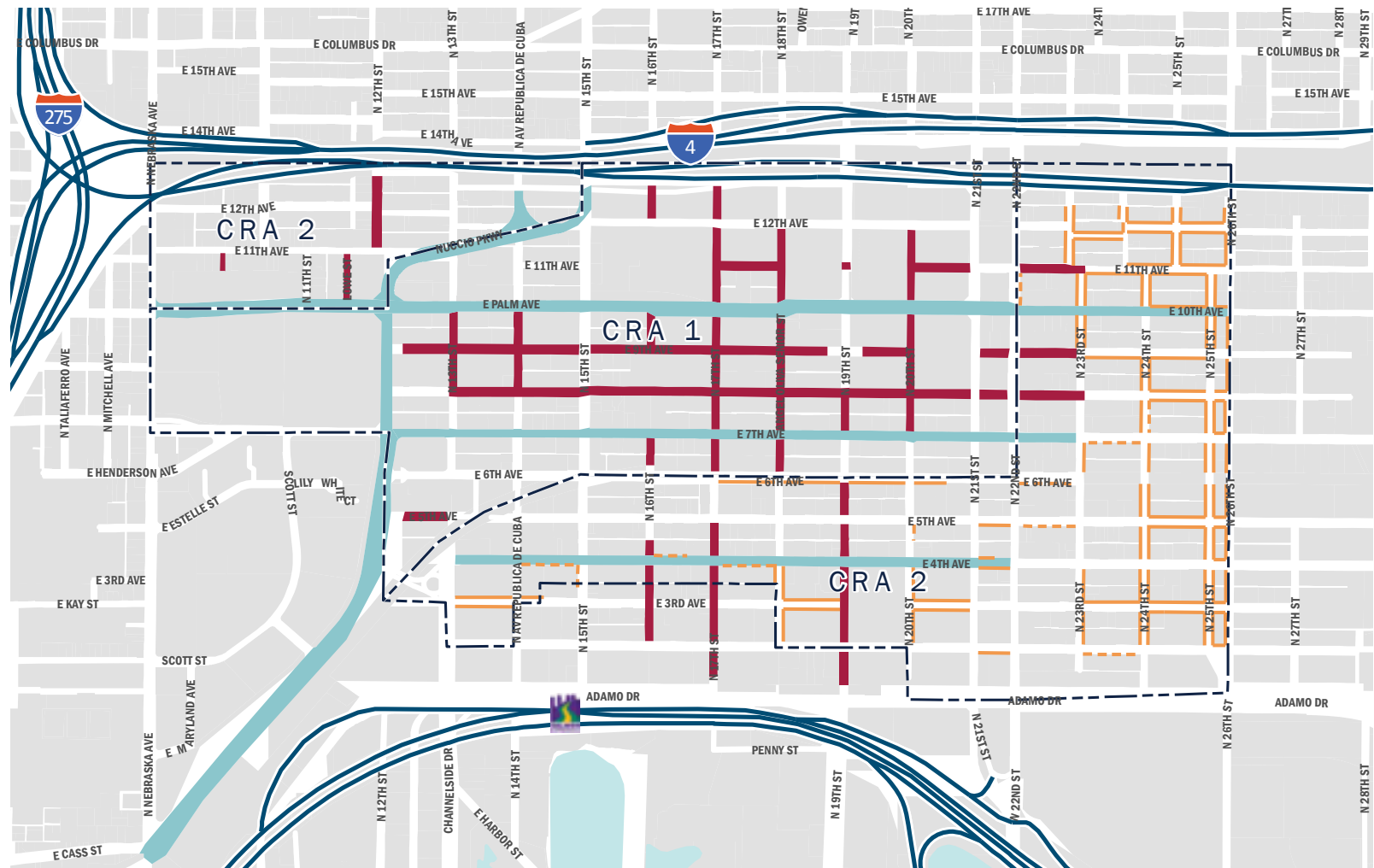
While the majority of brick paved streets within Ybor CRA 1 area have brick paving, only a few streets in Ybor CRA 2 have brick surfacing. Primarily located south of 6<sup>th</sup> Avenue, the brick streets in Ybor CRA 2 include: 12<sup>th</sup> Street between I-4 and 11<sup>th</sup> Avenue, 16<sup>th</sup> Street between 2<sup>nd</sup> and 5<sup>th</sup> Avenues, 17<sup>th</sup> Street between Adamo Drive and 5<sup>th</sup> Avenue, 19<sup>th</sup> Street between Adamo Drive and the CSX tracks, and 8<sup>th</sup>, 9<sup>th</sup>, and 11<sup>th</sup> Avenues between 22<sup>nd</sup> and 23<sup>rd</sup> Streets. In many places, an original brick surface is partially visible through a deteriorated asphalt surface.

The City’s Transportation Planning Division within the Department of Public Works assesses street surface conditions through use of an electronic inventory system. Street resurfacing is prioritized based on city-wide surveys of conditions and improvements are made as funding is available. Recent roadway asphalt surface improvements funded through a variety of programs were made on the following streets:

- 7<sup>th</sup> Avenue (Nuccio Parkway to 23<sup>rd</sup> Street)
- 4<sup>th</sup> Avenue (roundabout to 22<sup>nd</sup> Street)
- Nuccio Parkway (southbound lanes from 11<sup>th</sup> Avenue to Nebraska Avenue)
- 22<sup>nd</sup> Street north of 5<sup>th</sup> Avenue.

Currently, the only City-funded improvement planned within the district is a resurfacing project along Palm Avenue between Republica de Cuba (15<sup>th</sup> Street) and Nebraska Avenue using Community Investment Tax (CIT) funds for FY 2010. The City’s Department of Public Works does not currently have any additional projects within Ybor CRA 2 included on the 5-Year Resurfacing Plan.

Map 2. Streets & Curbing Condition



- Brick Street
- Asphalt Resurfacing (2007-2010)
- Open Curb (No Gutter)
- Partial Curb & Gutter



Map prepared for the Hillsborough County City-County Planning Commission by HDR, Inc.

YCDC has explored the potential to restore or construct new brick street segments. Costs for such improvements, including removing, cleaning, and resetting brick and granite curbing, were estimated at \$100,000 per intersection.

Planned street improvements within CRA 2 by the Florida Department of Transportation (FDOT) include both short-term and long-term improvements to 21st and 22nd Streets. In 2010, FDOT will complete resurfacing and sidewalk repairs along 21<sup>st</sup> and 22<sup>nd</sup> Streets from Osborne Avenue to Adamo Drive, and approximately \$6 million is included in FDOT's 5-Year Work Program to support a more comprehensive lane reduction and redesign project for the corridor. (Refer to Chapter IV for additional information regarding the planned redesign.)

## Alleys

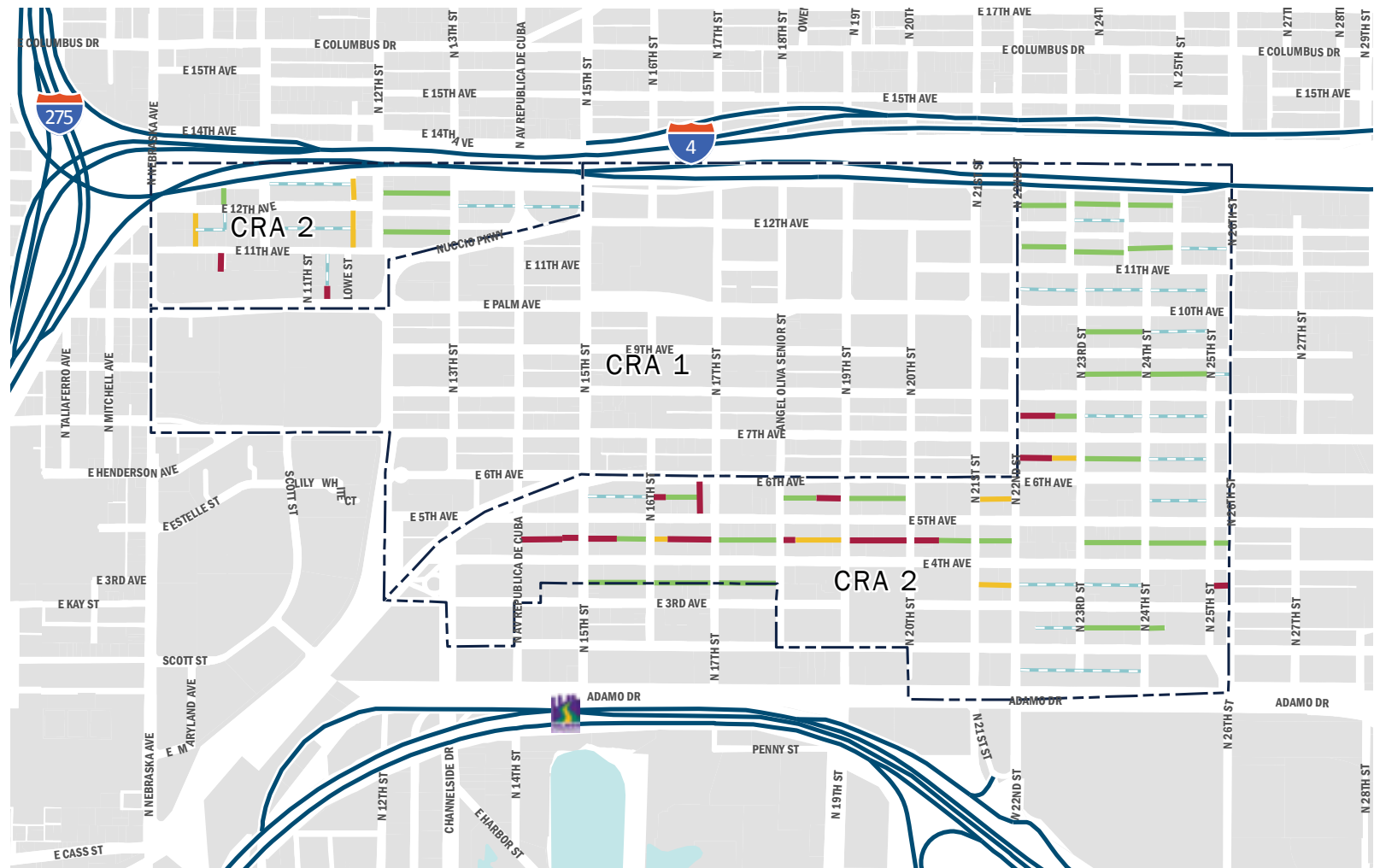
While the current City policy is to retain and promote improvements on alleys where they were present historically according to Sanborn Maps, only a few locations have paved alleys within Ybor CRA 2. They are primarily located within the blocks between 4<sup>th</sup> and 5<sup>th</sup> Avenues. Improved alleys are generally present in locations adjacent to new multi-family developments, and were completed by private owners as a condition of zoning approval. Several blocks within Ybor CRA 2 have existing gravel or dirt paths which provide limited rear yard access, but most platted alleys are unimproved. Map 3 identifies the location of improved (paved) alleys, dirt or gravel paths, unimproved platted alleys, and vacated alleys.

The Ybor City Design Standards prohibit front yard residential parking or driveways that end at the front of a residence, even in places with no alleys or limited side yard access. Limited improved alleys and on-street parking make this difficult in many places. Although YCDC has explored the potential to use CRA funds to improve alleys, no such improvements have been completed. Current YCDC policy does not support the use of Ybor CRA 2 funds to complete design studies or improvements.



*As shown in the above images showing alley conditions from adjoining blocks between 4<sup>th</sup> and 5<sup>th</sup> Avenues, the alley network in Ybor CRA 2 is uncomplete.*

Map 3. Alley Improvements



- █ Paved Alley
- █ Unimproved Alley
- █ Gravel/Dirt Path
- Vacated Alley



Map prepared for the Hillsborough County City-County Planning Commission by HDR, Inc.



## Sidewalks & Crosswalks

Streetscape conditions vary widely across the district. As shown in Map 4, many streets in East Ybor do not have complete sidewalks, marked crosswalks, or accessible curb ramps. Portions of 4<sup>th</sup> and 5<sup>th</sup> Avenues have recently been improved but conditions along 6<sup>th</sup> Avenue and the west end of 4<sup>th</sup> Avenue are poor. Typical conditions are outlined below:

- On streets in East Ybor with predominantly residential frontage, only about one-half of streets have sidewalks.
- On streets with residential and live/work frontage, typical conditions include a planting strip along the curblin and a four- to five-foot concrete sidewalk along the property line. Street trees are present in a few locations.
- In a few locations with predominantly commercial

frontage, an urban sidewalk section exists with trees in tree grates along the curblin and concrete sidewalks extending to storefronts.

- Along 21<sup>st</sup> and 22<sup>nd</sup> Streets, sidewalks are narrow and in poor condition with numerous obstructions and minimal landscaping.
- On streets with industrial uses, conditions vary widely, with several areas having no sidewalk, head-in parking and outdoor storage within the right-of-way, and no landscaping.

Several streetscape, sidewalk, or crosswalk improvement projects have recently been completed or are planned within the Ybor CRA 2:

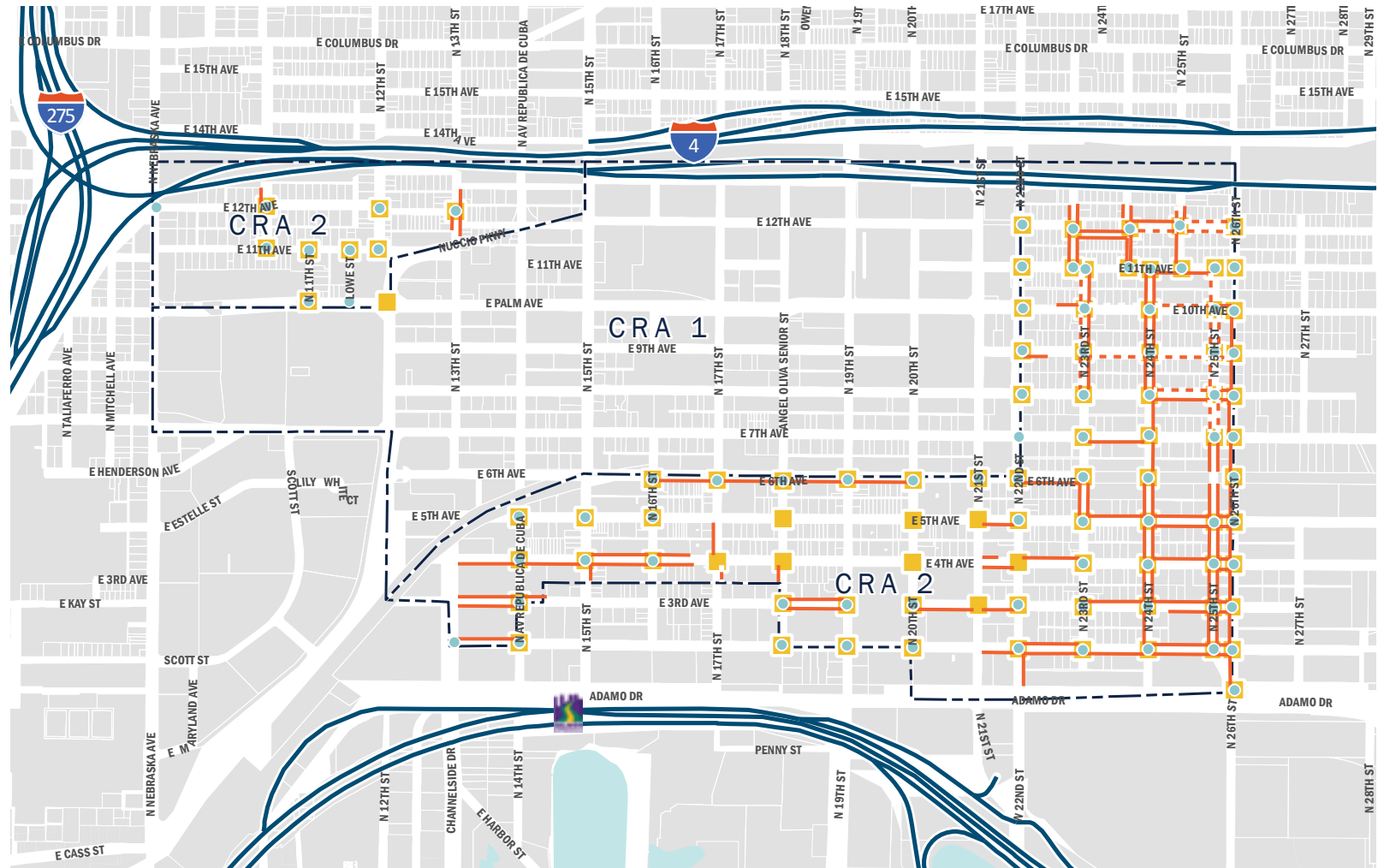
- The eastward extension of the 7<sup>th</sup> Avenue streetscape improvements between 22<sup>nd</sup> and 26<sup>th</sup> Streets is



*While significant upgrades have been made in the past several years, the sidewalk, ramping and crosswalk conditions in East Ybor remain inconsistent.*

*Urban streetscape condition with sidewalk and tree grates along 5<sup>th</sup> Avenue west of 15<sup>th</sup> Street.*

Map 4. Sidewalk & Intersection Conditions



- Poor or Incomplete Sidewalks
- No Crosswalks
- - - Planned Sidewalk Improvement
- Poor or Incomplete Ramps



Map prepared for the Hillsborough County City-County Planning Commission by HDR, Inc.

underway. To date, the design for all segments and construction for the segment from 22<sup>nd</sup> to 23<sup>rd</sup> Street is complete. Funding for the 23<sup>rd</sup> to 24<sup>th</sup> Street segment is budgeted at \$310,000 for 2011.

- Brick crosswalk improvements using Ybor CRA 2 funds have been completed at 13 intersections. Additional improvements is budgeted at \$64,000 for 2011.
- Since 2006, the City has completed sidewalk improvements, including new construction along streets in East Ybor north of 7<sup>th</sup> Avenue and maintenance of sidewalks throughout the balance of the district. Recent improvements have been funded with CIT, TIF, and CDBG funds in addition to developer improvements. Current plans call for sidewalk improvements along a number of streets in East Ybor over the next one to two years. The City and YCDC follow an informal engagement process to determine priorities for improvements.
- FDOT-funded streetscape and crosswalk improvements along 21<sup>st</sup> and 22<sup>nd</sup> Streets are planned once truck traffic is moved to the new I-4/Selmon Expressway Connector. Although the extent and type of improvements have not been determined, Ybor CRA 1 and CRA 2 funds may be sought for enhancements.

Plans for a city-wide program to meet ADA requirements are underway but priorities have not been set. It is assumed places with high pedestrian traffic, such as downtown and 7<sup>th</sup> Avenue in Ybor City, will be given high priority.

Street trees exist in a few locations, including limited segments of 4<sup>th</sup> and 5<sup>th</sup> Avenues and in rights-of-way adjacent to several recently development sites. No long-term plans exist for street tree planting in the district.

## Pedestrian/Decorative Lighting

According to the City's Department of Public Works, street lighting (cobra-head and shoebox fixtures) exists throughout Ybor CRA 2, but pedestrian-scale or decorative lighting is limited. Five-globe decorative lights have been installed or are planned along 7<sup>th</sup> Avenue east of 22<sup>nd</sup> Street. FDOT installed five-globe pedestrian-scaled lights in coordination with the I-4 project along 14<sup>th</sup> Street, 15<sup>th</sup> Street, 21<sup>st</sup> Street, 22<sup>nd</sup> Street, and 26<sup>th</sup> Street. They are similar to but not the same as the TIF lights located along 7<sup>th</sup> Avenue and elsewhere in Ybor CRA 1. Other decorative, pedestrian-



*Recently completed streetscape improvements including brick and octagonal paving, pedestrian-scale lighting, street trees, and pedestrian amenities along 7<sup>th</sup> Avenue between 22<sup>nd</sup> and 23<sup>rd</sup> Streets.*



scaled lighting, installed as part of recently completed infill developments, exists in a few locations.

Ybor CRA 2 stakeholders have expressed interest in having pedestrian-scaled lighting installed. TECO prepared a lighting study to estimate costs for the installation and long-term operation and maintenance of pedestrian-scaled lights. No action was taken and no current plans exist for the installation of pedestrian-scaled lighting in Ybor CRA 2.

## Transit

As shown in Map 5, Ybor CRA 2 is currently served by streetcar and local bus service. The TECO Street Car system, with four stops in Ybor City, provides connections to the Channel District, the St. Pete Times Forum, and downtown Tampa. Bus lines through Ybor City include east-west connections along 4<sup>th</sup> Avenue, 7<sup>th</sup> Avenue, and Palm Avenue, and north-south connections along Nuccio Parkway, Nebraska Avenue, and 21<sup>st</sup>/22<sup>nd</sup> Streets.

Additional transit service is planned for the Ybor CRA 2 area and possible routes and stops are indicated on Map 5. HART is currently planning for Bus Rapid Transit (BRT) service, tentatively to be called MetroRapid, along Nebraska Avenue. Current plans call for a stop at Estelle Street and Nebraska Avenue. HART is also currently completing an Alternatives Analysis for premium transit service connecting USF, Downtown, and Westshore. Under study are three northeast LRT alignments connecting USF and Downtown along I-275/Central Avenue, 30<sup>th</sup> Street/22<sup>nd</sup> Street/CSX tracks, and 30<sup>th</sup> Street/CSX tracks. The two alignments

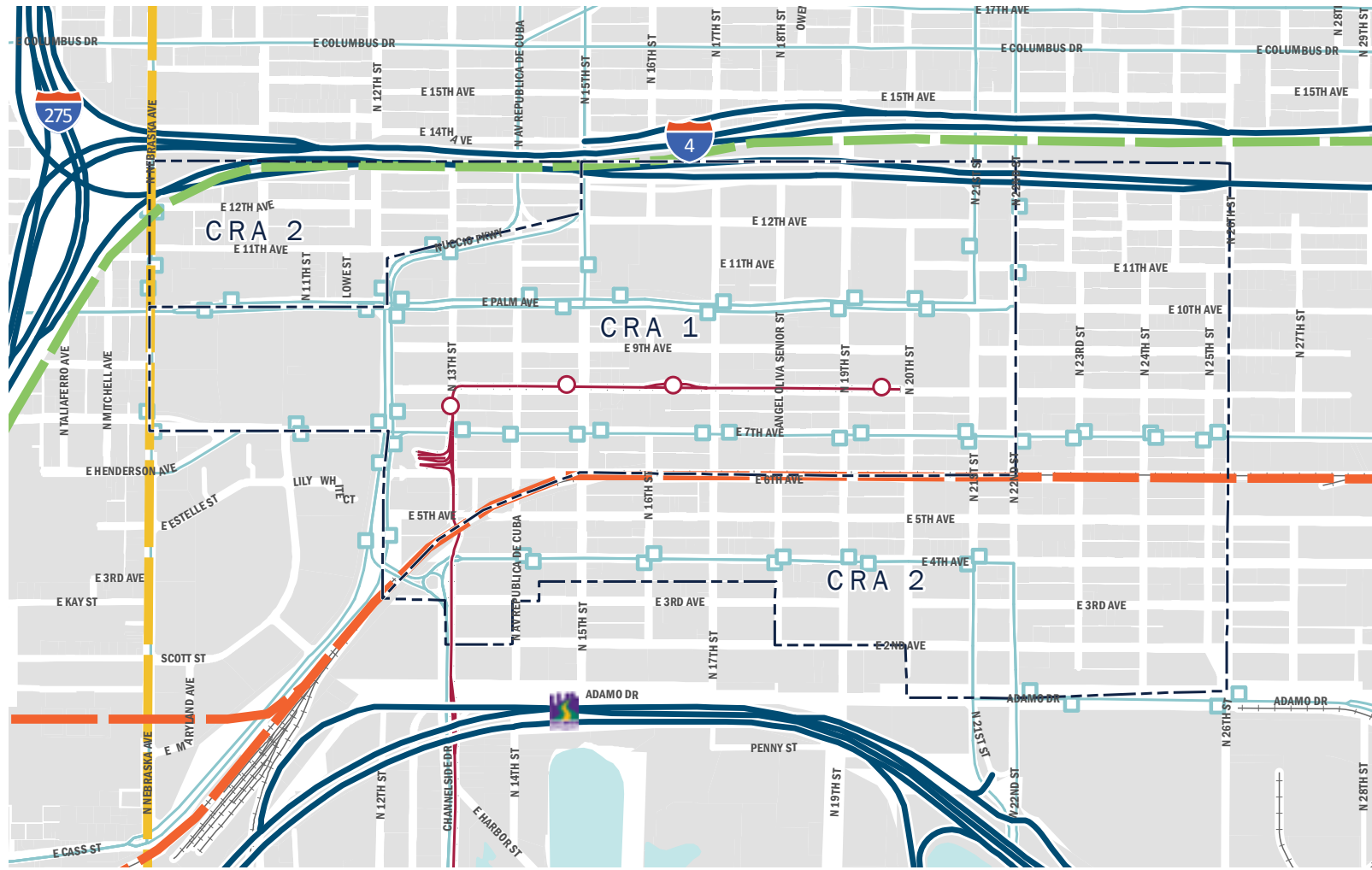
through Ybor City along the CSX tracks call for a station serving East Tampa at 32<sup>nd</sup> Street and Columbus Avenue and a station serving Ybor City at 16<sup>th</sup> Street and 6<sup>th</sup> Avenue. Final recommendations regarding alignments and stop locations are expected in summer 2010.

High Speed Rail (HSR) service is planned in an alignment in the median and along the south side of I-4. According to current plans, no right-of-way beyond that which was identified in the Tampa Interstate Study (Ultimate Downtown Interchange) is required for the HSR project within the Ybor City National Landmark District. The closest proposed HSR stop is in downtown Tampa, and no HSR stops are planned within the Ybor CRA 2. The project is headed by the Florida Rail Enterprise, an agency under the authority of the FDOT.



*Streetcar service along 8<sup>th</sup> Avenue provides transit service between Ybor City, the Channel District, and downtown Tampa.*

Map 5. Existing Transit Service



- Streetcar
- Streetcar Stops
- Proposed High Speed Rail (HSR)
- Proposed HART MetroRapid (BRT)
- HART Bus Routes
- HART Bus Stops
- Proposed Light Rail Transit (LRT)



Map prepared for the Hillsborough County City-County Planning Commission by HDR, Inc.

Construction on the Tampa to Orlando corridor is slated to begin in 2011, with an initial completion date of 2015.

## Infrastructure

The City's Stormwater, Water, and Wastewater Departments are responsible for maintaining and improving the stormwater, wastewater, and water systems in Ybor CRA 2.

According to City staff, there are several known infrastructure issues in Ybor CRA 2:

- Repetitive flooding at 17<sup>th</sup> Street at 5<sup>th</sup> Avenue due to upland drainage issues outside the Ybor CRA 2 area. A proposed stormwater improvement has been modeled, but has not been designed or funded.



*Stormwater conditions in East Ybor along 10th Avenue between 25<sup>th</sup> and 26<sup>th</sup> Streets.*

- The City's Stormwater Department has identified several low-lying properties along 11<sup>th</sup> Avenue in East Ybor as "Red Line" lots that have frequent localized flooding or other problems associated with stormwater management. According to the City's Stormwater Private Development Technical Manual, development on designated "Red Line" lots may be restricted because of the need to acquire an easement for an existing or proposed drainage facility, illegal fill and/or any area subject to periodic flooding.
- Most water mains in Ybor CRA 2 are undersized, but replacement or upgrades are not on City's 5 Year Plan of Capital Improvements which is reprioritized every year.

The City's Utility Capital Improvement Program (UCAP) recently completed the following wastewater and water projects in Ybor CRA 2:

- 19<sup>th</sup> Street Water Pipeline Replacement Project between 5<sup>th</sup> Avenue and Adamo Drive completed in December 2009.
- 12<sup>th</sup> Street Wastewater Force Main Replacement Project completed in November 2009.
- Segment 1 of the CIAC Water Pipeline Project and Distribution Main Replacement, a 6.1-mile project from Downtown along Nuccio Parkway and 12<sup>th</sup> Street to David L. Tippin Water Treatment Facility in northeast Tampa. Segment 1 will be substantially completed by July 2010.

Stormwater improvements were recently completed in 2005 along 15<sup>th</sup> Street between 5<sup>th</sup> and Palm Avenues. No additional stormwater improvements have been planned for the near term.

## Use Conflicts

Ybor City has a long history of mixed use development, with residential, commercial and industrial uses in close proximity. Over time as the neighborhood has aged and transitioned to more intensive industrial and commercial uses and some properties have become vacant or abandoned, conflicts with residential uses have become more frequent. This is especially predominant in industrial areas that tend to have increased truck traffic, noise and dust, and poorly screened and maintained storage yards immediately adjacent to residential properties.

Map 6 shows the location of existing industrial, residential, and vacant land in Ybor City. The following areas have poor transitions between industrial and residential uses:

- The area south of the CSX tracks, especially east of 22<sup>nd</sup> Street and along 4<sup>th</sup> Avenue;
- Commercial/industrial uses along 21<sup>st</sup>/22<sup>nd</sup> to residential areas to the east and west.
- Industrial uses along 3<sup>rd</sup> Avenue and 4<sup>th</sup> Avenue between 14<sup>th</sup> and 18<sup>th</sup> Street to residential and mixed use areas along 3<sup>th</sup>, 4<sup>th</sup>, and 5<sup>th</sup> Avenues.

The most prevalent challenges created by industrial uses and vacant properties include property maintenance issues including overgrowth, abandoned vehicles, outdoor storage, dumpsters and parking in public rights-of-way, deteriorated structures and fencing, lack of security, sidewalks are missing or in poor condition, and pedestrian access limited by parking and outdoor storage.

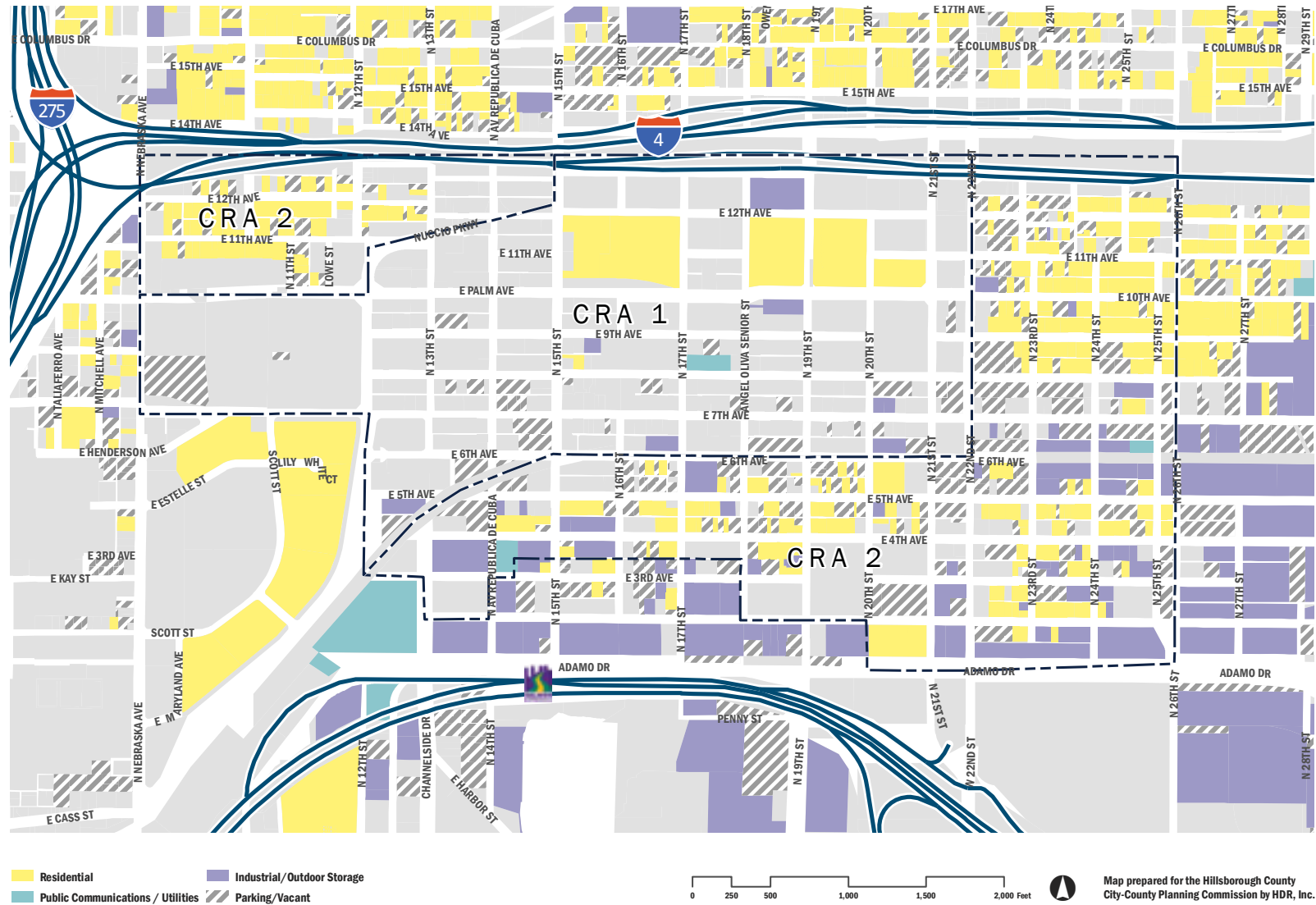


*Dumpsters and parking in public rights-of-way along 4<sup>th</sup> Avenue create obstacles for pedestrians.*



*Rear yard conflicts between mixed use residential building on 4<sup>th</sup> Avenue and outdoor storage uses south of Ybor CRA 2.*

Map 6. Industrial, Residential, & Vacant Land Uses





## Code Violations

As shown in Figure 1, there were a total of 2,658 code violations in Ybor CRA 2 at 540 properties between 2005 and 2009. Many locations had multiple code violations for each year, and for multiple years. Over one-half of all properties in Ybor CRA 2 were cited for a code violation within the past five years. The total number of annual code violations and the total properties with violations decreased during the past five years. While violations and number of properties cited increased in 2006, this indicates an increase in enforcement rather than increased violations.

Almost one-quarter of the total violations during this period were related to overgrowth. Accumulations, inoperative vehicles, structure, and zoning violations were almost frequent within the Ybor CRA 2. Map 7 indicates properties by number of violations within the past five years.

**Figure 1. Code Violations - 2005 to 2009**

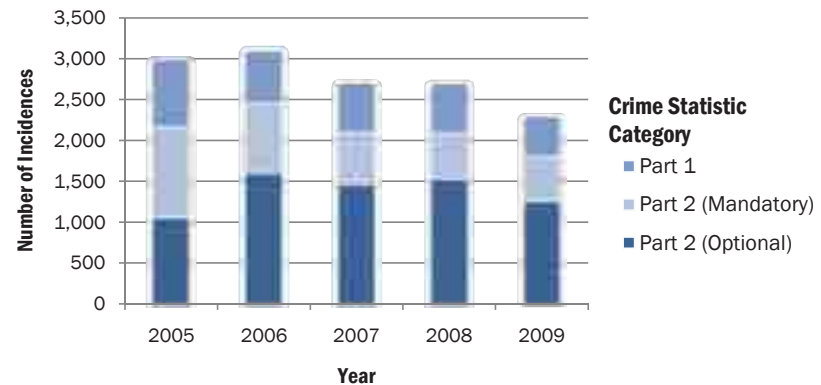
	2005	2006	2007	2008	2009	TOTAL
Total Violations	595	957	387	447	272	2,658
Total Properties with Violations	260	343	196	214	162	540

Source: City of Tampa Department of Code Enforcement

## Law Enforcement Activity

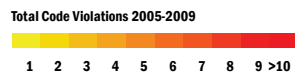
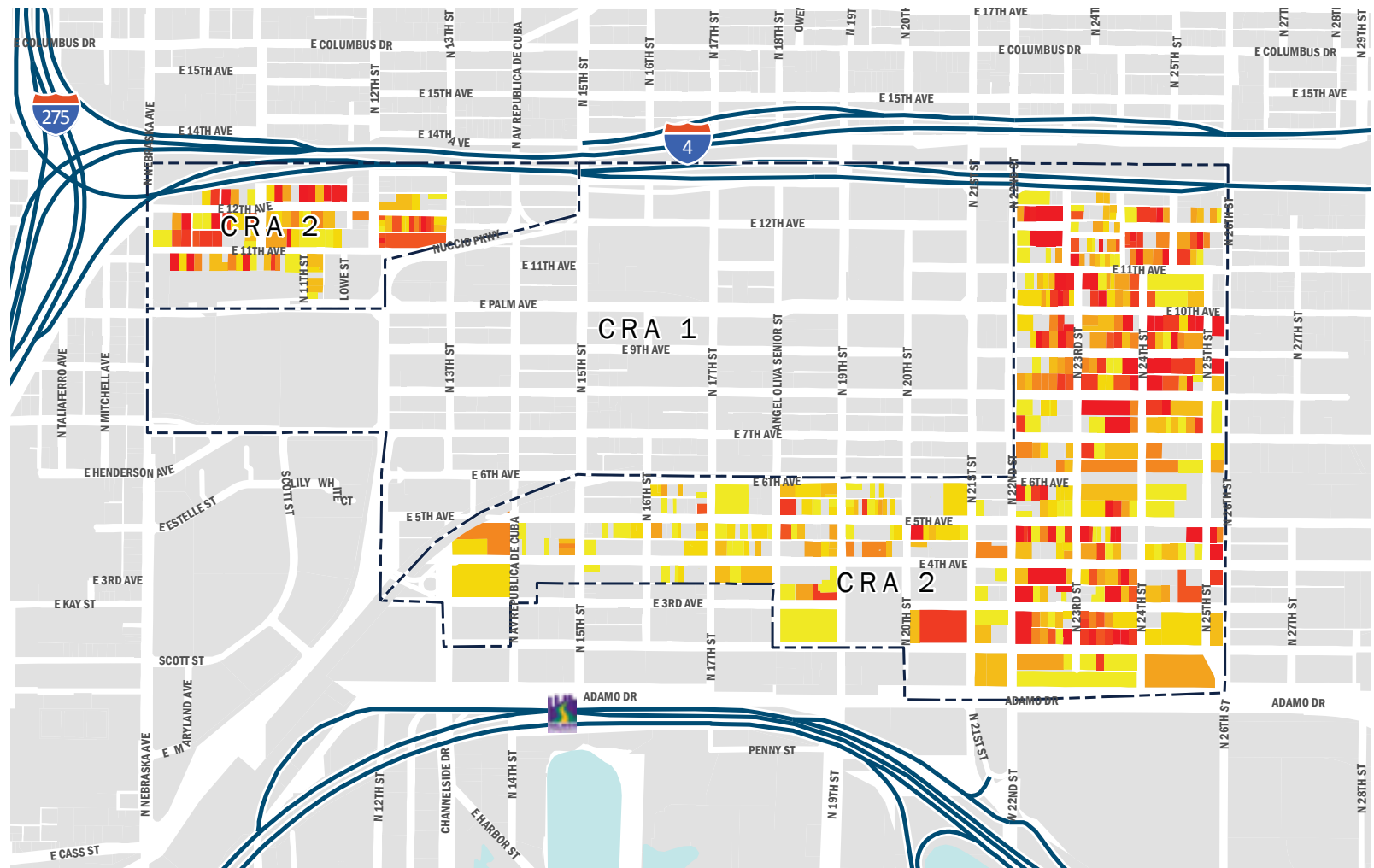
Ybor CRA 2 is divided into three police grids by the City of Tampa Police Department. Crime statistics are broken down into the following major categories: Part 1, Part 2 (Mandatory), and Part 2 (Optional). Part 1 crimes include murder, forcible sex offenses, robbery, aggravated assault, burglary, larceny, and vehicle theft. Part 2 (Mandatory) crimes include kidnapping/abduction, simple assault, arson, fraud-false pretenses, fraud-credit card/atm, fraud-impersonation, fraud-wire, embezzlement, drugs/narcotics, and drugs/equipment. Part 2 (Optional) crimes include: intimidation, extortion / blackmail, counterfeiting / forgery, stolen property, vandalism, nonforcible sex offenses, prostitution, liquor law violation, and weapons violations.

**Figure 2. Law Enforcement Activity - 2005 to 2009**



Source: City of Tampa Police Department

Map 7. Code Violations - 2005 to 2009



Map prepared for the Hillsborough County City-County Planning Commission by HDR, Inc.

Figure 2 shows annual crime statistics by major crime statistic category for the three police grids that include portions of Ybor CRA 2. The total number of annual incidents within the three police grids fell by almost 700 between 2005 and 2009, a decrease of 23%. However, while both Part 1 and Part 2 (Mandatory) crimes have decreased over those five years, Part 2 (Optional) crimes have actually increased. This is likely due to increased enforcement rather than increased criminal activity.

## Regulatory Review

Ybor CRA 2 is regulated by several existing development controls, including the City’s Comprehensive Plan Future Land Use Categories, Zoning Ordinance, Subdivision Regulations, and Barrio Latino Commission (BLC) design guidelines for those areas within the City’s local Ybor City Historic District.

### HISTORIC DISTRICT DESIGN GUIDELINES

As shown on Map 8, there are three local and national historic districts within the Ybor CRA 2: the Ybor City Local Historic District, the Ybor City National Register District, and the Ybor City National Historic Landmark District. With the exception of a few blocks around 3rd Avenue between Channelside Drive and 15<sup>th</sup> Street, the entire Ybor CRA 2 is within the Ybor City Historic District. A significant area of Ybor CRA 2 is within the Ybor City National Historic Landmark District including residential development in the northwest portion of the Ybor CRA 2 and East Ybor and the mixed use areas between 17<sup>th</sup> Street and 24<sup>th</sup> Street south



*New and existing residential development within the Ybor City Local Historic District is regulated by the BLC.*

of the CSX tracks. The Columbia Jobbing Company building located at the northeast corner of 17<sup>th</sup> Street and 5<sup>th</sup> Avenue is within in the Ybor City National Register Historic District.

The BLC is responsible for preserving the historic fabric of the Ybor City Local Historic District through administration of the Historic District Guidelines. A new draft—*Ybor City Design Standards*—was prepared in 2010 with the following provisions regarding the form and character of development in the district:

- **Setbacks.** Infill construction setback distance is determined by the use of block averaging of existing structures along a block face.

Map 8. Local & National Historic Districts



- CRA Boundary
- Ybor City National Register District
- Ybor City National Historic Landmark District
- Ybor City Local Historic District (Barrio Latino)



Map prepared for the Hillsborough County City-County Planning Commission by HDR, Inc.

- Massing and Details.** The standards call for a clear distinction between old and new construction. Additions should be subordinate to historic buildings, demonstrate a complementary scale, be easily distinguishable, maintain consistency in roof and foundation elevation, fenestration, materials, size, height, proportion, configuration, and architectural tradition; point of reference in contributing structures in district, particularly those within same block face.
- New Construction.** Standards for new construction address fenestration and rhythm patterns, floor elevation, building placement, orientation, spacing, setbacks, scale and proportion. Guidelines mention little about massing, saying that “stepping” is a traditional massing technique encouraged to reinforce a relationship to human scale.
- Infill Development.** Guidelines focus on relationship between structures on same block face but offer little direction regarding appropriate conditions (massing and frontage types—porch, stoop, storefront, etc.) along streets and at key intersections. Such standards for infill development may be addressed in future amendments to the Standards or through form-based amendments to the YC Zone Districts.
- Industrial Buildings.** Guidelines establish standards for industrial buildings, requiring pedestrian access to public right-of-way, screening of parking, loading, and storage areas from street view of primary façade, wall fenestration, zero lot line development, and limits of one to two stories in height.
- Fencing and Parking.** Fencing and parking guidelines require properties to maintain a consistent street wall through landscaping, low walls, or transparent security fences.

### FUTURE LAND USE & ZONING

In the past 10 years, planning and zoning in Ybor City has been put in place to provide for more urban, mixed use development. Several projects within Ybor CRA 2 have been built in the last decade that demonstrate the higher intensities/densities and mixed use development that is now permitted within Ybor City.

As shown in Map 9, Ybor CRA 2 has seven different Future Land Use categories as established by the City’s Comprehensive Plan. The character of each of the future land use categories listed in Figure 3 is defined by permitted building types, residential density, functional uses, non-residential intensities, or the physical composition of the land. The Future Land Use categories establish maximum possible residential densities and/or non-residential intensities and additional development standards.

**Figure 3. Future Land Use Category Development Standards**

FLU Category	DU/acre	FAR	Max Height	Lot Coverage	Areawide Mix (% res/non-res)
GMU-24	24	1.5			
LI	-	1.5		60%	
CC-35	35	2.0		60%	70/100
UMU-60	60	3.25	60 feet	80%	50/60
CMU-35	35	2.0		60%	45/60
RMU-100	100	3.5	70 feet	90%	50/75
R-20	20	2.0		65%	
R-35	35	2.0		70%	

Source: City of Tampa Comprehensive Plan



As shown in Map 10, there are 10 different zoning districts within Ybor CRA 2. The City’s zoning districts address permitted uses, parking requirements, building form, and dimensional regulations including lot size, setback, intensity, and height, but may not sufficiently provide guidance regarding ground floor uses and frontage standards along key streets. Figure 4 outlines the dimensional regulations for each of the 10 zoning districts within the Ybor CRA 2, as well as the IG and PD zoning districts along Adamo Drive.

Several streets within and adjacent to the Ybor CRA 2 have special street setbacks established in the City of Tampa Zoning Ordinance, Article V-Application of Area, Height, and Placement Regulations. These streets and setback requirements are provided below:

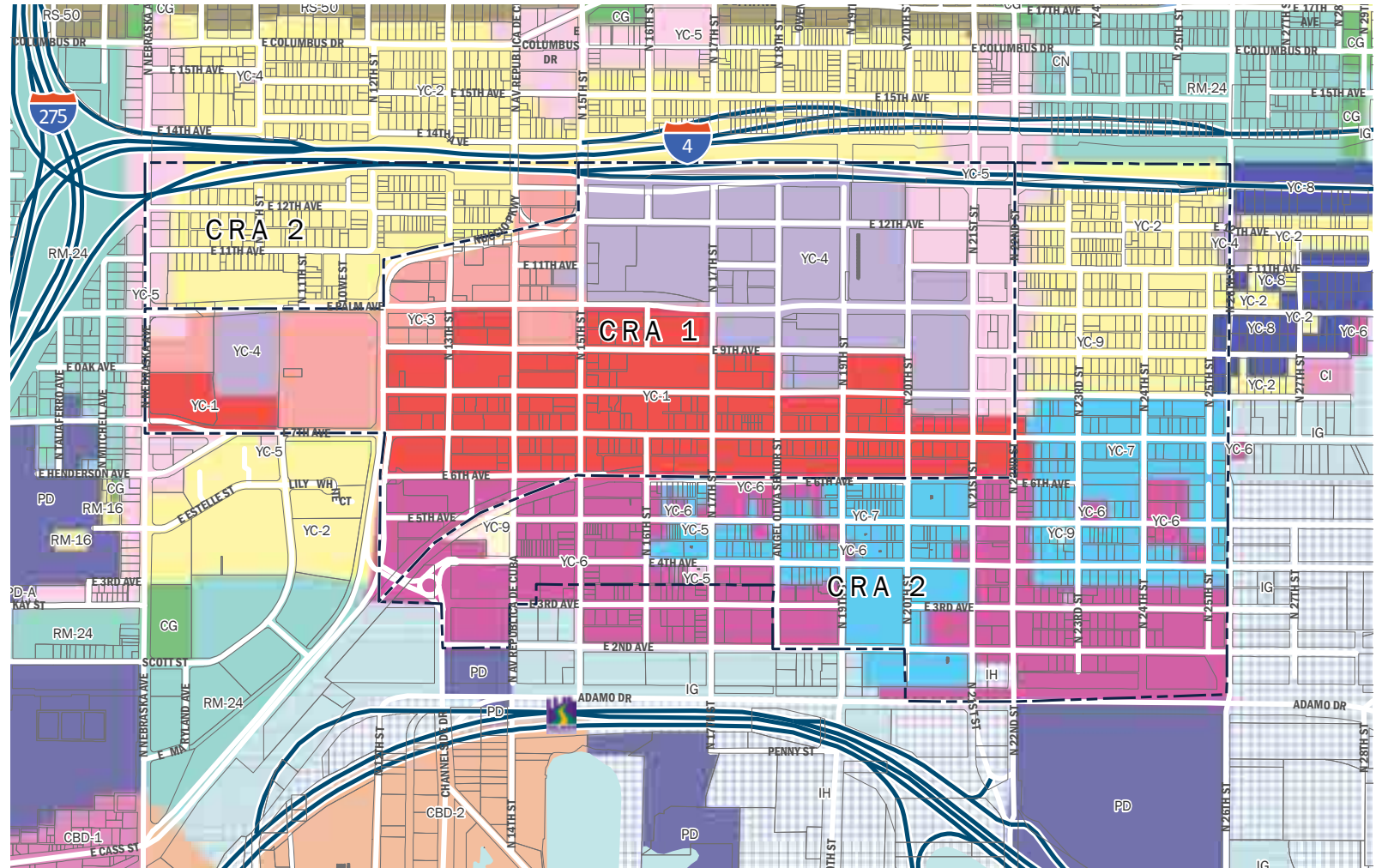
- Adamo Drive between 13<sup>th</sup> Street and US 41 – 86 feet
- 14<sup>th</sup> Street/Avenida Republica de Cuba between Nuccio Parkway and Lake – 28 feet
- 4<sup>th</sup> Avenue between 13<sup>th</sup> Street and 34<sup>th</sup> Street – 34 feet
- 13<sup>th</sup> Street between 4<sup>th</sup> Avenue and 7<sup>th</sup> Avenue (Streetcar right-of-way) – 34 feet
- 15<sup>th</sup> Street between 4<sup>th</sup> Avenue and Nuccio Parkway – 42 feet
- 15<sup>th</sup> Street between Nuccio Parkway and Lake – 28 feet
- 19<sup>th</sup> Street between 8<sup>th</sup> Avenue and 12<sup>th</sup> Avenue – 30 feet
- 21<sup>st</sup> Street from 800 feet south of Adamo Drive to I-4 – 28 feet
- 22<sup>nd</sup> Street between 2<sup>nd</sup> Avenue and Sligh – 46 feet

**Figure 4. Zoning District Dimensional Regulations**

Zoning District	Minimum Lot Size	Minimum Setback	Intensity (FAR)	Max. Height
YC-1 Central Commercial Core	20' width 1,900 sf	Front: 0' Side: 0' Rear: 0'	3.25	45'
YC-2 Residential	25' width 2,500 sf	Front: 10' Side: 3' Rear: 10'	n/a	35'
YC-3 Hillsborough Community College	70' width 6,650 sf	Front: 0' Side: 0' Rear: 0'	2.0	45'
YC-4 Mixed Use Redevelopment	17' width 1,600 sf	Front: 0' Side: 0' Rear: 0'	2.0	45'
YC-5 General Commercial	50' width 4,700 sf	Front: 0' Side: 0' Rear: 10'	2.0	45'
YC-6 Community Commercial	30' width 2,850 sf	Front: 0' Side: 0' Rear: 0'	1.5	60'
YC-7 Mixed Use	25' width 2,500 sf	Front: 0' Side: 0' Rear: 0'	2.0	45'
YC-8 Residential	40' width 4,356 sf	Front: 10' Side: 5' Rear: 20'	n/a	35'
YC-9 Site Plan Controlled	*	*	*	*
IG Industrial General	5,000 sf		0.75	60'
IH Industrial - Heavy	5,000 sf		0.75	
PD Planned Development	*	*	*	*

\* City Council Approved Site Plan  
Source: City of Tampa, Zoning Ordinance

Map 10. Zoning



- A   
 ■ CC   
 ■ CD-3   
 ■ CN   
 ■ IH   
 ■ M-AP-3   
 ■ OP-1   
 ■ R-3MH   
 ■ RM-16   
 ■ RM-35   
 ■ R0   
 ■ RS-150   
 ■ RS-75   
 ■ YC-2   
 ■ YC-5   
 ■ YC-8
- CBD-1   
 ■ CD-1   
 ■ CG   
 ■ CU   
 ■ M-AP-1   
 ■ M-AP-4   
 ■ PD   
 ■ R0-1   
 ■ RM-18   
 ■ RM-50   
 ■ R0-1   
 ■ RS-50   
 ■ UC   
 ■ YC-3   
 ■ YC-6   
 ■ YC-9
- CBD-2   
 ■ CD-2   
 ■ CI   
 ■ IG   
 ■ M-AP-2   
 ■ OP   
 ■ PD-A   
 ■ RM-12   
 ■ RM-24   
 ■ RM-75   
 ■ RS-100   
 ■ RS-60   
 ■ YC-1   
 ■ YC-4   
 ■ YC-7



Map prepared for the Hillsborough County City-County Planning Commission by HDR, Inc.



## Recent, Planned & Potential Development

Within the past decade, several new projects have been completed within Ybor CRA 2 that contributes to the revitalization of the district. While these new projects have made a large impact on the neighborhood, there remains significant potential for additional infill redevelopment on the area's many vacant and underutilized sites.

### RECENT DEVELOPMENT

Several new infill projects, including institutional, commercial, residential, and mixed use developments, have been completed within the past five years in Ybor CRA 2. The completed projects are listed below and are shown on Figure 5.

#### Northwest Ybor

- The Children's Board of Hillsborough County
- Palm Avenue – 3 townhomes

#### Historic Ybor

- Box Factory Lofts – adaptive reuse of 49 residential units
- Lions Eye Institute – 2008 rehab of historic cigar factory
- Villas at 5<sup>th</sup> Avenue – 29 residential and 5 retail units
- Ybor Village Lofts I and II – 20 residential units
- 4<sup>th</sup> Avenue at 17<sup>th</sup> Street – 7 residential infill units
- Las Ybor City Homes – 12 residential and retail units
- City Lofts – 5 townhomes
- Ybor City Lofts – 13 townhomes

- Heidt & Associates building on 5<sup>th</sup> Avenue
- Three-story casitas mid-block on 5<sup>th</sup> Avenue

#### East Ybor

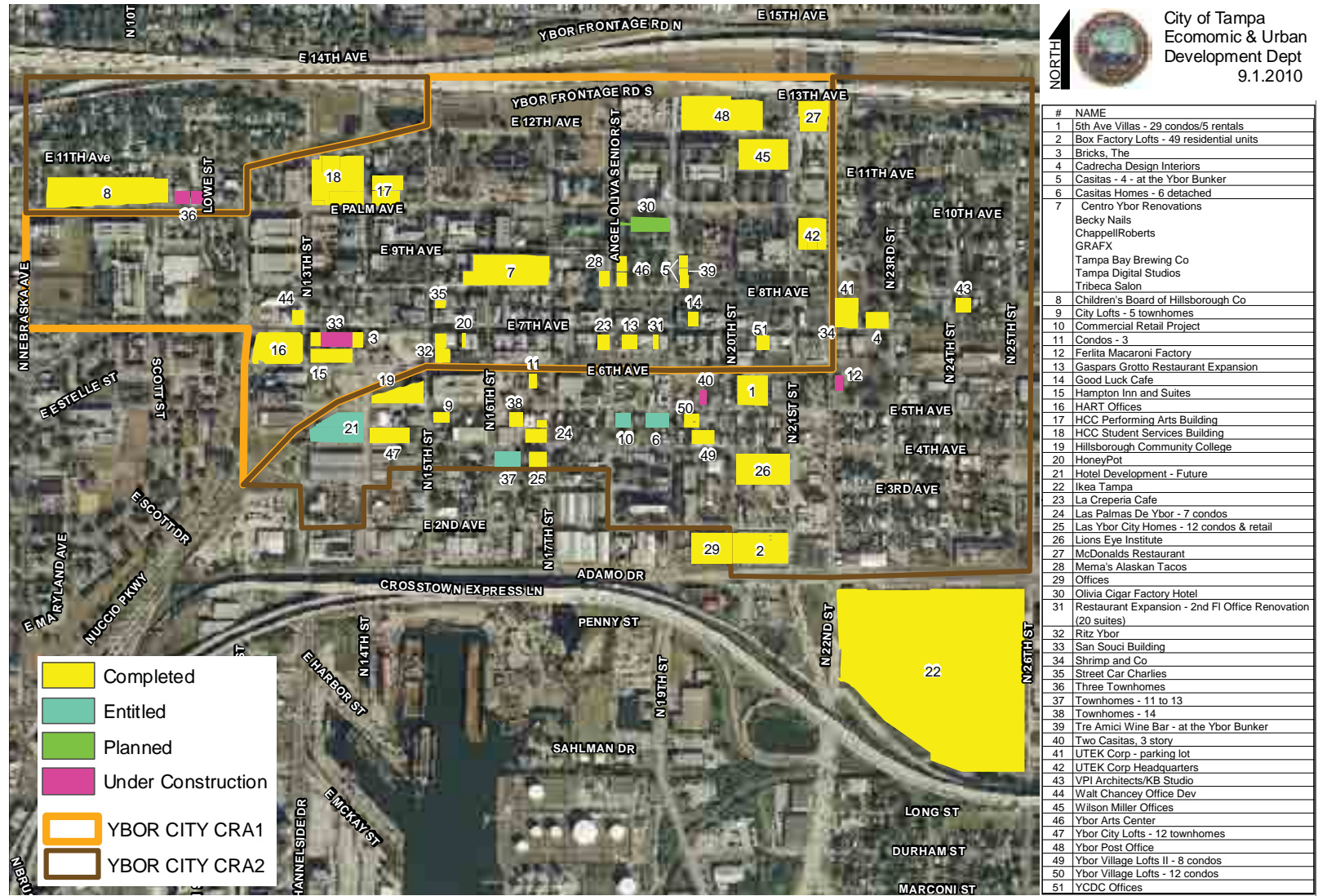
- UTEK Corporate headquarters on 7<sup>th</sup> Avenue
- Cadrecha Design Interiors on 7<sup>th</sup> Avenue
- VPI Architects/KB Studio on 8<sup>th</sup> Avenue
- Relocated historic homes – Six historic homes that were impacted by the I-4 Reconstruction project have been relocated into the East Ybor neighborhood from Northwest Ybor. This includes two homes on 10<sup>th</sup> Avenue between 25<sup>th</sup> and 26<sup>th</sup> Streets, two homes on 11<sup>th</sup> Avenue between 23<sup>rd</sup> and 24<sup>th</sup> Streets, and two homes on 12<sup>th</sup> Avenue between 23<sup>rd</sup> and 24<sup>th</sup> Streets.

### PLANNED DEVELOPMENT

The following list summarizes recently proposed or planned development and public improvements within Ybor CRA 2:

- **Parks.** A dog park has been proposed along I-4 in Northwest Ybor and the Lion Eye Institute has proposed a new park on a vacant lot between 2<sup>nd</sup> and 3<sup>rd</sup> Avenues and 20<sup>th</sup> and 21<sup>st</sup> Streets.
- **Hotel Site.** A hotel is proposed on a site south of the CSX tracks on the block between 13<sup>th</sup> and 14<sup>th</sup> Streets and 4<sup>th</sup> and 5<sup>th</sup> Avenues.
- **Hillsborough Community College Expansion.** HCC purchased the Heidt & Associates Building on 15<sup>th</sup> Street for its continuing education program.

Figure 5. Ybor City Recent Development Activity Map



 City of Tampa  
Economic & Urban  
Development Dept  
9.1.2010

**VACANT & UNDERUTILIZED SITES**

Using data from the Hillsborough County Property Appraiser, an analysis of existing land uses was conducted to determine the location of vacant and underutilized sites. All properties that were not in public ownership with building values less than \$25,000 were determined to be vacant or underutilized.

Within the Ybor CRA 2, there are approximately 1,000 individual parcels in Ybor CRA 2—156 of those are individual condo parcels within a larger common area parcel. The total number of vacant and underutilized sites in Ybor CRA 2 is 314 parcels on 37.4 acres.



*Underutilized site on 3<sup>rd</sup> Avenue south of Ybor CRA 2 boundary north of Adamo Drive.*

The average parcel size is 0.12 acres and the largest parcel is 1.35 acres (block between 2<sup>nd</sup> and 3<sup>rd</sup> Avenues and 20<sup>th</sup> and 21<sup>st</sup> Streets). Other large consolidations of vacant or underutilized sites include blocks between 21<sup>st</sup> and 22<sup>nd</sup> Streets south of the CSX tracks, west of 22<sup>nd</sup> Street between 5<sup>th</sup> and 9<sup>th</sup> Avenues, along 7<sup>th</sup> Avenue east of 22<sup>nd</sup> Street, west of 14<sup>th</sup> Street south of the CSX tracks, 4<sup>th</sup> Avenue west of 18<sup>th</sup> Street, and 5<sup>th</sup> Avenue between 16<sup>th</sup> and 18<sup>th</sup> Streets.

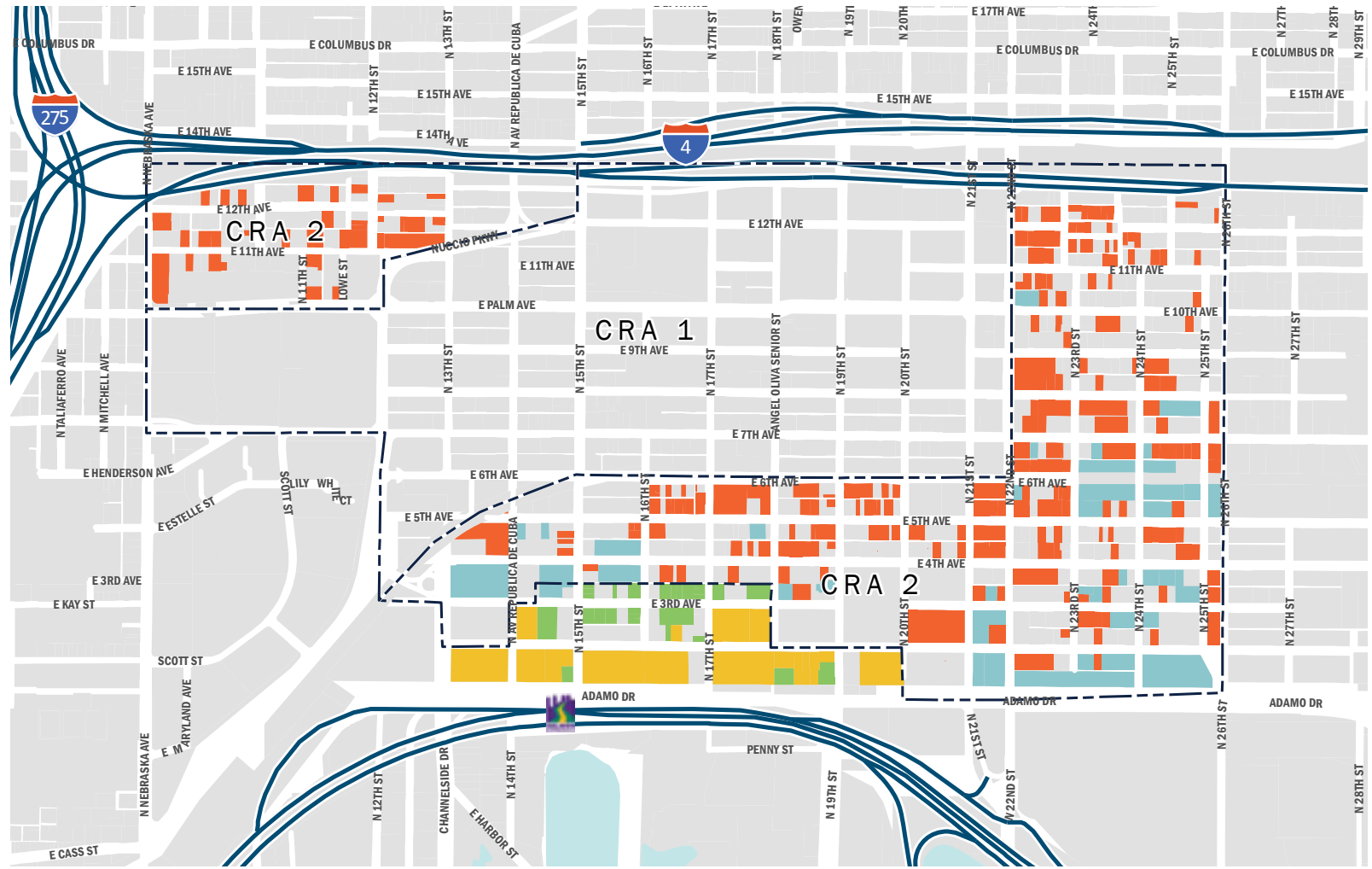
Vacant or underutilized land in public ownership with development potential is limited. In recent years, City-owned property has been used to relocate houses affected by the I-4 expansion. Other large tracts of public land in CRA 2 include interstate and railroad rights-of-way, unimproved street rights-of-way, school sites, utilities, and surface parking lots.

**DEVELOPMENT POTENTIAL**

Building on the analysis of existing land uses and vacant and underutilized sites, land with development potential within the Ybor CRA 2 was identified, including vacant and underutilized sites and sites with existing industrial uses in the Ybor CRA 2 and the area between the Ybor CRA 2, Channelside Drive, and Adamo Drive. A total of 403 parcels on 71.34 acres were identified as having development potential and is shown on Map 11.

Density for residential uses and intensity for non-residential uses is determined by the a maximum number of dwelling units per acre or a floor area ratio (FAR) established for each future land use category in the City’s Comprehensive

Map 11. Land with Development Potential



- Adamo Industrial
- Adamo Vacant or Underutilized (Building value < \$25,000)
- CRA 2 Industrial
- CRA 2 Vacant or Underutilized (Building value < \$25,000)



Map prepared for the Hillsborough County City-County Planning Commission by HDR, Inc.

Plan and each zoning district. If all of the land identified as vacant, underutilized, or industrial on Map 11 were to develop at 1.0 FAR—the approximate density of several recently completed projects—the neighborhood could gain up to 5,000 new residents within Ybor CRA 2 and along Adamo Drive. Note: this is based on an average unit size of 1,000 square feet with 1.5 persons per unit.

## Market for Neighborhood-Serving Uses

The lack of neighborhood-serving commercial uses and amenities is a central concern of Ybor City residents. As documented in the Vision Plan and in plans prepared for surrounding areas of the City, the absence of uses catering to local residents—commercial uses like full-service grocery stores, pharmacies, and dry cleaners—affects the lives of existing residents and serves as a barrier to new investment. Without basic services in close proximity, residents are required to spend more time and incur higher costs traveling outside the neighborhood to meet daily and weekly needs, and potential residents have to factor in this lack of convenience in their relocation and investment decisions.

Fortunately, market conditions in Ybor City and adjacent neighborhoods have improved in recent years and these improvements are well documented in the *Neighborhood Market Drilldown* (Drilldown) report prepared in 2008 by The Social Compact, Inc. As shown in the report, a number of the City’s urban neighborhoods have experienced significant increases in population, home values, and personal income in recent years, and these increases

have translated into greater buying power than had been documented in earlier studies.

The Market Drilldown report highlights economic conditions in the City’s centrally-located neighborhoods, including Downtown, Harbour Island, Central Park, the Channel District, and Ybor City. As defined in the Drilldown report, these neighborhoods had a combined population of almost 11,000 in 2008 and sufficient buying power to support a full-service grocery of over 55,000 square feet as well as 34,000 square feet of apparel stores. Although the Drilldown did not estimate demand for other uses, the positive findings suggest support also exists for smaller-scale, neighborhood-serving uses.

Data presented in several other reports provide strong evidence that the market for neighborhood-serving uses will improve in the future. For example, current population estimates provided in the Ybor City Economic Market Analysis (completed in 2004) and the Channel District Strategic Action Plan (completed in 2006) indicate the potential for an increase in total population in Ybor City and the Channel District of over 18,000 residents by 2025. This projected population increase, plus projected increases in Downtown, the Encore! project, and Tampa Heights, will result in a significant uptick in buying power in close proximity to 21<sup>st</sup>/22<sup>nd</sup> Streets and Adamo Drive—two corridors within or adjacent to CRA 2 with high visibility, excellent regional access, and several large sites in single-ownership.

# IV. Framework Plan & Strategies

This section of the Vision Plan Amendment offers a review of the vision statement and guiding principles from the 2005 Vision Plan, a review of the Ybor CRA 2 Framework Plan that offers general guidance for stakeholders and policy makers, and a list of more detailed recommendations addressing important issues and opportunities.

## Vision Plan Foundation

Recommendations for Ybor CRA 2 build on the vision statement and guiding principles presented in the Ybor City Vision Plan. These statements, provided below, serve as the basis for decisions affecting the entirety of Ybor City and as well as the foundation for Ybor CRA 2-specific plans and proposals.

### VISION STATEMENT

*Ybor City, a National Landmark Historic District, is a unique urban community melding beautiful historic architecture, a celebrated multi-cultural heritage, a bustling “main street,” creative businesses, and livable neighborhoods into one of Tampa Bay’s most desirable places to live, work, visit, and be entertained.*

### GUIDING PRINCIPLES

- 1. Any new development or redevelopment should be compatible with the historic urban form. This is not limited to structures, but also applies to the basic street grid. For example, midblock alleys should be maintained or reinstated as service and access ways, and the closure of streets and consolidation of several blocks into superblocks should be actively discouraged.*
- 2. Land use mix should strive for a maximum diversity and integration of disparate uses, with a view to creating a round-the-clock activity cycle. In particular, creative and artistic enterprises should be targeted for growth.*
- 3. Central management and authority should be strengthened. Tightly integrated, dense, and multi-functional urban districts function best when activities are coordinated. Certain services such as parking management, retail merchandising, marketing, etc. can be more effectively delivered by ceding individual authority to a larger entity.*
- 4. Pedestrian and transit activity should be emphasized. Vehicular traffic should be carefully directed and controlled, with a view to making the historic core more pedestrian-friendly.*

5. *The character of the district should continue to build on its multi-cultural heritage, emphasizing its history as the Latin Quarter of Tampa.*
6. *Balance. The diverse, funky mix of activities is Ybor City's principal strength, but the overall mix of activities should be carefully monitored to ensure that no one element dominates at the expense of the others*
7. *Economic Viability. Future investments in Ybor City should be based on a sound economic strategy that will enhance the value of the properties and businesses in the district.*

## Ybor CRA 2 Framework Plan

The Vision Plan Amendment is designed to build on recent successes and ensure policies and programs implemented over the next 20 years respect the neighborhood's history and heritage, leverage planned investments in transit and road improvements, accelerate the pace of preservation and infill development, and attract projects and amenities that reinforce Ybor City's unique character and identity.

### YBOR CRA 2 PLANNING PRINCIPLES

In addition to the Ybor City Vision Statement and Guiding Principles above, decisions regarding the future of Ybor CRA 2 will be guided by the following general principles:

- **Promote Preservation & Reinvestment.** Recommendations in the Vision Plan Amendment reinforce the basic premise that preserving the neighborhood's history, heritage, and culture is critical to success and that a preservation ethic should serve as the primary driver of decisions affecting the neighborhood. Ensuring new investments, projects, and uses "fit" within the neighborhood's unique historic context remains a central concern of the community.
- **Enhance Livability.** The livability of urban neighborhoods is strongly influenced by a number of interrelated factors—the mix and intensity of land uses, the availability of amenities and services, and perceptions of safety and security. To improve livability, the Vision Plan Amendment focuses on ways to attract neighborhood-serving uses; manage transitions among diverse uses; encourage preservation, reinvestment, and appropriate forms of infill and redevelopment; and ensure safety and security.
- **Improve Streets & Public Spaces.** Building on Vision Plan recommendations emphasizing the importance of a pedestrian-friendly environment, the Vision Plan Amendment offers recommendations for the improvement of streets, streetscapes, and crosswalks, including the redesign of 21<sup>st</sup> and 22<sup>nd</sup> Streets; stronger connections between the east and west sides of the district; and the creation of new public spaces serving the needs of existing and future residents.
- **Leverage Transit & Trail Investments.** Leveraging the potential of planned investments in new transit service and trail connections is an important focus of the Vision Plan Amendment. With careful planning, enhanced transit service (LRT, BRT, and improved local bus service) along with improved bicycle and pedestrian linkages have the potential to change the market position of the neighborhood, accelerate the pace of preservation and reinvestment, and greatly improve local and regional connectivity.

## YBOR CRA 2 FRAMEWORK MAP

The Ybor CRA 2 Framework Map (Map 12) provides an overview of planning strategies by subarea within Ybor CRA 2. The map, designed as a supplement to Figure 4.1 on page IV-3 of the Vision Plan, offers a general overview of issues and opportunities affecting different subareas.

### Northwest Ybor Subarea

For this area of the district, the Vision Plan Amendment calls for a continued focus on code enforcement, housing stabilization, rehabilitation, and appropriate infill development. Recommendations anticipate this subarea will maintain its character as a predominantly low- to moderate-density area of single family houses south of I-4 and institutional buildings fronting Nebraska and Palm Avenues. Specific improvements include streetscape upgrades and the construction of a new park and dog run south of I-4 between 12<sup>th</sup> and 13<sup>th</sup> Streets. In addition, the Vision Plan Amendment calls for the on-going monitoring of plans for I-4 and proposed HSR to ensure potential impacts are mitigated.

### South of 6th Subarea

Managing the impact of infill development and redevelopment in the mixed use district south of 6<sup>th</sup> Avenue will continue to be a priority. The high concentration of vacant and underutilized sites, combined with an improving real estate market and the potential effects of LRT service make this area increasingly attractive for investment. The Vision Plan Amendment includes recommendations to

ensure new projects fit the neighborhood's diverse mix of uses and building types and reinforce the existing pattern and character of development.

Recommendations in the Vision Plan Amendment call for improving the quality of streets and streetscapes, especially along industrial and commercial frontages; constructing a new public space designed to serve neighborhood needs (play areas, dog run, and passive recreation); and improving existing and restricting the development of new commercial parking lots. The Vision Plan Amendment also recommends completion of drainage improvements to address flooding at 5<sup>th</sup> Avenue and 17<sup>th</sup> Street.

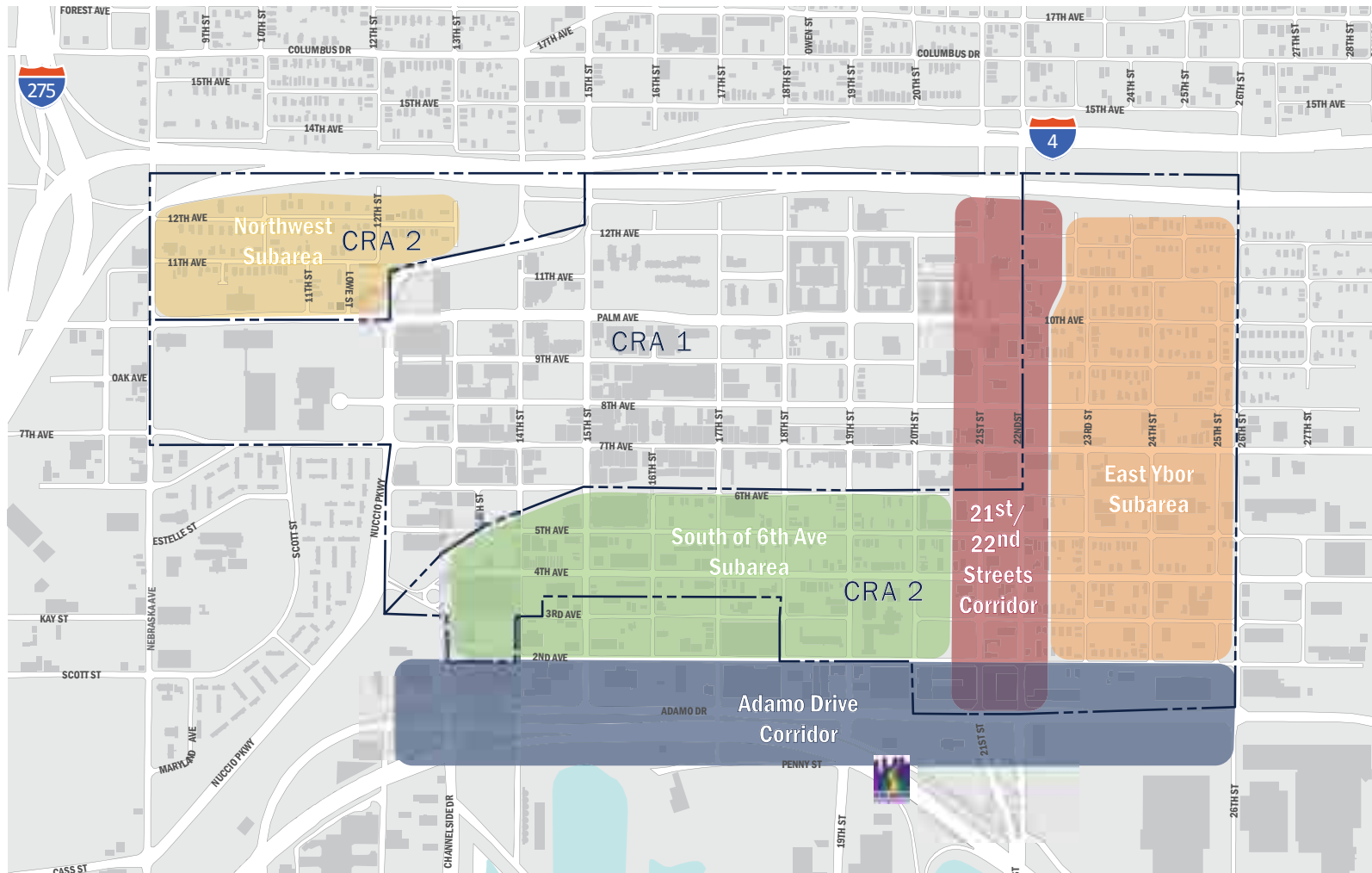
### East Ybor Subarea

For East Ybor, the Vision Plan Amendment calls for continued focus on housing stabilization, rehabilitation, and appropriate infill development; aggressive code enforcement; streetscape and drainage improvements, and the management of impacts of industrial uses on neighborhood livability. Completion of the 7<sup>th</sup> Avenue streetscape improvements eastward to 26<sup>th</sup> Street is an especially high priority as is the need to improve the condition of private parking lots north and south of 7<sup>th</sup> Avenue.

Additional recommendations for this area are designed to ensure zoning controls reinforce the existing patterns of development and promote effective transitions in scale and intensity from potential mixed use redevelopment along 22<sup>nd</sup> Street, 7<sup>th</sup> Avenue, and Adamo Drive; improve sidewalk and streetscape conditions in locations with discontinuous



Map 12. Ybor CRA 2 Framework Map



Map prepared for the Hillsborough County City-County Planning Commission by HDR, Inc.

sidewalks and open curb cuts; improve drainage systems to effectively serve existing and planned development west of 22<sup>nd</sup> Street; and explore the potential for new public space between 7<sup>th</sup> Avenue and Adamo Drive to serve residents south of 7<sup>th</sup> Avenue.

### **21<sup>st</sup>/22<sup>nd</sup> Streets Corridor Subarea**

As highlighted in the Vision Plan, the rerouting of heavy commercial traffic from 21<sup>st</sup> and 22<sup>nd</sup> Streets to the I-4/Selmon Expressway Connector opens up new opportunities to improve conditions in the district. With fewer trucks and lower traffic volumes, these important streets can be redesigned to better accommodate pedestrians and bicyclists, provide more attractive frontages for retail and commercial uses, and bridge the long-standing divide between the west and east sides of the neighborhood.

The Vision Plan Amendment offers recommendations to ensure planned street and streetscape improvements support community objectives to slow traffic, improve crossing conditions, and enhance aesthetics.

### **Adamo Drive Corridor Subarea**

Though not fully within the boundaries of Ybor CRA 2, development along the Adamo Drive Corridor strongly affects livability in Ybor City. With proper planning and design, development along Adamo Drive could bring new amenities and services to the neighborhood, provide spaces for neighborhood-serving uses like a grocery store, pharmacy, dry cleaners, or professional services, and be

designed in ways to resolve long-standing conflicts between residential and industrial uses along the southern edge of the district.

## **Ybor CRA 2 Strategies**

Based on a review of existing conditions, planned improvements, and the Vision Plan's Guiding Principles, the following plan strategies were prepared and refined during a series of meetings with the YCDC Planning & Infrastructure Committee and neighborhood stakeholders. The plan strategies are organized around the following general categories:

- Preservation & Quality Development
- Neighborhood Livability
- Streetscapes & Public Spaces
- Connectivity & Mobility
- Infrastructure

### **PRESERVATION & QUALITY DEVELOPMENT**

**Preservation Programs and Incentives.** The Vision Plan Amendment calls for continued focus on the preservation, stabilization, rehabilitation, and adaptive reuse of historic resources in the district. Specific strategies include the following:

- Continued work with the City's Department of Land Development Coordination, the Historic Preservation Commission, the BLC, and the Planning Commission to ensure existing regulations and land use plans

are effectively and consistently applied and the neighborhood continues to have opportunities to review and comment on proposed projects.

- Continued work to promote the availability and use of existing and future incentive programs to promote stabilization and preservation of historic sites.
- Identification of key threatened properties like the Ferlita Macaroni Factory and establishment of targeted incentives, potentially using CRA 2 funds, to promote stabilization and rehabilitation.

**Infill Development.** The Vision Plan Amendment also recommends that the City evaluate the potential to add form-based zoning standards to existing YC Districts to promote compatible infill development and a higher level of consistency in frontage conditions and building forms. Although a diverse mix of uses and building types exists, the neighborhood exhibits a fairly consistent pattern of residential uses and building frontages (porches and stoops) along east-west streets and commercial uses and building frontages (storefronts with canopies, awnings and galleries) along the main streets of 7<sup>th</sup> Avenue and 21<sup>st</sup>/22<sup>nd</sup> Streets, and at corner locations and along a few key frontages in primarily residential areas of the district, including along portions of 17<sup>th</sup> and 20<sup>th</sup> Streets.

Despite the presence of non-conforming industrial uses and warehouses throughout the district, this general pattern is fairly consistent and has been reinforced by the design of several newer, mixed use projects. Ensuring zoning controls reinforce these historic existing patterns as well as provide transitions in scale between existing and new projects may

require adding a simple set of form-based standards to the existing regulations.

**Adamo Corridor Redevelopment.** The Vision Plan Amendment also calls for the continuation of efforts to promote quality redevelopment of industrial sites and uses along Adamo Drive Corridor. Quality mixed use development along the corridor, designed with effective transitions in scale to the neighborhood, has the potential to bring much-needed neighborhood-serving commercial uses to the district as well as market support for the continued rehabilitation and improvement of properties with the district.

**Land Use Transitions.** As redevelopment of commercial corridors in and adjacent to the district continues, it will become increasingly important to ensure effective transitions between residential land uses and mixed use projects along 7<sup>th</sup> Avenue, 21<sup>st</sup>/22<sup>nd</sup> Streets, and Adamo Drive. To ease the transition, the potential for enhanced requirements for buffers, landscaping, lighting, and visual screening should be explored. Map 13 identifies areas that are predominantly residential and the location of land use transitions.

**Targeted Code Enforcement.** Continued, aggressive code enforcement, along with efforts to promote investment in older and historically-significant properties, remain important priorities of the neighborhood. The Vision Plan Amendment calls for continued support for enhanced code enforcement activities as well as efforts to attract additional funding to assist property owners improve properties, reduce energy use through efficiency retrofits, and ensure code compliance.



## NEIGHBORHOOD LIVABILITY

**Neighborhood Business Incentives.** Expanding efforts to maintain existing and attract new neighborhood-serving uses is among the neighborhood’s top priorities. Further research should be undertaken to ensure existing and potential incentive programs are carefully targeted to attract and retain a select set of neighborhood-serving businesses—grocery stores, pharmacies, personal and professional services, dry cleaners, etc. Working in partnership with neighboring CRAs, the following tasks should be undertaken to support the institution of an effective, incentive-based program:

- complete a careful review of the effectiveness of existing incentives and inducements;
- expand on analyses presented in the 2008 Drilldown focused on specific types of businesses;
- evaluate the potential for strategically-located vacant and underutilized buildings and sites to support targeted businesses; and
- explore a wide range of potential incentives and inducements.

Map 14 indicates preferred locations for retail frontage and sites with potential to support large-scale neighborhood-serving retail uses.

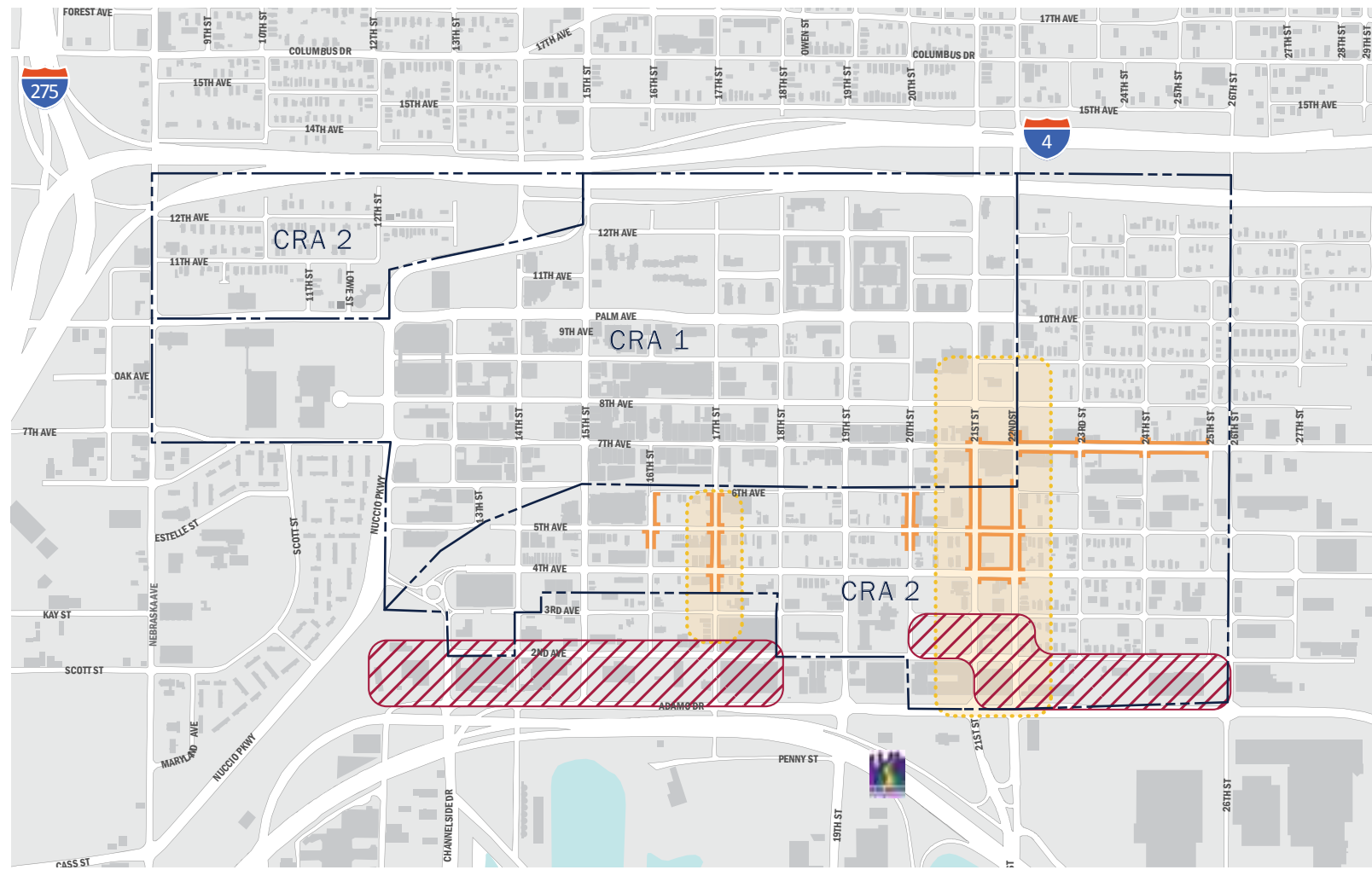
**Neighborhood Marketing.** Efforts to promote Ybor City as a lively urban quarter and a complete urban neighborhood should be continued. Marketing the neighborhood as a unique and attractive place to live and do business will

help counter lingering perceptions of the district as a single-purpose entertainment district. Enhanced marketing efforts, funded with TIF or other funding sources, should be designed to celebrate the community’s full range of amenities and competitive advantages, and attract appropriate forms of preservation, infill, and redevelopment.

**Industrial Use Impacts.** Efforts to monitor and manage the impacts of industrial uses on neighborhood livability should be expanded. Although residents recognize that many of the existing commercial and industrial uses in and adjacent to the neighborhood may remain for some indefinite period of time, the impacts of such uses can be minimized through enhanced code enforcement efforts, restrictions on hours of operation, limits on the use of public rights-of-way for commercial operations and parking, and the enforcement of truck routes and travel speeds.

**Surface Parking Limits and Reuse.** Parking as a primary land use is not compatible with the community’s revitalization goals. Strict limits on the scale and location of surface parking areas should be established, strategies to promote infill development on existing surface lots should be implemented, and on-going efforts to improve the condition of existing lots likely to remain should be continued. In addition, opportunities to provide additional parking to meet residential needs, support housing affordability, and ease demand on existing on-street spaces should be explored. Such parking could be located on-street by maximizing the use of curb-side space or in small lots in mid-block locations accessed via alleys.

Map 14. Retail Development Potential



-  Preferred Retail Frontage
-  Sites for Larger-Scale Neighborhood Serving Retail

-  Neighborhood-Serving Retail Cluster



Map prepared for the Hillsborough County City-County Planning Commission by HDR, Inc.

**Entertainment Uses.** Although conditions have improved in recent years, the management and minimization of effects of entertainment uses on neighborhood livability should be continued.

**YES Team Services.** The services of the YES Team have proven effective, are highly valued among neighborhood stakeholders, and should be continued indefinitely.

### STREETSCAPES & PUBLIC SPACES

Map 15 identifies the location of existing public spaces, planned streetscape improvements, and streetscape and public space improvement study areas described in the following text.

**21st/22nd Street Redesign.** Proposed improvements to 21st and 22nd Streets in advance of the jurisdictional transfer from FDOT to the City of Tampa have the potential to calm traffic, improve the district's attractiveness, and reconnect the east and west sides of the neighborhood. To ensure planned improvements are consistent with community goals for the creation of a more safe, walkable, and attractive corridor, YCDC and Ybor City stakeholders will take an active role in all future design and decision-making processes, including participation in pre-design scoping meetings with FDOT, the City of Tampa, and other interested parties.

YCDC and Ybor City stakeholders support the following improvements:

- reduction in the number of travel lanes from 3 to 2 on each street south of 10th/Palm Avenue to support lower

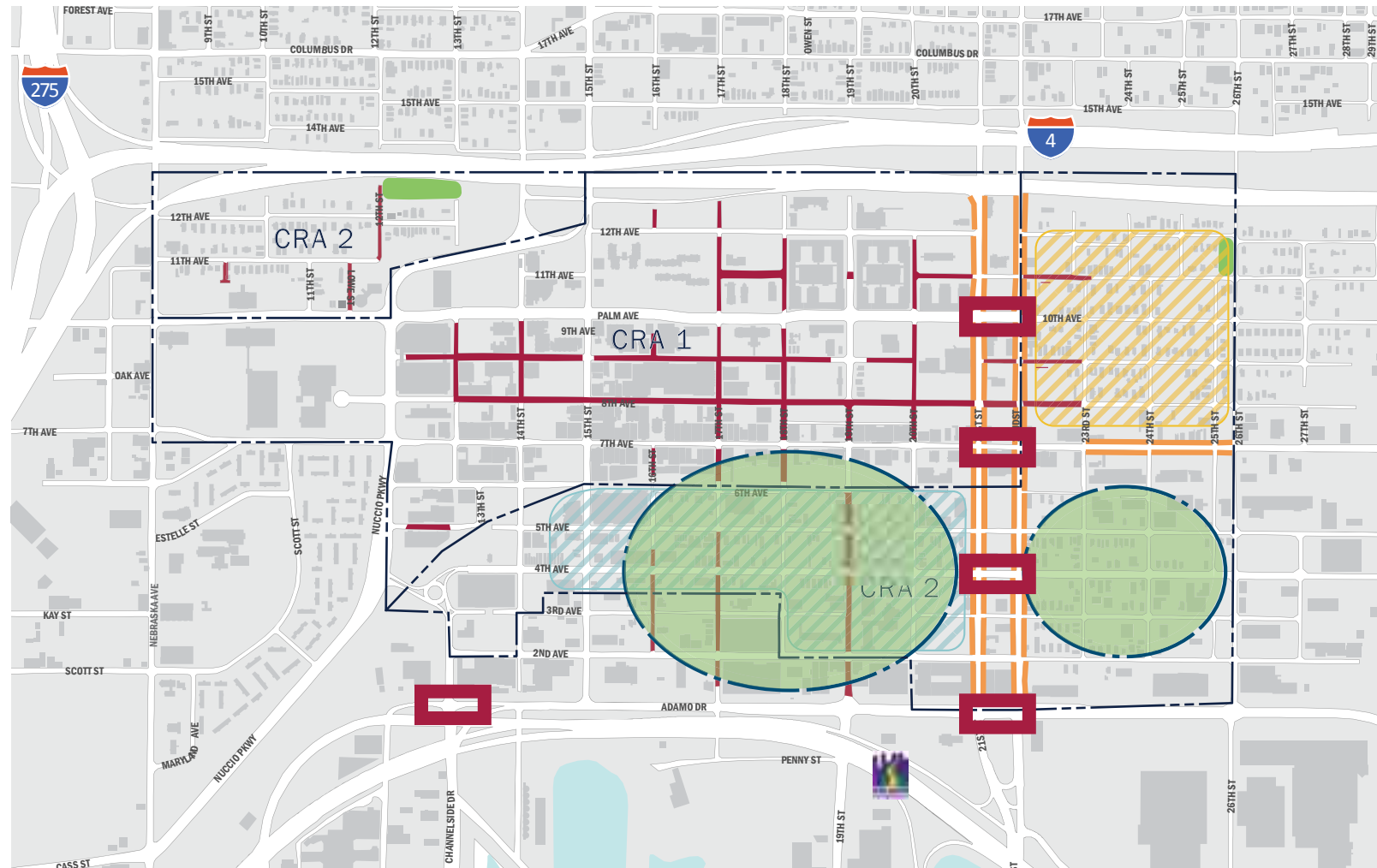
traffic volumes, lessen pedestrian crossing distances, and lower vehicle speeds;

- improved sidewalk paving and granite curbing from I-4 to Adamo Drive, including the full extent of the Adamo Drive intersection, consistent with applicable guidelines for improvements within the historic district;
- on-street parallel parking and curb extensions at intersections along the east sides of 21st Street and along the west side of 22nd Street south of 10th/Palm Avenues to support redevelopment;
- striped and marked bike lanes northbound on 22nd and southbound on 21st;
- enhanced pedestrian crosswalks with ADA ramps and count-down signals to support safe pedestrian crossings; and
- aesthetic improvements such as historically-appropriate decorative lighting, signal poles and arms, and directional, wayfinding, destination, regulatory and other signage.

In addition, the community should explore the potential for the following additional improvements and enhancements:

- sidewalk designs that accommodate canopy and gallery projections into rights-of-way to shade sidewalks;
- brick paving or aesthetically-acceptable alternative treatments at key intersections;
- enhanced landscaping consistent with landscape treatments elsewhere in the district;
- reduction, consolidation, or narrowing of existing curb cuts; and
- City- or YCDC-funded streetscape improvements along cross streets such as 10th/Palm Avenue, 7th Avenue, and 4th Avenue.

Map 15. Streetscapes & Public Spaces



- Park
- Sidewalk Improvement Area
- Industrial Use Streetscape Improvement Area
- Planned Streetscape Improvements
- Brick Street
- Pocket Park Study Area
- Special Intersection Treatment



Map prepared for the Hillsborough County City-County Planning Commission by HDR, Inc.



Given the corridor’s varying conditions and right-of-way limitations, decisions regarding the best ways to meet community objectives to slow traffic, improve pedestrian conditions,

**7<sup>th</sup> Avenue Streetscape.** The completion of the 7<sup>th</sup> Avenue streetscape improvements east to 26<sup>th</sup> Street is a high priority of the neighborhood. The east end of 7<sup>th</sup> Avenue has the potential to help bridge the gap between the east and west sides of the neighborhood and support new neighborhood-serving businesses.

**Streetscape Improvements.** Streetscape conditions—the conditions of curbing, crosswalks, sidewalks, and landscaped areas in the right-of-way—strongly influence the neighborhood’s pedestrian accessibility and attractiveness. To improve conditions throughout the CRA 2 district, the following is recommended:

- YCDC should continue the ongoing program to improve pedestrian crosswalks;
- future investments should be focused on improving areas with discontinuous sidewalks and open curb cuts, including streets with commercial and industrial frontages and in areas of East Ybor;
- earlier plans prepared in collaboration with TECO to install pedestrian-scaled decorative lighting in residential areas of the district should be re-evaluated;
- seek funding for the planting of shade trees along residential streets; and
- ensure existing sections of brick streets are preserved and seek funding to re-establish brick paving on

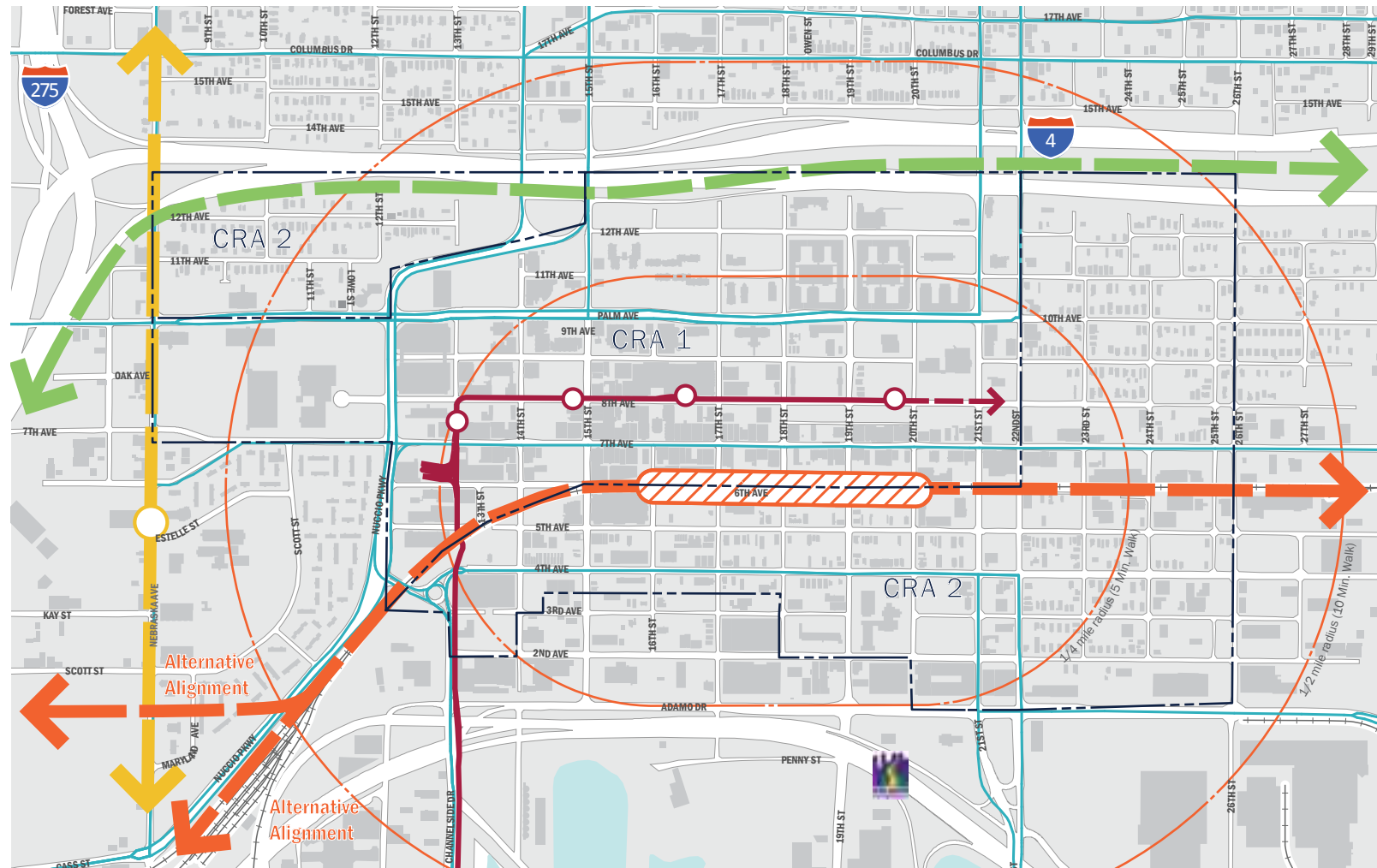
discontinuous segments, including along 16<sup>th</sup> and 17<sup>th</sup> Streets.

**Alley Preservation and Improvement.** In more urban settings, alleys can serve several important functions; they provide direct access to rear yard parking and service areas, have the potential to serve as rights-of-way for utilities and services, and limit the overall bulk and scale of new development. As called for in the *Ybor City Design Standards*, Ybor City alleys should be maintained, improved where possible, and vacated only in cases where a proposed project or improvement is found to provide public benefits sufficient to compensate for the loss of the alley right-of-way.

**New and Improved Public Spaces.** Neighborhood livability suffers from a lack of public spaces serving neighborhood needs—playgrounds, pocket parks, dog runs, and other improvements. Without convenient places to meet, relax, and recreate, residents are forced to travel outside the neighborhood to enjoy simple amenities. To provide a higher level of neighborhood amenity, the following improvements and new spaces should be provided:

- a new pocket park or public plaza should be created to serve the needs of residents living south of 6<sup>th</sup> Avenue. (Vacant and underutilized sites located west of the 21<sup>st</sup>/22<sup>nd</sup> Streets corridor should be evaluated for purchase and improvement as public spaces. Spaces of at least 20,000 square feet should be evaluated for their potential to provide a hardscape or landscape gathering space as well as a more active use areas such as a dog run, playground, play fountain, etc.);

Map 16. Connectivity & Mobility



- |                         |           |                         |                                |                     |
|-------------------------|-----------|-------------------------|--------------------------------|---------------------|
| <b>EXISTING SERVICE</b> |           | <b>PROPOSED SERVICE</b> |                                |                     |
| Streetcar Route         | Bus Route | BRT Route               | LRT Route                      | Streetcar Extension |
| Streetcar Stop          |           | BRT Stop                | Potential Location of LRT Stop | HSR Route           |



Map prepared for the Hillsborough County City-County Planning Commission by HDR, Inc.

- the space along the south side of I-4 between 12<sup>th</sup> and 13<sup>th</sup> Streets should be improved to serve as a park space. The area is large enough to support the development of a walkway, area for passive play, and dog run. Planning for such improvements should be carefully coordinated with plans for HSR; and
- the East Ybor Park should be maintained and improved over time to meet the needs of the neighborhood.

**Ybor Gateways.** The community should continue to explore the potential for improvements at Adamo and Channelside Drives, Adamo and 21<sup>st</sup>/22<sup>nd</sup> Streets, and on 7<sup>th</sup> Avenue at 26<sup>th</sup> Street. Though the features need not be as elaborate as the gateway at 7<sup>th</sup> Avenue and Nuccio Parkway, streetscape improvements; wayfinding, interpretive, or destination signage; or other improvements could improve wayfinding and help visitors appreciate Ybor’s history and culture.

## CONNECTIVITY & MOBILITY

**Plan for Enhanced Transit.** Enhanced transit service could have significant positive effects on the neighborhood. Introducing regional LRT and BRT service, expanding streetcar service both within and beyond Ybor City, and maintaining high levels of bus service could result in the neighborhood becoming the most transit-rich location in the Southeastern United States. Map 16 shows the location of proposed transit service corridors and stops.

To ensure the neighborhood benefits fully and directly from these planned investments, neighborhood stakeholders should undertake the following:

- support current efforts to provide LRT service through Ybor City and participate in discussions with the City and HART regarding station location, station design and access, and transit-oriented development;
- participate in the design and decision-making processes for proposed BRT service along Nebraska Avenue; and
- advocate for future extensions of the streetcar system, including the potential to extend the existing line a few blocks east to the 21<sup>st</sup>/22<sup>nd</sup> Streets corridor and to provide a full loop service extending north through downtown, connecting to the proposed HSR station, and looping back to Ybor City via Palm Avenue or another east-west route.

**Trail and Greenway Connections.** Continue efforts to improve trail and greenway linkages between Ybor City and destinations throughout the City and region. Explore the potential to create trail connections along Adamo Drive between Channelside Drive and 34<sup>th</sup> Street linking Ybor City to the Channel District and Downtown and south along the 21<sup>st</sup>/22<sup>nd</sup> Streets to the proposed McKay Bay Greenway. Also consider designating 21<sup>st</sup>/22<sup>nd</sup> Streets north of Adamo Drive on citywide greenway and trail maps and incorporating bike lanes in the redesign.

**High Speed Rail Impacts.** Although HSR will not directly serve Ybor City, the impacts of its construction and operations could affect the neighborhood. Consequently, stakeholders should continue to monitor plans to ensure proposed impacts are documented, minimized, or mitigated.

## INFRASTRUCTURE

**On-Going Coordination.** Neighborhood stakeholders should continue to ensure plans and designs for city-funded capital projects, e.g. sidewalk construction, street resurfacing, drainage improvements, water and sewer line upgrades, etc., are coordinated with YCDC and designed to comply with the *Ybor City Design Standards*. As planned improvements are identified, neighborhood residents should be offered appropriate opportunities to participate in the design and decision-making processes.

**Fair Share Allocation of Funds.** Ensure the “fair share” allocation of funds for improvements within Ybor CRA 2.

Consistent with the Ybor CRA 2 Plan, CRA 2 funds should be used for neighborhood specific enhancements to projects rather than to replace conventional funding sources.

**Drainage Issues.** Plans to fund and construct drainage improvements to address flooding along 5<sup>th</sup> and 6<sup>th</sup> Avenues between 15<sup>th</sup> and 17<sup>th</sup> Streets should be finalized and improvements completed as quickly as possible. Should full funding not be available, an interim solution should be sought to minimize flooding of sites and structures. Also, efforts to improve drainage in East Ybor should continue, including plans to complete a comprehensive drainage study for areas east of 22<sup>nd</sup> Street without storm drains.

# V. Action Plan

	Strategy	Lead Dept/ Agency	Priority	Status	Completion Date
<b>PRESERVATION &amp; QUALITY DEVELOPMENT</b>					
<b>1. Preservation Programs &amp; Incentives</b>	Continue to work with the City's Department of Growth Management and Development Services, the BLC, HPC, and the Planning Commission to ensure existing regulations and land use plans are effectively and consistently applied and the neighborhood continues to have opportunities to review and comment on proposed projects.	YCDC	High	Underway	Ongoing
	Continue to work to promote the availability and use of existing and future incentive programs to promote stabilization and preservation of historic sites.	YCDC; HPC/ BLC	High	Underway	Ongoing
	Identify key threatened properties like the Ferlita Macaroni Factory and establishment of targeted incentives, potentially using Ybor CRA 2 funds, to promote stabilization and rehabilitation.	YCDC; HPC/ BLC	High	New	2011
<b>2. Infill Development</b>	Ensure zoning controls reinforce existing historic patterns as well as provide transitions in scale between existing and new projects. Evaluate the potential to add form-based zoning standards to existing YC Districts to promote compatible infill development and a higher level of consistency in frontage conditions and building forms.	YCDC; GMDS; HPC/BLC; PC	Medium	New	2012
<b>3. Adamo Corridor Redevelopment</b>	Continue to promote quality redevelopment of industrial sites and uses along the Adamo Drive Corridor.	YCDC	High	Underway	Ongoing
<b>4. Land Use Transitions</b>	To ease the transitions between residential land uses and mixed use projects along 7 <sup>th</sup> Avenue, 21 <sup>st</sup> /22 <sup>nd</sup> Streets, and Adamo Drive, explore the potential for enhanced requirements for buffers, landscaping, lighting, and visual screening.	YCDC; GMDS; HPC/BLC; PC	High	Planned	2011
<b>5. Targeted Code Enforcement</b>	Continue to support enhanced code enforcement activities as well as efforts to attract additional funding to assist property owners improve properties, reduce energy use through efficiency retrofits, and ensure code compliance.	YCDC; DCE	High	Underway	Ongoing

	Strategy	Lead Dept/ Agency	Priority	Status	Completion Date
<b>NEIGHBORHOOD LIVABILITY</b>					
<b>1. Neighborhood Business Incentives</b>	Expand efforts to maintain existing and attract new neighborhood-serving uses.	YCDC	High	Existing	Ongoing
	Undertake further research to ensure existing and potential incentive programs are carefully targeted to attract and retain a select set of neighborhood-serving businesses—grocery stores, pharmacies, personal and professional services, dry cleaners, etc.	YCDC	High	New	2011
	Working in partnership with neighboring CRAs, undertake the following tasks to support the institution of an effective, neighborhood business incentive-based program: <ul style="list-style-type: none"> <li>• Complete a careful review of the effectiveness of existing incentives and inducements.</li> <li>• Expand on analyses presented in the 2008 Market Drilldown report focused on specific types of businesses.</li> <li>• Evaluate the potential for strategically-located vacant and underutilized buildings and sites to support targeted businesses.</li> <li>• Explore a wide range of potential incentives and inducements.</li> </ul>	YCDC; other CRAs	High	New	2012
<b>2. Neighborhood Marketing</b>	Continue efforts to promote Ybor City as a lively urban quarter and a complete urban neighborhood.	YCDC	High	Underway	Ongoing
<b>3. Industrial Use Impacts</b>	Expand efforts to monitor and manage the impacts of industrial uses on neighborhood livability through enhanced code enforcement efforts, restrictions on hours of operation, limits on the use of public rights-of-way for commercial operations and parking, and the enforcement of truck routes and travel speeds.	YCDC; DCE	High	Underway	Ongoing
<b>4. Surface Parking</b>	Continue efforts improve the condition of existing surface parking and limit the development of new commercial lots in the district.	YCDC	High	Underway	Ongoing
	Expand efforts to promote infill development on existing commercial parking lots and explore the potential to create additional small-scale lots to serve residential parking needs.	YCDC	High	Underway	
<b>5. Entertainment Uses</b>	Although conditions have improved in recent years, continue the management and minimization of effects of entertainment uses on neighborhood livability.	YCDC	High	Underway	Ongoing
<b>6. YES Team Services</b>	Continue highly popular and successful YES Team services indefinitely.	YCDC	High	Underway	Ongoing

Strategy		Lead Dept/ Agency	Priority	Status	Completion Date
<b>STREETSCAPES &amp; PUBLIC SPACES</b>					
<b>1. 7<sup>th</sup> Avenue Streetscape</b>	Complete 7 <sup>th</sup> Avenue streetscape improvements east to 26 <sup>th</sup> Street.	YCDC	High	Underway	2010
<b>2. 21<sup>st</sup>/22<sup>nd</sup> Streets Redesign</b>	Ybor City stakeholders should take a very active role in the design process of proposed improvements to 21 <sup>st</sup> and 22 <sup>nd</sup> Streets to ensure planned improvements are consistent with community goals for the creation a more attractive, pedestrian- and bicycle-friendly corridor.	YCDC; FDOT; DPW	High	New	2010-2014
<b>3. Streetscape Improvements</b>	Continue ongoing program to improve pedestrian crosswalks.	YCDC; DPW	High	Underway	Ongoing
	Focus future investments on improving areas with discontinuous sidewalks and open curb cuts, including along commercial and industrial frontages and in areas of East Ybor.	YCDC; DPW	Medium	New	2012
	Re-evaluate earlier plans prepared in collaboration with TECO to install pedestrian-scaled decorative lighting in residential areas of the district.	YCDC; DPW; TECO	Low	New	2015
	Seek funding for the planting of shade trees along residential streets.	YCDC; DPW; P&R	Low	New	2015
	Ensure existing sections of brick streets are preserved and seek funding to reestablish brick paving on discontinuous segments, including along 16 <sup>th</sup> and 17 <sup>th</sup> Streets.	YCDC; DPW	Medium	Underway /New	2013/
<b>4. Alley Preservation &amp; Improvement</b>	As called for in the <i>Ybor City Design Standards</i> , Ybor City alleys should be maintained, improved where possible, and vacated only in cases where a proposed project or improvement is found to provide public benefits sufficient to compensate for the loss of the alley right-of-way.	YCDC; DPW	High	Underway	Ongoing
<b>5. New &amp; Improved Public Spaces</b>	Create a new pocket park or public plaza to serve the needs of residents living south of 6 <sup>th</sup> Avenue. (Vacant and underutilized sites located west of the 21 <sup>st</sup> /22 <sup>nd</sup> Street corridor should be evaluated for purchase and improvement as public spaces. Spaces of at least 20,000 square feet should be evaluated for their potential to provide a hardscape or landscape gathering space as well as a more active use areas such as a dog run, playground, play fountain, or other active uses.)	YCDC; P&R	High	New	2011
	Develop the space along the south side of I-4 between 12 <sup>th</sup> and 13 <sup>th</sup> Streets as a park space. Planning for such improvements should be carefully coordinated with plans for HSR.	YCDC; P&R	Medium	New	2015
	Maintain and improve as needed the East Ybor Park to meet the needs of the neighborhood.	YCDC; P&R	High	Ongoing	Underway
<b>6. Ybor Gateways</b>	Continue to explore the potential for improvements at key locations along Adamo Drive and on 7 <sup>th</sup> Avenue at 26 <sup>th</sup> Street.	YCDC	Medium	Ongoing	Underway

Strategy		Lead Dept/ Agency	Priority	Status	Completion Date
<b>CONNECTIVITY &amp; MOBILITY</b>					
<b>1. Plan for Enhanced Transit</b>	Support current efforts to provide LRT service through Ybor City and participate in discussions with the City and HART regarding station location, station design and access, and transit-oriented development.	YCDC; HART	High	Underway	Ongoing
	Participate in the design and decision-making processes for the proposed BRT service along Nebraska Avenue; and	YCDC; HART	High	New	2010
	Advocate for future extensions of the streetcar system, including the potential to extend the existing line a few blocks east to the 21 <sup>st</sup> /22 <sup>nd</sup> Streets corridor and to provide a full loop service extending north through downtown, connecting to the proposed HSR station, and looping back to Ybor City via Palm Avenue or another east-west route.	YCDC; HART	High	Underway	Ongoing
<b>2. Trail &amp; Greenway Connections</b>	Continue efforts to improve trail and greenway linkages between Ybor City and destinations throughout the City and region.	YCDC; MPO; P&R	High	Underway	Ongoing
	Explore the potential to create trail connections along Adamo Drive between Channelside Drive and 34 <sup>th</sup> Street linking Ybor City to the Channel District and Downtown and south along the 21 <sup>st</sup> /22 <sup>nd</sup> Streets to the proposed McKay Bay Greenway.	YCDC; MPO; P&R	High	New	2012
	Consider designating 21 <sup>st</sup> /22 <sup>nd</sup> Streets north of Adamo Drive on citywide greenway and trail maps and incorporating bike lanes in the redesign.	P&R; FDOT	Medium	New	2012
<b>3. High Speed Rail Impacts</b>	Although the proposed High Speed Rail will not directly serve Ybor City, the impacts of its construction and operations could affect the neighborhood. Consequently, stakeholders should continue to monitor plans to ensure proposed impacts are documented, minimized, or mitigated.	YCDC; FDOT	High	Underway	Ongoing
<b>INFRASTRUCTURE</b>					
<b>1. On-Going Coordination</b>	Neighborhood stakeholders should continue to ensure plans and designs for city-funded capital projects, e.g. sidewalk construction, street resurfacing, drainage improvements, water and sewer line upgrades, etc., are coordinated with YCDC and are designed to comply with the <i>Ybor City Design Standards</i> . As planned improvements are identified, neighborhood residents should be offered appropriate opportunities to participate in the design and decision-making processes.	YCDC; DPW	High	Underway	Ongoing
<b>2. Fair Share Allocation of Funds</b>	Ensure the “fair share” allocation of funds for improvements within Ybor CRA 2. Consistent with the Ybor City 2 CRA Plan, Ybor CRA 2 funds should be used for neighborhood specific enhancements to projects rather than to replace conventional funding sources.	YCDC; DPW	High	Underway	Ongoing



Strategy		Lead Dept/ Agency	Priority	Status	Completion Date
<b>3. Drainage Issues</b>	Finalize plans to fund and construct drainage improvements to address flooding along 5 <sup>th</sup> and 6 <sup>th</sup> Avenues between 15 <sup>th</sup> and 17 <sup>th</sup> Streets. Should full funding not be available, an interim solution should be sought to minimize flooding of sites and structures.	YCDC; DPW	High	New	2012
	Continue efforts to improve drainage in East Ybor, including plans to complete a comprehensive drainage study for areas east of 22 <sup>nd</sup> Street without storm drains.	YCDC; DPW	High	Underway	Ongoing
Abbreviations: YCDC - Ybor City Development Corporation; PC - Hillsborough County City-County Planning Commission; DPW - City of Tampa Department of Public Works; DCE - City of Tampa Department of Code Enforcement; GMDS - Growth Management and Development Services Department. P&R - City of Tampa Department of Parks & Recreation; BLC/HPC - Barrio Latino Commission/Historic Preservation Commission; FDOT - Florida Department of Transportation Ybor City 2 Community Redevelopment Area Plan (Ybor City 2 CRA Plan) Ybor City Vision Plan (Vision Plan) High Speed Rail (HSR); Light Rail Transit (LRT); Bus Rapid Transit (BRT)					



# **Second Amendment to the Ybor City Community Redevelopment Area (CRA) Plan (Ybor City CRA 1 Plan)**

*Prepared by*

The Ybor City Development Corporation  
for the City of Tampa and the Community Redevelopment  
Agency of the City of Tampa

October 14, 2004

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### List of Maps (All new maps to replace maps in 1988 Plan)

- No. 1 Community Redevelopment Area**
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- No. 3 Community Redevelopment Area Plan**
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- No. 5 Zoning Categories**
- No. 6 Ybor City Historic District Boundary**

## **I. Introduction**

This is a Second Amendment (the “Plan Second Amendment”) to the Community Redevelopment Plan for the Ybor City Community Redevelopment Area (the “Area”). This Plan will now be referred to as the “Ybor City CRA 1 Plan” to distinguish itself from the Ybor City CRA 2 Plan adopted on June 24, 2003. The purpose of the Plan Amendment is to further amend the Community Redevelopment Plan for the Area adopted by the Tampa City Council in 1988 and amended in 2003 (the “Plan”). The Plan Second Amendment was prepared by the Ybor City Development Corporation, Inc., and the Hillsborough County City-County Planning Commission for the Community Redevelopment Agency of the City of Tampa and the City of Tampa pursuant to the Community Redevelopment Act of 1969, Part III, Chapter 163, Florida Statutes (the “Act”).

## **II. Amendment to the Introduction**

Article I. Introduction to the Plan is amended in its entirety to read as follows:

This is the Community Redevelopment Plan (hereinafter, the “Plan”) for the Ybor City Community Redevelopment Area, as declared blighted by the Tampa City Council on June 2, 1988, and located in the Ybor City area of Tampa, Florida.

In 1885, Gavino Gutierrez, a New York City importer, heard a rumor from a client who produced guava paste and jellies that guava trees grew in abundance, almost wild, in Tampa, Florida. The guava story proved to be overstated, but Mr. Gutierrez was quite impressed with Tampa as an investment opportunity, and upon continuing his field trip to Key West, relayed his enthusiasm to several cigar manufacturers, including Vicente Martinez Ybor.

So began the genesis of Ybor City, and Tampa’s great journey into a profound multicultural history. It is well-known history that Mr. Ybor and several colleagues, including his partners, Edward Manrara, Serafin Sanchez and Ignacio Haya, subsequently came to Tampa, and, with the cooperation of the Tampa Board of Trade, made the first 40 acre purchase of land in the swampy area northeast of town, to construct the first part of what would become Ybor City.

Mr. Ybor developed, with the assistance of Gavino Gutierrez, a master plan for Ybor City, which was modeled after other American industry-related new towns. The Master Plan was intended to provide for all of

the needs of its future residents. Within a short time, cigar factories, homes and support facilities were in place, and a steam-powered streetcar on narrow gauge rail was in operation, connecting Ybor City with the City of Tampa. In 1897, Tampa exported over 90 million cigars; by 1907, that number had risen to over 285 million, produced by 165 factories.

The subsequent history of Ybor City has been a rich and exciting journey, encompassing victory and defeat, success and failure. The multicultural texture of Tampa was strongly influenced by the Spanish, Cuban and Italian migration to Ybor City in the late 1800's and early-mid 1900's, in addition to the cultural influences contributed by the dynamic growth of the surrounding Tampa Bay area during the same period.

Ybor City grew from a swampy, alligator-infested tidal wetland into a booming, self-contained community of 30,000, the Cigar Manufacturing Capital of the World, in 30 short years. However, several key events conspired to eventually blunt Ybor City's early success. The 1930's and 1940's brought the decline of the American cigar industry, robbing the community of jobs and national reputation. Later, in the early 1950's, the construction of Interstate 4 cut through the heart of Ybor City, further eroding the area's fabric and economic vitality. By the early 1960's, Ybor City's glory years were long past, and federally funded Urban Renewal was summoned to demolish nearly 70 acres of older buildings, much of the physical fabric of the community.

Since then, the need for rehabilitation and redevelopment of Ybor City has been obvious. Area revitalization has been the subject of prolonged debate and effort, and the preservation of both remaining significant buildings and the cultural values of the complex community that created and lived in Ybor City for over 100 years remains a primary goal.

In 1975, the Florida State Legislature designated Ybor City a historic district. (See Map No. 6). The City of Tampa adopted local ordinances and rules to protect the historic aspect of Ybor City. The Barrio Latino Commission ("BLC") was assigned to this task. The BLC is the architectural review board for this area. Since then, any demolition, new construction, addition, or any type of change of a building or street layout within the boundaries of the district has to go before the BLC for approval. New zoning categories and zoning codes that recognized the historic fabric of the Area were adopted for the Ybor City Historic District in 1985. The Ybor City Historic District boundary was recently amended to include neighborhoods located on the east and south side of the core.

During 1990, Ybor City was designated as a National Historic Landmark District. (See Map No.6). Constituting the most outstanding

collections of structures associated with the late 19<sup>th</sup>- and early 20<sup>th</sup>-century Cuban and Spanish settlements in the United States and with strong Italian and other ethnic associations, it contains buildings that illustrate the key experiences of those immigrants groups. Some of these relevant buildings include an impressive array of cigar factories – the largest collection in the United States – ethnic clubhouses, and historic cigar workers' housing.

Pursuant to Resolution No. 1338-H, passed and adopted by City Council on April 22, 1982, a larger area of Ybor City was declared blighted. This was reaffirmed in Resolution No. 2119-H on September 9, 1982, wherein this area became the Ybor City Community Redevelopment Area. The Area was removed from the jurisdiction of the Community Redevelopment Agency on October 27, 1983, pursuant to Resolution No. 4620-H, but the findings of blight found in Resolution No. 1338-H were ratified and confirmed. However, pursuant to Resolution No. 88-1051, passed and adopted by the City Council on June 2, 1988, the geographical area of the Area was reduced to the general boundaries of which are west of Twenty-Second Street, south of Thirteenth Avenue, east of Nebraska Avenue and north of Third Avenue, Resolution Nos. 1338-H and 2119-H were ratified and confirmed, certain conditions of blight, as that term is defined in the Act were found to exist, and the Area, as amended, was placed under the jurisdiction of the Community Redevelopment Agency. This Plan has been prepared for the Community Redevelopment Agency of the City of Tampa (hereinafter the "Agency") pursuant to the Act.

Typically, central urban areas or core areas, which are blighted, contain deteriorated and deteriorating land uses and vacant or underutilized properties, which detract from development of a prosperous, viable urban center. The purpose of preparing a Redevelopment Plan is to guide future development so as to eliminate existing conditions of blight and to create a condition for continued private reinvestment in the district.

The Plan provides a framework for coordinating and facilitating public and private redevelopment of the Area (see Map No. 1). Development and implementation of the Plan involves the efforts of City Council, the Agency, the private sector financial and business community and the City of Tampa Administration.

The Act provides the authority to formulate and implement this Plan. The Act grants local municipalities and community redevelopment agencies the authority to undertake redevelopment projects following the designation of a redevelopment area as slum and/or blighted, and following the preparation and adoption of a community redevelopment plan, and after a public hearing and review by the local planning agency.

The need to initiate a redevelopment effort lies in the difficulties presented in trying to undertake substantive new development in the Area due to certain blighting influences that hamper timely progress toward making the Area a thriving commercial and residential urban village. There is also a need, under the Act, to preserve and enhance the tax base. Certain conditions in the Area make private investment difficult to achieve, which in turn delays the undertaking of public investment projects needed to promote the adequate functioning of the heart of Ybor City.

The Plan is designed to do away with unsafe conditions, eliminate obsolete and detrimental uses, and provide a framework that will increase the confidence of the private investor interested in investing in Ybor City and thereby generate the Ybor City development that benefits the entire City of Tampa and Hillsborough County, and the central west coast region.

The Plan recognizes the unique historical, architectural and cultural character of Ybor City, the National Historic District designation, the local historic district designation, and the influence of the BLC on the redevelopment process in the area. Although the term redevelopment is used extensively throughout this document, the Plan emphasizes that such redevelopment would promote the rehabilitation and restoration of the structures within the historic district as a priority.

The purpose of the Plan is to provide a guideline for actions intended to eliminate the blighting conditions, 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, job creation and an enhanced ad valorem tax base in the Area.

### **III. Amendment to the Proposed Land Use Plan**

Article V. Proposed Land Use Plan of the Plan is amended by adding thereto the following sections:

#### **Regulatory Environment**

##### **Comprehensive Plan**

The City of Tampa's adopted Comprehensive Plan has long recognized the unique character of Ybor City, and its importance to the City, as a cultural resource and urban entertainment, retail, mixed use and residential district. The Comprehensive Plan recognizes Ybor City as a Regional Attractor, which defines the area as a major tourist destination of interest to visitors of regional, national and international

originations. It also designates Ybor City one of five Urban Villages in the City, recognizing its unique and distinctive character and the colorful and powerful role it has played in Tampa's past.

The Urban Village concept anticipates that Ybor City will redevelop as both a living and working environment, while remaining respectful of the Area's historical character. Ybor City is also unique in Tampa, for its National Landmark District designation by the US Department of the Interior, in addition to its National Register Historic District designation by the United States Department of the Interior, and local Historic District designation by the Tampa City Council. The BLC was formed in 1975, by state law, to oversee the quality of redevelopment in Ybor City, paying particular care to the architectural and urban design quality of new projects and renovations, in the context of historical continuity.

The Future Land Use Categories for Ybor City (see Map No. 4) reflect the vision for Ybor City's Urban Village designation, encouraging mixed-use development, urban densities and intensities, and the potential population and visitor base necessary to justify rail transit services connecting Ybor City with the Central Business District.

The Plan also recognizes the inclusion of Ybor City in The City's Enterprise Zone designation in 1994, and the Transportation Concurrency Exception Area (TCEA) in 1998. In both cases, the principal goal of such designations is to create incentives for economic development, private sector real estate investment, jobs creation and the general relief of economic distress. The existence of pervasive poverty, increasing crime rates and a declining tax base were identified in Ybor City many years ago, and were well recognized by the Comprehensive Plan.

#### Barrio Latino Commission / Zoning

The BLC was established to serve as the architectural review board for the Ybor City Historic District and to have for its purpose generally the review and approval of exterior alterations to existing buildings and also the same authority with respect to new construction.

The Ybor City Historic District was established as a separate use district in 1985, with a special series of zoning districts, designed to encourage development consistent with the existing historic fabric of the area, while allowing the more intense commercial and mixed-use redevelopment envisioned by the Comprehensive Plan (see Map No. 5).

The Ybor City zoning districts represent specific zoning for the commercial core, single and multi-family residential, Hillsborough Community College property, mixed-use development, general



commercial, community commercial and mixed-use areas. Each district is designed to guide certain kinds of development, with varying densities, intensities and lot requirements.

According to the Tampa City Code, the purpose of the Ybor City Historic District is to promote and preserve the historic district and its landmarks for the educational, cultural, economic and general welfare of the public through the preservation, protection and regulation of buildings, sites, monuments, structures and other areas of historic interest or importance within the Ybor City area of the city; to safeguard the heritage of the city by preserving and regulating the district and its landmarks which reflect elements of Ybor's cultural, social, economic, political and architectural history; to preserve and enhance the environmental quality and safety of the district and the neighborhoods within it; to strengthen the city's economic base by the stimulation of the tourist industry; to establish, stabilize and improve property values; and to foster economic development and manage growth.

In order to fulfill the mandate placed upon the BLC as the body which approves the certificates of appropriateness for work done within the Area, the BLC provides clear guidelines for property owners who wish to rehabilitate, restore, move, or demolish a structure, or who wish to build new structures. The Ybor City Design Guidelines represent guidelines for the entire Ybor City Historic District and apply to commercial, residential, industrial, government and public uses.

## **Existing Conditions**

### **Neighborhood Character**

The character of Ybor City is a rich and complex one, evolving over a 125-year period. The history, tradition and cultural values of the many cultural groups who inhabited Ybor City have become interwoven over time into the flavor and reputation of Tampa, Hillsborough County, and the Tampa Bay Region. It is largely due to the breadth and depth of the immigrant influence in Ybor City in the late 1800's and early 1900's that it received the National Landmark District designation from the US Department of the Interior in 1990. Ybor City was viewed as a microcosm of the American immigrant experience and a very unusual example at the time for a southern city.

Today, while many of the important buildings and historical markers remain to remind us of Ybor City's past, most of the families who once lived there, and their descendents, have moved to more affluent neighborhoods in Tampa or to other communities. The process of time, economic opportunity, and American migration patterns have led Ybor City through the same journey experienced by the great ethnic

neighborhoods of the northeast and Midwest; a journey of rise and fall, and rebirth.

We are fortunate that the African-American, Cuban, Italian and Spanish ties established during Ybor City's development remain intact today; and that local residents, preservationists, historians, government officials and the business community preserve so much of the area's cultural heritage.

*The Area* has undergone extensive redevelopment over the past decade. While blighting conditions still exist, progress has been made. There has been new retail and entertainment commercial development throughout the Area, most notably Centro Ybor, a 240,000 square foot entertainment complex, historic-quality renovation of many existing structures, new office development and new housing development, notably Camden Apartments, a 454 unit urban apartment complex with support retail, by Camden Properties.

This part of Ybor City has become Tampa's evening entertainment district, and has made substantial progress in achieving the goals of the Comprehensive Plan's Urban Village concept, with the addition of office and residential land uses, and a mass transit link to downtown Tampa. However, blighted conditions still exist in the Area.

The Area has a public park, Centennial Park, which is an increasingly well-used public open space and ceremonial location. Centennial Park faces the Ybor City State Museum, to the north, and the Casitas Project, to the east, which relocated several original Ybor City cottages from the path of Interstate 4 widening to the public property due east of the Park, for use by the Museum to enhance the cultural and historic fabric of the community.

#### Relationship to Adjacent Neighborhoods

When Ybor City first developed, it was quite removed from downtown Tampa. The original, steam-powered streetcar that connected the two communities initially crossed open land. Over time, the open space was developed, as both Ybor City and Tampa steadily grew. Many of the adjoining neighborhood areas were originally considered a part of Ybor City.

Today, Ybor City adjoins the venerable neighborhood of Tampa Heights on the west, the Channel District on the south, the La Paloma and Ybor Heights neighborhoods on the north and a mixed residential and commercial neighborhood to the east. Tampa's downtown area lies south and west of Ybor City, with Tampa Heights and the Channel District due west and south, respectively (see Map No. 2).

Ybor City's relationship with adjacent areas is complex and interdependent, in the sense that all are inner-city areas struggling with the challenges of redevelopment and renovation. Revival of urban core areas is expensive and time-consuming. The progress of each neighborhood is dependent upon the success of its neighbors, as well as the goodwill and sponsorship of public and private property owners. The City of Tampa has made great progress in the past decade in the downtown area and in Ybor City, and has recently begun focusing resources on Tampa Heights and the Channel District as well.

Perhaps no community commitment is more symbolic, and yet practical at the same time, as the TECO Line Streetcar System, a fixed-rail transit system linking the downtown with the Channel District and Ybor City. As will be discussed in greater detail later in this document, the streetcar system is the community's first attempt to recreate the physical linkages that once joined Tampa's neighborhoods with the downtown.

The linkage between the downtown peninsula's southern waterfront and Ybor City was chosen first because it represented the most urban and dynamic part of Tampa's redevelopment efforts in the 1990's; and thus gave the streetcar the greatest opportunity as an immediate economic stimulant and visitor amenity.

As Tampa Heights and the Channel District continue to show improvement, and that success begins to have a positive affect on La Paloma/Ybor Heights and the area east of Ybor City, the need for extensions of the streetcar system may become evident, and economically viable.

There remains much to do, including the improvement or redevelopment of a deteriorating public housing area, the redevelopment of the area around Tampa Union Station, the community's recently restored train station, and the reclamation of both the northern Central Business District and the downtown business area north of the Interstate.

#### Existing Land Use

Existing land use in Ybor City is a mixture of old and new, magnificent historic structures and deteriorated commercial and residential structures, and vacant lots used for parking. The District is anchored by the landmark structures constructed during Ybor City's heyday; including the five remaining historic, social club buildings: Centro Español, the Italian Club, the Cuban Club, the German-American Club and Centro Asturiano. Each structure has undergone extensive renovation in recent years, and 3 clubs are still owned by the original mutual aid society that built them.

In addition to the social club buildings, Ybor Square, an original cigar factory, just completed its second major renovation, the historic Ferlita Bakery is still in existence as the Ybor City State Museum, the Union de Marti-Maceo, the 6<sup>th</sup> historic social club, remains active in Ybor City, although not in their original building, and the Columbia Restaurant, one of Tampa's most famous landmarks, has been in continuous existence for over 100 years. In many important respects, it is the continued existence of these historic buildings and organizations that lend irreplaceable character and fabric to the new Ybor City, which has begun to emerge in recent years.

Most of the new development in the area has occurred in the core of Ybor City, such as Centro Ybor and Hillsborough Community College's (HCC) new facilities, Camden Apartments, a new luxury rental housing project, or on various City properties between 13th Street and Nebraska Avenue.

The recently completed and ongoing development represents years of concerted effort, and is evidence of the City's success with the existing CRA designation, the commitment of HCC to Ybor City and the work of the Ybor City Development Corporation.

There remains a significant percentage of vacant land parcels (approximately 15%), and a considerable percentage of structures in deteriorated condition or worse (approximately 30%). The average age of existing sewer, water and stormwater infrastructure remains a problem throughout the area.

## Transportation System Elements

### *Expressways*

Ybor City has been strongly influenced by Interstate 4 since the expressway was first constructed in the early 1960's. At that time, the new interstate cut through Ybor City, separating the northern area from the body of the neighborhood to the south, which caused both relocation and neighborhood decline. The areas adjacent to Interstate 4 have never really recovered from that trauma.

There are currently access ramps to the Interstate at 21<sup>st</sup> and 22<sup>nd</sup> Streets. A major expansion to the Interstate is under construction as well as the initial site preparation for improvements in the Ybor City segment. The project requires the acquisition of additional right of way from both sides of the facility, and constructing major access improvements in the Ybor City area; including enhancement to the 21<sup>st</sup> and 22<sup>nd</sup> Streets access ramps. In addition, there will be new access roads and noise barriers constructed within the Ybor City segment of construction.

The Leroy Selmon Expressway, which connects downtown Tampa and the Brandon area, is just south of the Area and serves as another entranceway for the Area. The Hillsborough County Expressway Authority is currently constructing an elevated, three-lane expressway to the Selmon Expressway. It will allow commuters to move directly from Brandon to downtown Tampa, without interim tollbooths or access ramps. The lanes will be reversible, to accommodate peak hour traffic, morning and evening. The new expressway will have a nominal effect on Ybor City, other than allowing commuters and others to make the trip in or out more quickly.

### *Surface Roads*

Surface access into and through Ybor City includes a number of busy collector and arterial-level roadways, and local streets. North/south streets include Nick C. Nuccio Parkway, which provides access from downtown to Ybor City from the southwest, and the 21<sup>st</sup> and 22<sup>nd</sup> Streets one-way pair, which provide access through Ybor City, and access for the Port of Tampa and related commerce, to Interstate 4. Most of the other north/south streets are local streets, primarily serving the Ybor City neighborhood.

East/west access includes State Road 60, which defines the southern border of Ybor City, 4<sup>th</sup> Avenue, a local collector road, 7<sup>th</sup> Avenue, the principal commercial street in the commercial core of Ybor, and Palm Avenue, a collector street on the north side of the commercial core, connecting Tampa Heights and Ybor City. The remaining east/west roads are local streets serving the neighborhoods. Most of the local streets are narrow, brick streets, with limited on-street parking.

### *Parking*

Parking facilities are in constant and growing demand, and perennial short supply in Ybor City. Until recently, most of the parking for patrons of Ybor City businesses was provided by the rental of surface parking lots on undeveloped parcels in the core area. As Ybor City has grown as a popular entertainment district over the past decade, it became apparent that surface parking would not suffice as many of the formerly vacant lots and blocks have undergone physical development. The City responded by constructing a 1200-space parking garage at 6<sup>th</sup> Avenue and 16<sup>th</sup> Street. In addition, the City and HCC built a second 1200 space parking structure on two blocks immediately west of Ybor Square. However, parking remains a problem throughout Ybor City, both for neighborhood residents and visitors. Additional solutions will be addressed later in this Plan.

### *Streetcar System*

In October 2002, a 2.5-mile electric streetcar system, the TECO Line Streetcar System, opened that links the Tampa Convention Center in downtown Tampa with the Channel District and Ybor City. The system's alignment is from Ice Palace Drive northeast to Channelside Drive to Ybor City. Upon entering Ybor City, the tracks follow the 13<sup>th</sup> Street alignment to 8<sup>th</sup> Avenue, then go east on 8<sup>th</sup> Avenue to its termination at 20<sup>th</sup> Street.

The streetcar system provides a new fixed-rail transit link connecting the Central Business District, the Channel District and Ybor City. The system's capital cost were funded by public investment from the City of Tampa, Hart and both state and federal funding sources. It has been viewed from the outset as a powerful economic redevelopment tool, as well as an important addition to the City's emerging reputation as an urban tourist destination. It provides regular, daily streetcar service through the areas urban core.

Operating costs for the streetcar system are provided by a unique combination of revenue sources, including fare box and advertising revenues, a special assessment district including the CBD, the Channel District and Ybor City, and interest income from a special endowment fund created for that purpose. Naming fees from private corporations, for the system name, the eight streetcars and the initial 12 streetcar stops, and contributions from the Port Authority and Harbour Island, funded the endowment.

### Safety/Community Policing Initiatives

Ybor City has grown as a popular entertainment and visitor area over the past decade. With this type of district, certain illicit activities tend to gravitate to the Area, which negatively impact the quality of life of the community. These activities include, but are not limited to: panhandling, car theft, underage drinking, driving under the influence and public intoxication. Provisions contained in the Act encourage community policing in community redevelopment areas. The purpose of the community policing initiatives is to reduce or prevent acts of crime by encouraging the visible presence of police in the community. Although the Area currently has a weekend special police force assigned to it to monitor the 7<sup>th</sup> Avenue street closure, the increased visibility of police presence during the day will favorably impact the district.

## **IV. Amendment to the Neighborhood Impact Element**

Article VI. Neighborhood Impact Element of the Plan is amended in its entirety to read as follows:

In this section, the impact of future activities on the Area as well as surrounding neighborhoods will be addressed in accordance with the Act. The purpose of the element is to ensure that consideration is given in advance to the possible effects of redevelopment.

#### Resident Population

Redevelopment activity in any neighborhood has a mixed impact on the extant population. Such activity generally improves property values in the Area, educates risk-adverse mortgage lenders on the merits of mortgage lending in the Area, and draws the interest of developers, property renovators, and new urban residents to the neighborhood. Neighborhood associations form or strengthen, and neighborhood crime-watch networks become more effective. Community services improve, the crime rate drops, and public facilities are replaced or upgraded.

However, the same activity can cause the process of gentrification to occur; which essentially pushes the economically marginal residents out of the Area, into a neighborhood for which there is less demand for housing accommodations. It is a process that affects bargain renters and homeowners for whom any significant increase in housing costs, such as increased taxes or code violation-related rehabilitation costs, may be a signal to sell and move on.

The City operates an extensive, award-winning housing rehabilitation program for many such circumstances, and can facilitate low interest mortgage loans, deferred payments, and the ability to facilitate movement to adjacent, lower cost neighborhoods. The City of Tampa is committed to providing every assistance available to current Area residents to keep them in their homes, and within the Area.

In community redevelopment areas, the policies regarding rehabilitation assistance, or dislocation and relocation needs allow the City significant latitude in providing such assistance. The City is also committed to maintaining a significant supply of affordable housing in the Area.

#### Adjacent Resident Population

Ybor City, because of its unique historical, locational and physical characteristics, is the anchor neighborhood for the urban neighborhoods around it. Tampa Heights, La Paloma, East Tampa, Palmetto Beach and the Channel District are all depressed urban neighborhoods, and will benefit greatly from the revitalization of the Area.

The revitalization of Ybor City will spill over into each of these areas, in terms of new interest from urban residents, lenders and investors, jobs creation for the current residents of these neighborhoods, and improvements in public facilities and infrastructure sorely needed in those areas, as well.

New residents and businesses, and economic activity, in Ybor City will also create new confidence in the inner city, an important consequence of the public commitment to the Area. Provided that the City's redevelopment process is sensitive to the short-term and ongoing impacts of the process on adjacent areas, there should be no real downside to adjacent neighborhood residents of the redevelopment efforts in Ybor City.

#### Relocation, Replacement Housing, Affordable Housing

As detailed earlier, the City's policies regarding relocation and replacement housing are clear and comprehensive, and intended to minimize the impact and inconvenience of relocation. There is an ample supply of affordable housing in the general area, and the City's housing program, in conjunction with the Tampa Housing Authority, if appropriate is well prepared to meet the needs of any resident required to relocate. At this time, there is no element of this Plan that would require resident relocation. However, the Plan is intended to be dynamic, and so the condition may arise in the future. If so, the City is prepared to offer every assistance available to mitigate the impacts of any relocation that may be required. The City will also assist business needs for relocation as a result of the implementation of this Plan in accordance with the Federal Uniform Relocation Assistance Act.

#### Traffic Circulation

Traffic circulation in the Area is often congested on weekends, evenings and during special events such as the Krewe of Sant Yago Knight Parade. During those peak periods of congestion, the problem is exacerbated by several factors, including the lack of adequate parking facilities on the east side of the Area for peak periods of parking demand, a neighborhood street pattern utilizing historically narrow streets, and, except for the largest special events, the lack of a practical transit alternative for those who otherwise might park outside the Area and ride in on a shuttle.

Certainly, additional redevelopment in the Area will create additional travel and parking demand, and place additional stress on the Area's transportation network. To a certain extent, traffic congestion and a shortage of parking is endemic to dense and successful urban areas, and the answer to such problems is not necessarily to continue building new capacity.



However, the City and its partners in Ybor City, including HART, the Florida Department of Transportation (FDOT) and Hillsborough Community College, are addressing the problem in a number of creative ways, including:

- The City presently invests significant resources in traffic management activities in Ybor City, during peak periods. Those activities are considered a major and ongoing commitment of the Tampa Police Department, and the City's Department of Public Works.
- The addition of two structured parking facilities, one on 6<sup>th</sup> And 16<sup>th</sup> Street and the other on Palm and Nick Nuccio Boulevard, to accommodate new development and visitors to the district. The provision of quality parking facilities is critical to improving access to Ybor City.
- FDOT's Interstate 4 Expansion Plans to include significant improvement to the current Ybor City access ramps at 21<sup>st</sup> and 22nd Streets, which will greatly improve access into the Area.
- Perhaps the most significant improvement in access into and through Ybor City is the TECO Line Streetcar System, which connects downtown Tampa's waterfront with Ybor City. The 2.5-mile system provides convenient and timely transit access into Ybor City all the time, and allows visitors to park anywhere along the streetcar line, and ride into the Area. The streetcar system provides relief to both the streets and parking facilities in the Area.

The improvements in transportation facilities in the Area should improve conditions for current and future residents, business owners and visitors.

### Environmental Quality

The redevelopment activity envisioned for the Area will be accompanied by a variety of infrastructure improvements that will all contribute to an improvement in environmental quality. The new streetcar system is reducing some auto traffic and parking demand, and with this, it provides a positive contribution to air quality in the Area. All currently vacant property, which is subsequently redeveloped, will mitigate any ground pollution present. Improvements to sanitary sewer, water and stormwater systems will improve surface and / or ground water quality. Additional shade trees and public landscape will improve air quality and reduce any visual pollution present. Any special clean-up services or solid waste disposal services will improve the Area, and reduce the potential for disease; as

will the special attention paid to resolving code and property maintenance problems in the Area.

#### Availability of Community Facilities and Impact on Schools

Improvements recommended to the Area's transportation network are designed to accommodate both the current demand, and the additional transportation demands created by the continued redevelopment in the Area.

It is unlikely that the new residential development anticipated by the Plan will place a significant burden upon the Hillsborough County School System. On the other hand, the continued redevelopment of Ybor City should have a positive effect on Phillip Shore Elementary, a Hillsborough County magnet school; and on the student enrollment at HCC's Ybor City Campus, which HCC officials view as a positive consequence of redevelopment.

### **V. Amendment to the Proposed Redevelopment Actions**

Article VII. Proposed Redevelopment Actions of the Plan is amended in its entirety to read as follows:

This Plan recognizes the different character and needs of the Area. The Area will continue to redevelop as a major entertainment and visitor venue. The Plan envisions at least one more parking structure near the eastern terminus of the streetcar line. The Plan also recognizes the need for additional hotels, additional low-rise, high-density residential development, office development, retail development, and enhanced services for visitors and residents, including completion of the current plan for gateways (entry points) the continued installation of gateways that define the entry into the Area. The design of gateways would be based upon specific design for every proposed location.

The construction of the TECO Line Streetcar System, which utilizes 13<sup>th</sup> Street and 8<sup>th</sup> Avenue in the Area, is an excellent opportunity to strategize and implement a retail development plan along 8<sup>th</sup> and 9<sup>th</sup> Avenues. Both streets remain underdeveloped, and the Area, in general, is deficient in retail goods and services establishments; which, along with the continued development of residential uses, are critical to Ybor City becoming once again a full service urban neighborhood.

Infrastructure improvement and replacement is incomplete, and should remain a high priority. The continued refinement of the physical environment in the Area will require continuation of additional public services to all of the streets in the Area, as well as provision of

additional visitor amenities. The perception of crime remains a problem, which will require the enhanced continuation of special crime prevention services in the Area.

The needs for the Area fall into **three basic sets of services**:

- **The first** includes additional crime prevention and comprehensive code enforcement services, to combat the pervasive effects of crime or the perception of crime.
- **The second** encompasses infrastructure and other public improvements, which includes gateways, streets, sidewalks, street lighting, public landscaping, special maintenance, signage and subsurface utility replacement. These improvements are expensive, but are very 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 entails economic development incentives and assistance provided by the City to stimulate private sector investment and appropriate redevelopment and rehabilitation activity. Such incentives could include but are not limited to district marketing, visioning, plan implementation, land development regulation changes, waivers, etc. The goals of this Plan are all focused on the rehabilitation, restoration and redevelopment of the Area.

The vision for Ybor City 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 attracted to historic urban areas has been advanced dramatically in recent years, but still requires concerted effort by the public and private sector alike.

### **Implementation Measures**

The following **Implementation measures** should be undertaken:

- Every effort should be made, and available incentives provided, to encourage the development of additional hotels, office buildings, urban housing, retail and mixed-use projects and provide assistance for rehabilitation of contributing structures in the Area. The ability of Ybor City to become a dense, 24-hour, urban district, in the tradition of other historic districts like Charleston, South Carolina, Savannah, Georgia, or New Orleans, Louisiana, will depend upon people living, working and shopping for essential goods and services in the Area.

- A third major, structured-parking facility should be constructed near the eastern terminus of the electric streetcar system. The parking facility will be necessary to stimulate new development in the Area, and will be very useful for park and ride streetcar passengers, as well as other visitors and residents.
- A retail development strategy, particularly for essential goods and services for residents, and individual entrepreneurial retail merchant opportunities, should be developed and implemented in the Area, particularly along 8<sup>th</sup> and 9<sup>th</sup> Avenues, capitalizing on the underdeveloped nature of both streets, and the added impetus the new streetcar system provides to those areas;
- Additional gateways or landscaped entryways should be designed and implemented at key entry points into Ybor City. (See Map No 3). Gateways proposed within the Historic District shall be designed considering input and approval of the BLC;
- Continue to implement and maintain Ybor City's Master Sign program to include but not limited to: overhead, parking, destination, gateway, information, street name, historical markers and special event sign types;
- Create, promote and implement valet parking programs that serve visitors and patrons to the Area;
- Promote the Area and its amenities through marketing, promotional opportunities and public awareness, including visitor guides for the Area;
- Fund special events, especially those that reinforce the Area's culture or history;
- Special cleanup services and special solid waste disposal systems should continue, and become a part of the permanent palette of services provided within the Area. The City should continue to provide innovative methods for solid waste disposal that complements the Area while recognizing its constraints;
- Support the extension of the TECO Line Streetcar system east of 20<sup>th</sup> to 26<sup>th</sup> Street to serve residents and businesses;
- Centennial Park, the Ybor State Museum and the Casitas, should continue to be recognized and used as a cultural and community focal point for the Area. Such a priority should include the regular consideration of improvements and refinements to those facilities, from time to time. In addition, the City should consider the location of new museum facilities, when the opportunity arises.

- Street improvements should be undertaken on every street within the Area and in major roads that serve the district outside the area (See Map No. 3). The existing street grid should be maintained and restored. The Barrio Latino Commission should provide input in any streetscape design project within the Historic District. Improvements in the public right of way shall preserve building and landscape features which are important in defining the historic character of Ybor City. Such improvements must be consistent with the *Secretary of Interior's Standards for Rehabilitation*, which by local ordinance the historic district must abide;
- Ample provision for convenient and accessible public restrooms and water fountains should be provided throughout the Area;
- The City should encourage the development of a childcare center for the use of Area residents, workers and students.
- Essential infrastructure should continue to be improved or replaced in the Area. Sewer, water, stormwater facilities and other basic public infrastructure improvements are presently incomplete.
- Code enforcement and property maintenance oversight should continue at an increased level. Enhanced code enforcement should be a high priority, to identify structures in unsafe or unsound condition, to alleviate adverse property maintenance conditions, and to prioritize a program of resolving ongoing code violations.
- Vacant lots and structures should be specifically identified and categorized, and a program developed to encourage their purchase, lease, development or assemblage to an active development entity.
- All available City programs providing assistance for housing rehabilitation should be used, including a concerted public education program about their availability. Priority should be considered for existing residents, particularly the elderly, of the Area. A similar effort should be undertaken for small business owners.
- Special law enforcement initiatives and special units could be established such as bike patrol, mounted horse patrol and special purpose vehicles to be utilized for the special needs of the Area and surrounding amenities such as parking lots and pedestrian corridors. These units could address problems with juveniles, intoxication, theft, graffiti, noise and other crime trends affecting the Area.
- A police support facility could be established in the Area for a more visible presence, for enhancing police operations in the district.

- Surveillance cameras could be continued and upgraded to address public safety issues within the Area. Cameras could expand to adjacent and side streets in the district.
- Hire an extra or off-duty police officer for heightened police presence within the Area to supplement the existing level of service. The officer could be retained on a full or part-time basis with ability to investigate and take action on incidents while on duty.
- Initiate the use of Community Service Officers to work with sworn officers regarding community linkages, public information to address crime and public safety. These officers would be liaisons between the Area and the City's code enforcement, public works and other departments to provide for the public health, safety, and welfare of the community. There should also be a communication device provided to them, such as a cell phone for expeditious response.
- The Neighborhood Crime Watch should continue to be active with the City's Police Department and Code Enforcement Department actively educating the Area's citizens.
- A Business Watch Program should be developed whereby local businesses in the Area assist in strengthening and encouraging the existing Neighborhood Watch Program.
- Panic alarms or other new technology devices directly linked to police dispatch could be installed at each streetcar station within the Area to enhance public safety.
- Continue the noise ordinance enforcement program whereby noise monitoring equipment may be provided to the City's designated enforcement department to monitor the excessive noise levels in the Area. This program will assist the police officers so that they can hear and promptly respond to public safety calls while on duty in the Area.
- A special effort should be made to facilitate the rehabilitation and reuse of the historic structures within the Area, including the allocation of staff resources to streamline and insure compatibility with permitting and other regulatory processes;
- Every street and alley in the Area should be evaluated for physical current condition, and the need for restoration. If the street or alley is currently brick, every effort should be made to maintain the brick roadway in the future. If the street is asphalt over brick, every effort, including the utilization of new technology, should be used to restore the brick street. The alleys should be rehabilitated with an

appropriate material. Each street should also be evaluated for its current traffic loads, special circulation problems and peak hour traffic, and considered for appropriate traffic calming techniques. Transportation solutions should encourage the preservation of the historic transportation grid.

- Every street in the Area should be identified for the presence or absence of sidewalks, and a comprehensive program developed to repair and maintain existing sidewalks, and to construct new sidewalks where there are presently none.
- The sanitary sewer and water facilities in the Area should be evaluated and prioritized for upgrading and/or replacement.
- Localized flooding problems have been occurring for years in parts of the Ybor City area. These areas should be identified and prioritized based on their severity and longevity, and a mitigation program developed by the Agency.
- Hartline should be encouraged to undertake the improvements necessary to bus stops to ensure that each is a well-shaded area, with reasonable protection from inclement weather for transit users.
- A corridor streetscape program should be designed and undertaken on Nebraska Avenue, to the benefit of the entire Area. A streetscape/beautification program on Nebraska Avenue will not only create identity for the adjacent neighborhoods, but also allow visual and pedestrian linkages that will connect Union Station with two other landmark buildings, the Centro Asturiano and the German-American Club.

Similar corridor streetscape programs should be implemented along the 21<sup>st</sup> / 22<sup>nd</sup> Streets Corridor and 15<sup>th</sup> Street North of Adamo Drive. On 21<sup>st</sup> and 22<sup>nd</sup> Streets, the City should explore the restoring the streets to two-way roadways. They are major gateways to both Ybor City, and the City of Tampa, and are presently unattractive corridors for motorists and pedestrians alike. Such beautification programs there and on Nebraska Avenue might be possible as joint efforts with the Florida Department of Transportation.

### **General Redevelopment Options**

The application of a Community Redevelopment Area designation makes several redevelopment tools available to the Agency. The following is a brief description of those redevelopment mechanisms:

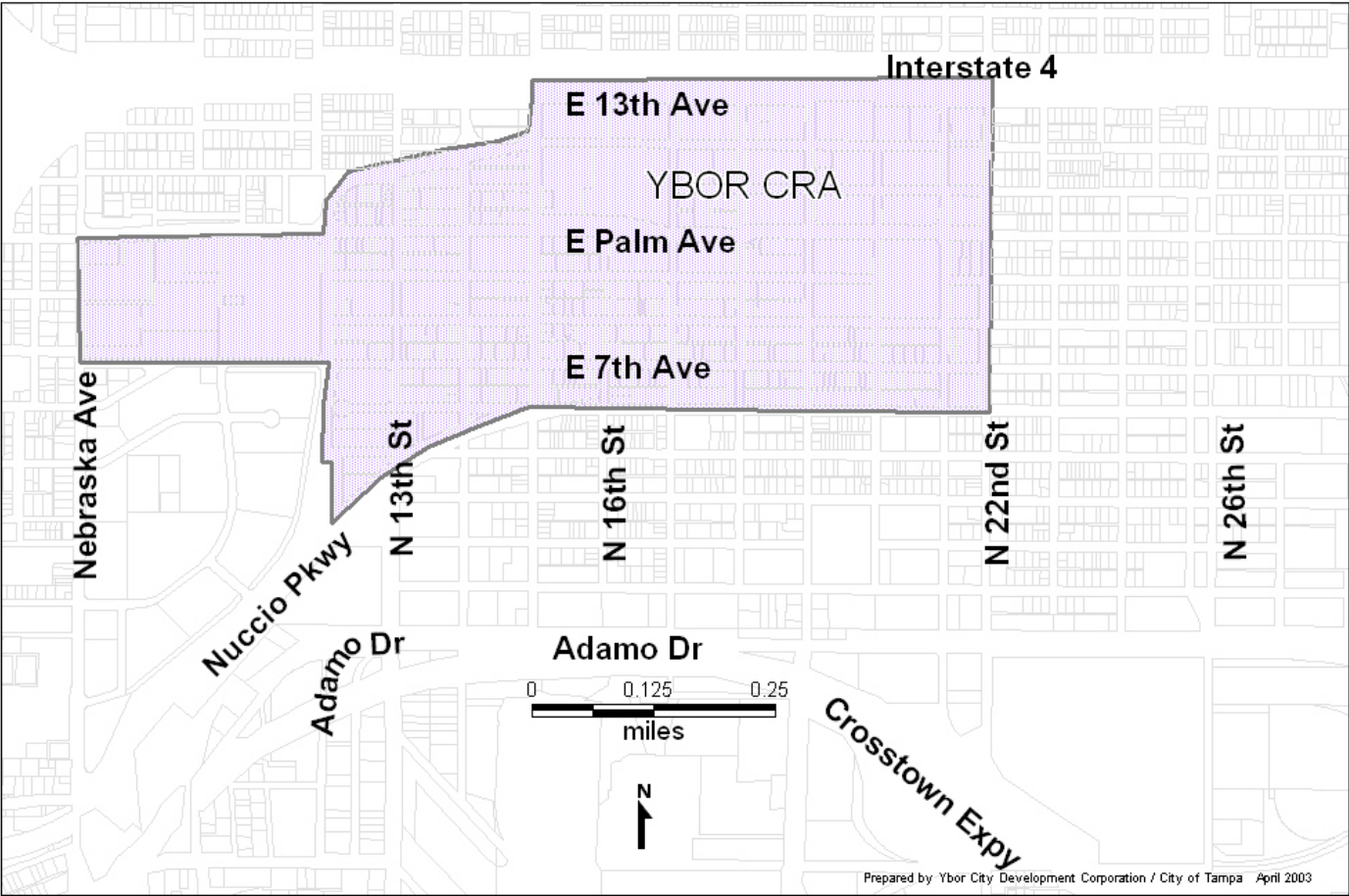
- Property Acquisition – the law authorizes the Agency to acquire real property through purchase, condemnation following [City Council approval] or other lawful means, to assist or facilitate the redevelopment process.
- Property Rehabilitation – the Agency may rehabilitate, or require to be rehabilitated 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 within the Area. All relocations must be approved by the BLC.
- 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.
- Infill Development – The Area possesses potential for infill development. Infill development within the Area must be consistent with the Ybor City Design Guidelines. This type of development should have priority over the one that considers demolition of non-contributing structures or relocation of historic structures. Maintaining the historic fabric of the Area, and with this the National Historic Landmark Designation, should be a priority for the Agency.
- Demolition and Clearance – as a last resort, 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. The preservation of historic structures should be considered a priority in the Area.
- 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.
- Real Property Disposition and Development – the Agency may sell, or otherwise dispose of, real property within the Area, in accordance with the Plan. The property may be disposed of at Fair Value, rather than at the Appraised Value, in accordance with the Act. The documents of conveyance will contain any conditions necessary to safeguard the goals of the 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 businesses and non-profit or not for profit organizations required to relocate. Relocation assistance will be provided through the City for both residents and businesses in the Area. Such assistance will be provided in a fair, equitable and thorough manner.

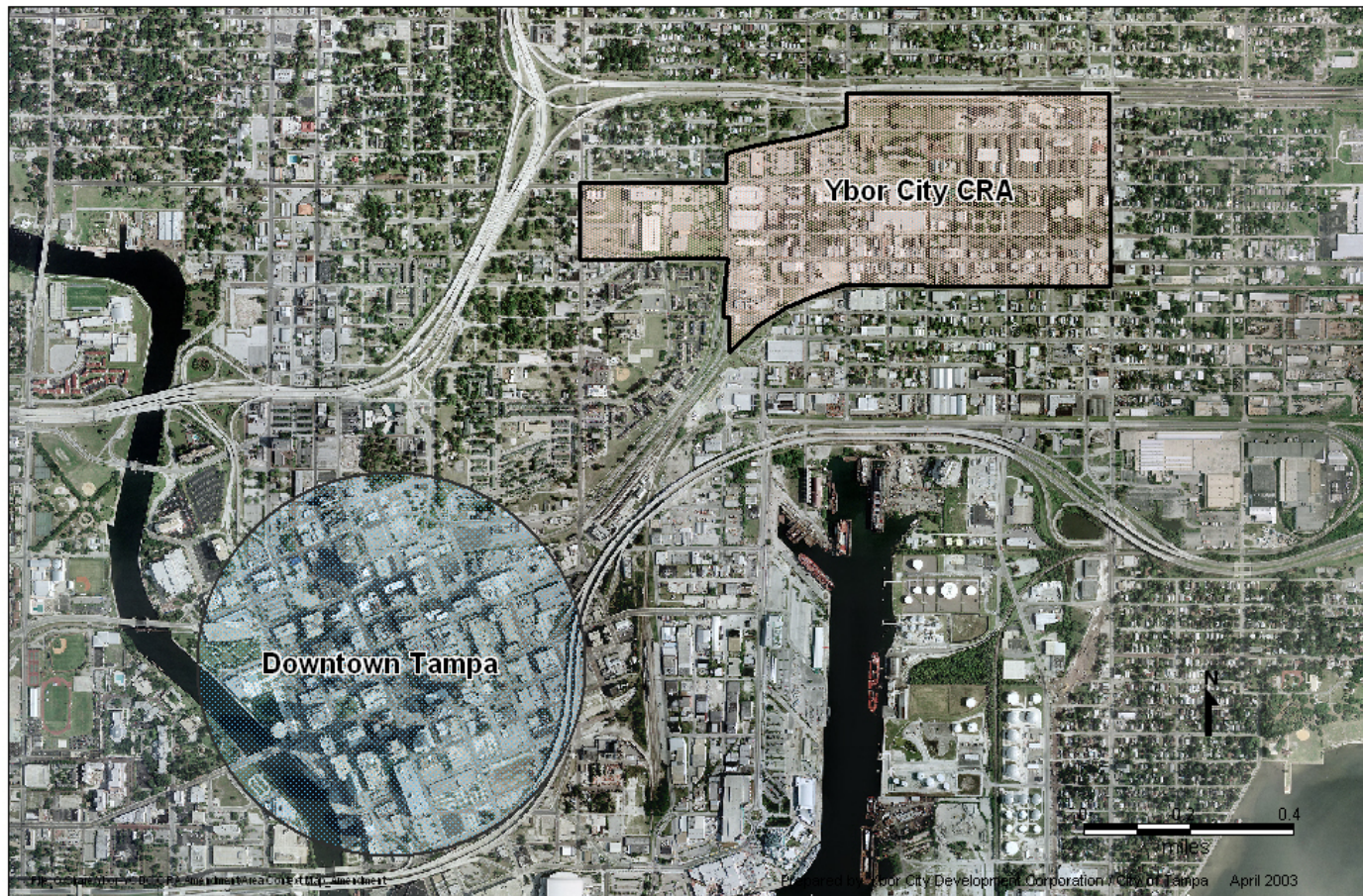
Map No. 1

Community Redevelopment Area



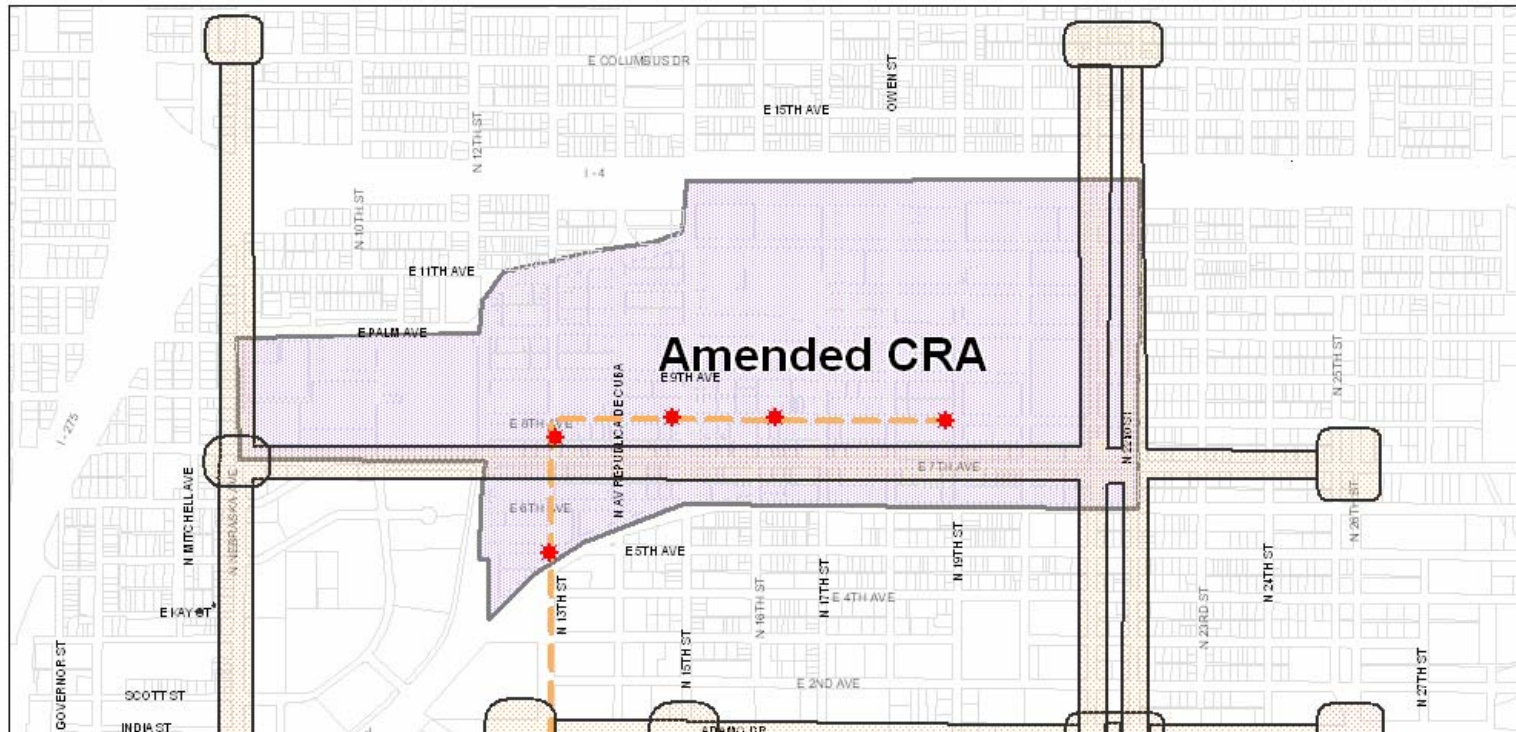
Map No. 2

Area Context Map



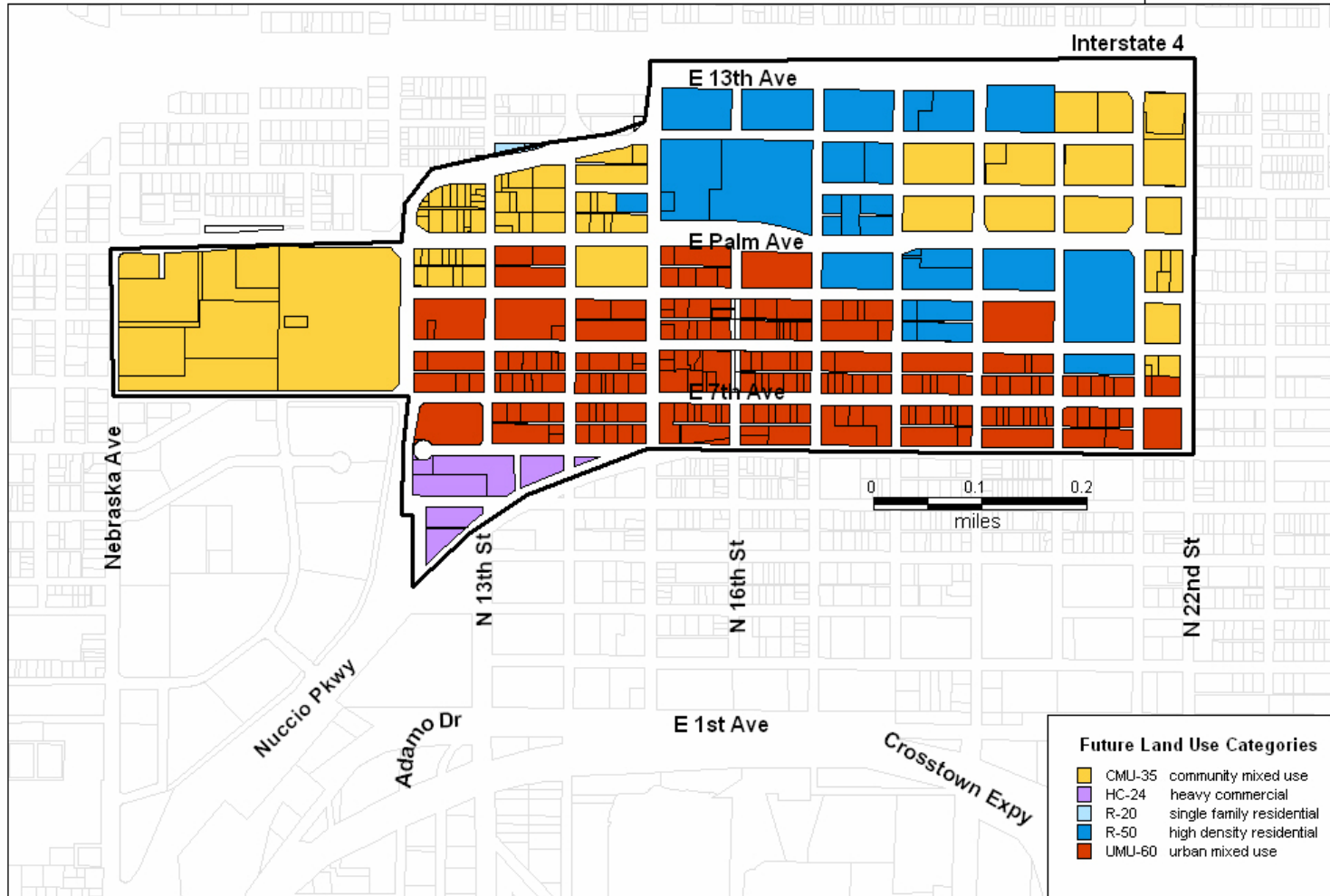
Map No. 3

Ybor City CRA Plan Gateways



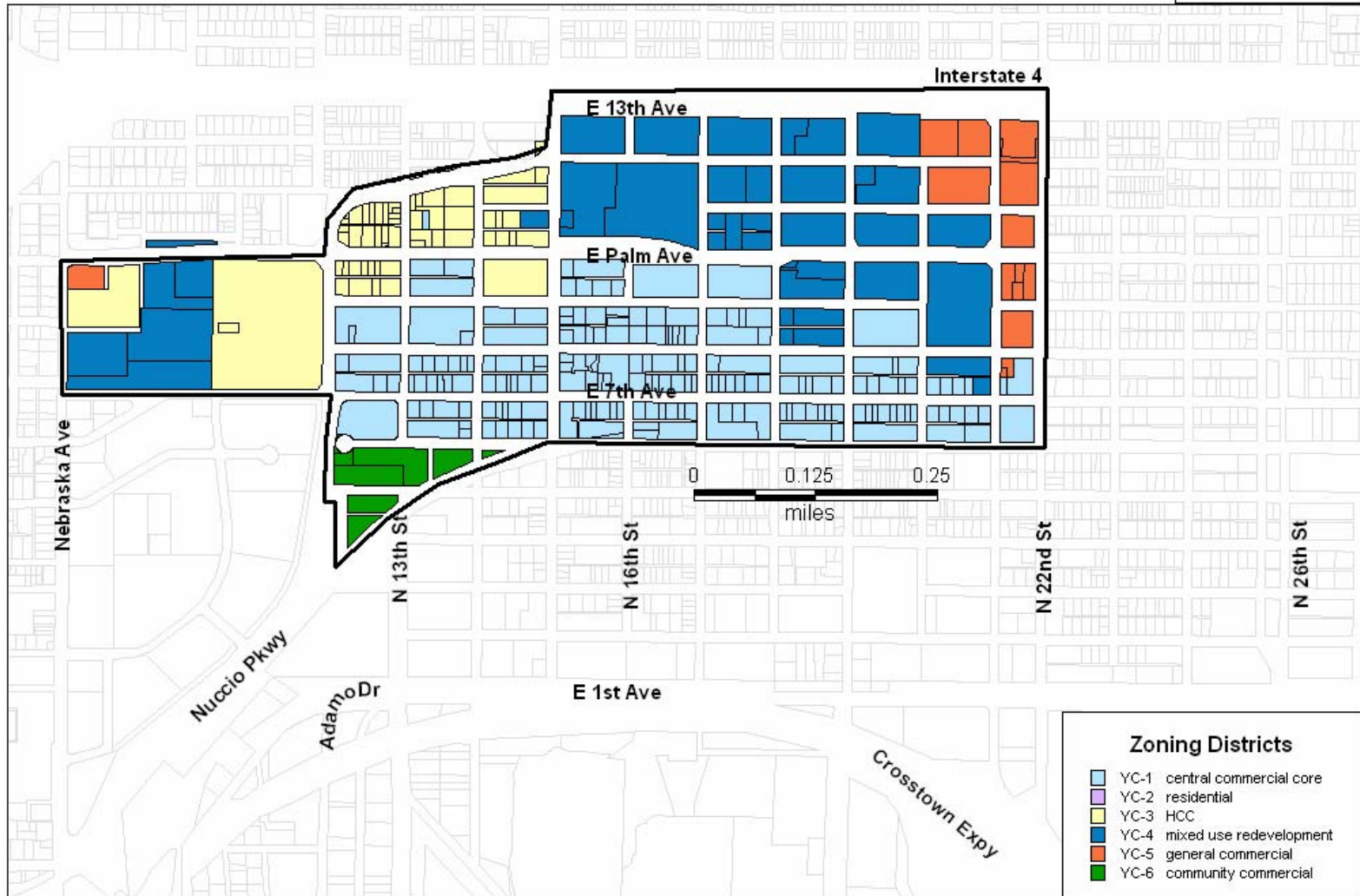
# Map No. 4

# Future Land Use Categories



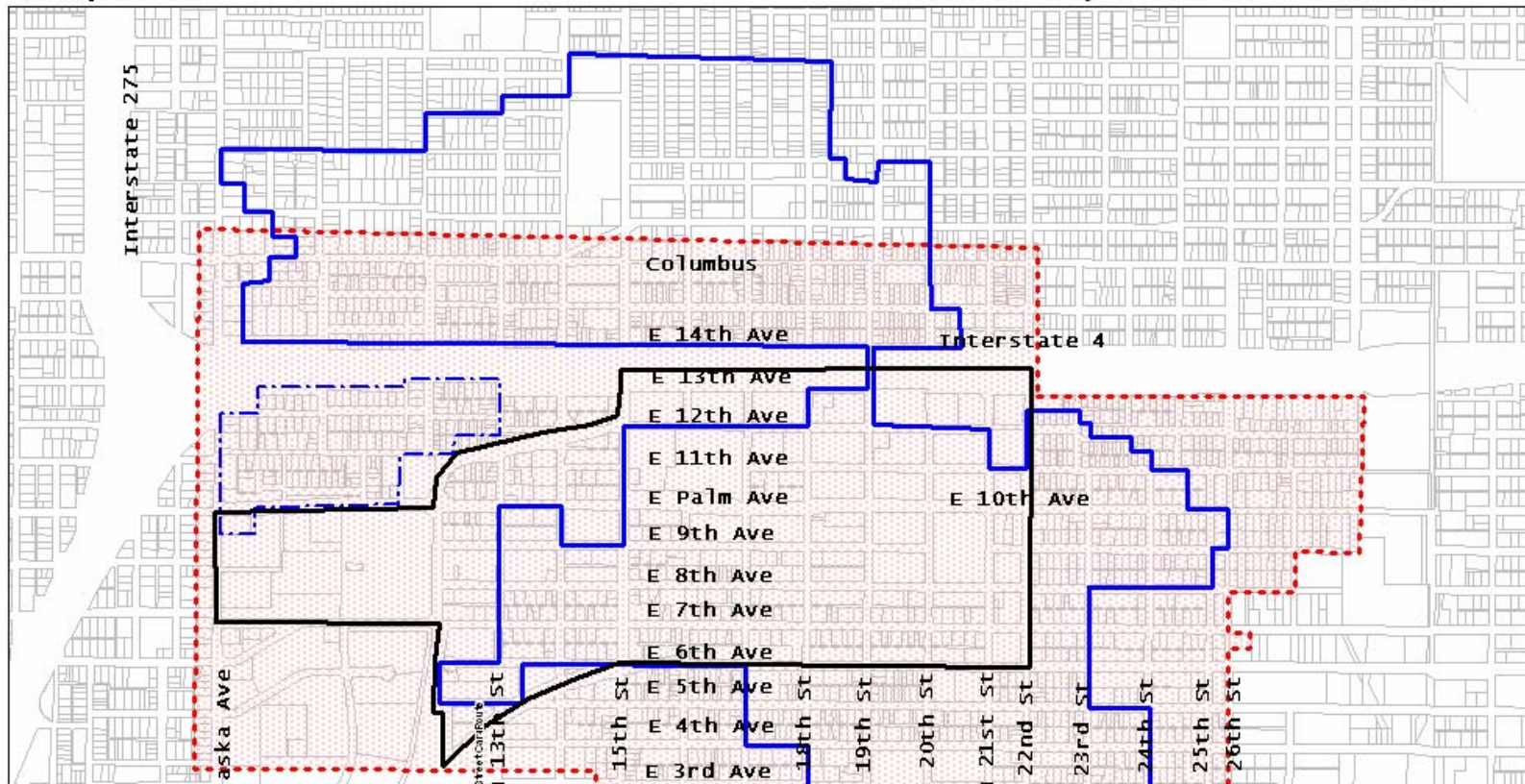
# Map No. 5

# Zoning Districts



Map No.6

Ybor City Historic Districts





## **Ybor City 2 Community Redevelopment Area Plan**

**Prepared by:**

**The City of Tampa  
Department of Urban Development  
And  
The Hillsborough County City-County Planning Commission**

**May 17, 2004**

The full document can be viewed at:  
[http://www.tampagov.net/dept\\_economic\\_development/documents/CRA\\_Plans.asp](http://www.tampagov.net/dept_economic_development/documents/CRA_Plans.asp)



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## I. Introduction

In 1885, Gavino Gutierrez, a New York City importer, heard a rumor from a client who produced guava paste and jellies that guava trees grew in abundance, almost wild, in Tampa, Florida; and asked him to check out the rumor. The guava story proved to be overstated, but Mr. Gutierrez was quite impressed with Tampa as an investment opportunity, and upon continuing his field trip to Key West, relayed his enthusiasm to several cigar manufacturers, including Vincente Martinez Ybor.

So began the genesis of Ybor City, and Tampa's great journey into a profound multicultural history. It is well-known history that Mr. Ybor and several colleagues, including his partner, Edward Manrara, Serafin Sanchez and Ignacio Haya, subsequently came to Tampa, and, with the cooperation of the Tampa Board of Trade, made the first 40 acre purchase of land in the swampy area northeast of town, to construct the first part of what would become Ybor City.

Mr. Ybor developed, with the assistance of Gavino Gutierrez, a master plan for Ybor City, which was modeled after other American industry-related new towns. The Master Plan was intended to provide for all of the needs of its future residents. Within a short time, cigar factories, homes and support facilities were in place, and a steam-powered streetcar on narrow gauge rail was in operation, connecting Ybor City with the City of Tampa. In 1897, Tampa exported over 90 million cigars; by 1907, that number had risen to over 285 million, produced by 165 factories.

The subsequent history of Ybor City has been a rich and exciting journey, encompassing victory and defeat, success and failure. The multicultural texture of Tampa was strongly influenced by the Spanish, Cuban and Italian migration to Ybor City in the late 1800's and early-mid 1900's, in addition to the cultural influences contributed by the dynamic growth of the surrounding Tampa Bay area during the same period.

Ybor City grew from a swampy, alligator-infested tidal wetland into a booming, self-contained community of 30,000 residents, and the Cigar Manufacturing Capital of the World, in 30 short years. However, several key events conspired to eventually blunt Ybor City's early success. The 1930's and 1940's brought the decline of the American cigar industry, robbing the community of jobs and national reputation. Later, in the early 1950's, the construction of Interstate 4 cut through the heart of Ybor City, further eroding the Area's fabric and economic vitality. By the early 1960's, Ybor City's glory years were long past, and federally funded Urban Renewal was summoned to demolish nearly 70 acres of older buildings, much of the physical fabric of the community.

Since then, the need for redevelopment of Ybor City has been obvious. Area revitalization has been the subject of prolonged debate and effort, and the preservation of both the remaining significant buildings, and the cultural values of the complex community that created and lived in Ybor City for over 100 years, has been a primary goal.

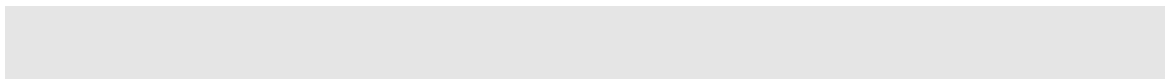
This is a **Community Redevelopment Plan** (hereinafter referred to as the "**Plan**") for the **Ybor City 2 Community Redevelopment Area** (See Map No.2). When adopted by the Tampa City Council, it will become the general redevelopment guide for these areas of Ybor City, and provide direction for capital investment and the use of other public resources by the Community Redevelopment Agency, and investment by the private sector.

**The Ybor City 2 CRA Plan** encompasses two geographical areas contiguous to the existing Ybor City CRA 1. The reason to establish the Ybor City 2 area is to address to remedy the conditions of blight present in the historic neighborhoods surrounding the Ybor City core area. The City of Tampa is committed to the process of revitalization and redevelopment within its urban core, which includes the Central Business District, the Channel District, Tampa Heights and Ybor City (See Map No. 1); all of which were initially developed over 100 years ago.

The Tampa City Council will base the Plan upon a Finding of Necessity. An analysis of the factors leading to that determination was prepared by the City of Tampa Department of Business and Housing Development, and is entitled **Ybor City 2: Finding of Necessity Report, May 2004.**

The Plan recognizes the unique historical, architectural and cultural character of Ybor City, the National Historic District designation, the local historic district designation, and the influence of the Barrio Latino Commission on the redevelopment process in the area.

The Community Redevelopment Plan will be graphically represented by a generalized land use plan, supported by a series of recommendations for public and private investment in the area. The Plan's purpose is to provide a guideline for actions intended to eliminate the blighting conditions, including unsafe, inadequate or obsolete infrastructure, and to restore a perspective of resident, investor and developer confidence in the area and to provide for affordable housing for residents of low or moderate income, including the elderly. As a result of these efforts, and the resultant economic activity, the City can anticipate additional urban residents, jobs creation and an enhanced ad valorem tax base in the area.



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**II. Legal Description for Ybor City 2 CRA**

That part of Sections 17, and 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 (State Road 400), and the Centerline of 26<sup>th</sup> Street, as shown on State of Florida – State Road Department Interstate Expressway No. 4, Section No. 10190-2417-41-14 of State Road No. 400, Hillsborough County, State of Florida State Road Department Right of Way Map; run thence Southerly along said Centerline of 26<sup>th</sup> Street, to its intersection with the Centerline of Adamo Drive; thence Westerly along said Centerline of Adamo Drive, to its intersection with the Southerly projection of the Centerline of that vacated portion of 20<sup>th</sup> Street; thence Northerly along said Centerline of said vacated portion of 20<sup>th</sup> Street, to its intersection with the Centerline of 2<sup>nd</sup> Avenue; thence Westerly along said Centerline of 2<sup>nd</sup> Avenue, to its intersection with the Centerline of 18<sup>th</sup> Street; thence Northerly along said Centerline of 18<sup>th</sup> Street, to its intersection with the Easterly projection of the Centerline of the alley in Block 65 of YBOR AND CO'S SUBDIVISION a subdivision as recorded in Plat Book 1, Page 22 of the public records of Hillsborough County, Florida; thence Westerly along said Easterly projection of Centerline and its Westerly projection to and along the Centerline of the alley in Block 60 of said YBOR AND CO'S SUBDIVISION, and its Westerly projection to the Centerline of the alley in Block 60 of PLAN of J.T. LESLEY'S ADDITION TO EAST TAMPA, a subdivision of record as recorded in Plat Book 1, Page 12 of the public records of Hillsborough County, Florida; thence Westerly along said Centerline and its Westerly projection to and along the Centerline of the alley in Block 43 of said PLAN OF J.T. LESLEY'S ADDITION TO EAST TAMPA, to its intersection with the Centerline of a vacated alley lying in Block 38 of LESLEY'S SUBDIVISION, a subdivision as recorded in Plat Book 1, Page 8, of the public records of Hillsborough County, Florida; thence Westerly along the Centerline of said vacated alley in Block 38, to its intersection with the Northerly projection of the Westerly boundary of Lot 8 of said Block 38; thence Southerly along said Northerly projection and Westerly boundary of Lot 8 and its Southerly projection, to its intersection with the Centerline of 3<sup>rd</sup> Avenue; thence Westerly along said Centerline of 3<sup>rd</sup> Avenue, to its intersection with the Centerline of Avenida Republica De Cuba (14<sup>th</sup> Street); thence Southerly along said Centerline of Avenida Republica De Cuba, to its intersection with the Centerline of 2<sup>nd</sup> Avenue; thence Westerly along said Centerline of 2<sup>nd</sup> Avenue, to its intersection with the Centerline of Channelside Drive (13<sup>th</sup> Street); thence Northerly along said Centerline of Channelside Drive, to its intersection with the Centerline of 3<sup>rd</sup> Avenue; thence Westerly along said Centerline of 3<sup>rd</sup> Avenue, to its intersection with the Centerline of the CSX Railroad, as shown in said LESLEY'S SUBDIVISION; thence Northeasterly along said Centerline of the CSX Railroad to its intersection with the Centerline of 6<sup>th</sup> Avenue; thence Easterly along said Centerline of 6<sup>th</sup> Avenue, to its intersection with the Centerline of 22<sup>nd</sup> Street; thence Northerly along said Centerline of 22<sup>nd</sup> Street, to its intersection with the Centerline of said Interstate Highway 4 (State Road 400); thence Easterly along said Interstate Highway 4 (State Road 400), to its intersection with the Centerline of 26<sup>th</sup> Street, said intersection being the Point of Beginning.

TOGETHER WITH

That part of Section 18, Township 29 South, Range 19 East, 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 (State Road 400), and the Centerline of 15<sup>th</sup> Street, as shown on State of Florida – State Road Department Interstate Expressway No. 4, Section No. 10190-2417-41-14 of State Road No. 400, Hillsborough County, State of Florida State Road Department Right of Way Map; run thence Southerly along said Centerline of 15<sup>th</sup> Street, to its intersection with the Centerline of Nick Nuccio Parkway; thence Southwesterly and Southerly along said Centerline of Nick Nuccio Parkway, to its intersection with the Centerline of Palm Avenue (10<sup>th</sup> Avenue); thence Westerly along said Centerline of Palm Avenue, to its intersection with the Centerline of Nebraska Avenue; thence Northerly along said Centerline of Nebraska Avenue, to its intersection with the Centerline of said Interstate Highway 4 (State Road 400); thence Easterly along said Interstate Highway 4 (State Road 400), to its intersection with the Centerline of 15<sup>th</sup> Street, said intersection being the Point of Beginning.

### **III. Statutory Requirements**

Any area proposed as a Community Redevelopment Area must meet the standards and requirements of the Community Redevelopment Act, Chapter 163.335-.362, Florida Statutes. The law includes clearly defined steps and legal tests, including a legal description of the area to be designated, a finding of slum or blighted conditions including the shortage of affordable housing by the appropriate authority, the preparation of a work program and schedule, and the preparation of a Community Redevelopment Plan.

The CRA Plan must be based, in part, on the conditions identified in the Finding of Necessity Report, and propose the methods by which those conditions will be ameliorated. The Plan must also be consistent with the adopted Comprehensive Plan for the Area, or suggest appropriate amendments to the Comprehensive Plan; and be consistent with the existing zoning in the area, or recommend changes both appropriate and consistent with the Comprehensive Plan.

The Plan is intended to propose a general work program and time frame within which public and private resources may be used to accomplish a sufficient degree of rehabilitation, restoration, infrastructure improvement and redevelopment activity. The Plan includes recommendations for the use of public resources within the CRA, and may include recommendations regarding the acquisition and disposition of land in the area.

The Ybor City 2 CRA Plan was prepared by The Hillsborough County City-County Planning Commission, City of Tampa's Department of Urban Development and pursuant to the laws of the State of Florida. The Plan was developed as a means to help remedy the Ybor City 2 area of slum and/or blighted conditions as documented in a Finding of Necessity Report and included by Resolution and public testimony before the Tampa City Council. The purpose in adopting this Plan is to address redevelopment efforts needed to revitalize the historic neighborhoods surrounding the Ybor City 1 area and remedy the conditions of blight.

### **IV. Public Participation**

From the onset of the planning process, an open path of communication between community representatives and the City was established. The public involvement process was divided into two phases; one to address the Finding of Necessity Study and the second for the development of the Community Redevelopment Plan.



The Public Involvement Process for the Finding of Necessity Report included the accumulation of statistical information on the proposed study area, fieldwork and analysis, and through an interactive educational approach, meeting with stakeholders for input and to discuss how decisions were reached, with City staff evaluating community feedback throughout the process. This phase of activity culminated with two community-wide meetings held at HCC's Ybor Campus.

The Public Involvement Process for the Community Redevelopment Plan had the benefit of the ongoing interaction and development of familiarization between the stakeholders and the City from the first phase (Finding of Necessity process). Through the formation of a Citizen's Advisory Committee, continued interaction between the planners and the stakeholders in this phase facilitated valuable consensus building, and resulted in a Plan that incorporated many important contributions from the community.

### **Community Wide Meetings**

September 12 and September 13, 2000, 6:00 P.M.  
Hillsborough Community College, Ybor Campus, Ybor Room

Members of City of Tampa planning staff, through the Ybor City Development Corporation (YCDC), and Hillsborough County City-County Planning Commission staff met over two days with over 100 property owners, business owners and residents from the areas of Ybor City considered for inclusion into the Community Redevelopment Area. Over 1200 meeting notices were mailed to area property owners. The following information was provided and discussed:

1. Community Redevelopment Area
  - General Information (What is a CRA?)
  - Timeframe of the Study
  - Benefits of a CRA
2. Status of the Current Community
  - Redevelopment Area
  - Existing Boundaries
  - TIF Revenues
3. Proposed Community Redevelopment Area
  - Expansion Area
  - Existing Conditions in Study Area
4. Public Involvement Process
  - Importance of Public Involvement
  - Advisory Committee

Staff actively solicited volunteers at both meetings to be part of the Citizens Advisory Committee. Over thirty (30) volunteers signed up to be members, from which the committee's membership was established.

## **First Citizen's Advisory Committee Meeting**

October 26, 2000, 6:00 P.M.

German/American Club

The first meeting had 23 committee members in attendance, in addition to YCDC and Planning Commission staff and their consultant, Mr. Michael English. The main goal of the first meeting was to review the issues facing the expansion areas as outlined in the Existing Conditions Study prepared by the YCDC staff, identify and prioritize the top five issues, and discuss any issues that may not have been addressed in the study.

1. Purpose of Committee
  - Projected Goals
  - Schedule of the CRA Process
2. Summary of Findings (Group Discussion)
  - Identify issues not considered in study
  - Prioritize Issues

Committee members were each given index cards and asked to list what they considered were the five most important issues, one issue to a card, in addition to any supporting comments they might have. Upon completing their selections, the cards would be collected and mounted on a board under the corresponding issue title listed. A detailed summary of all the comments and issues would be available for all committee members for the next meeting.

## **Second Citizen's Advisory Committee Meeting**

December 13, 2000, 6:00 P.M.

German/American Club

The notice sent to committee members stressed the importance of attending this meeting, because their decisions would play an integral part in the creation of the Community Redevelopment Plan. A matrix of all the issues and corresponding comments was presented, and used as a guide to address problems and discuss potential solutions.

As the main agenda item, the top five issues selected by the Committee members at the previous meeting were discussed in greater detail:

- Crime
- Property Maintenance
- Infrastructure
- Traffic
- Code Violations

1. Purpose of Committee



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- Projected Goals
- Schedule of the CRA Process

## 2. Group Discussion

- Revisit issues identified at last meeting
- Discuss potential solutions

In going through the matrix, committee members summarized all of the comments under each issue into solution statements. Several other issues were added to the top five, that members felt needed to be addressed. The final major issue categories decided upon were:

- Crime
- Property Maintenance
- Zoning
- Code Enforcement
- Traffic
- Parking
- Infrastructure

Between this meeting and the final meeting, planned for the early spring, a draft of the Community Redevelopment Plan would be created and sent to all committee members for their review.

### **Third Citizen's Advisory Committee Meeting**

April 4, 2001, 6:00 P.M.

German/American Club

A draft of the Community Redevelopment Plan, prepared by Planning Commission staff was sent to all committee members for their review approximately one week prior to the meeting. Input was also provided by the YCDC staff and City Senior Administration prior to the draft going out to committee members. The entire plan was reviewed and found to be generally favorable by committee members. Final comments were taken into consideration for input into a final document for presentation to the City.

### **Additional/Future Public Involvement**

In March and April of 2004, the Ybor City Development Corporation's Comprehensive Planning Committee met to review and comment on the draft Findings of Necessity Report and Ybor City 2 Community Redevelopment Area (CRA) Plan. Both documents have been updated in preparation for the public hearings. On May 3, 2004, the City of Tampa's Ybor City Development Corporation, hosted a CRA community meeting and invited all of the affected property owners in the Area.

The general public will continue to have ample opportunity to listen to and provide public comment at public hearings held before City Council before final adoption of the Community Redevelopment Plan; and Ybor residents, property owners, business owners and other interested parties will continue to be invited to provide input and recommendations as the Plan is implemented.

## V. Regulatory Environment

### Existing Community Redevelopment Plan

The existing CRA Plan has been in force since 1988. It encompasses an area generally bound by Interstate 4 and Palm Avenue on the north, N. 22<sup>nd</sup> Street on the east, E. 6<sup>th</sup> Avenue and Nuccio Parkway on the south, and an irregular western boundary which includes Nuccio Parkway, E. 7<sup>th</sup> Avenue and Nebraska Avenue. The Plan was based upon a Finding of Necessity analysis that recognized that Ybor City developed long-standing conditions of blight, and was contributing little to the community's tax or employment base.

There were a number of indicators identifying general economic distress, including vacant structures, undeveloped lots and blocks, and a high incidence of code violations. Based upon the Urban Village concept and designation in the City's adopted Comprehensive Plan, the CRA Plan emphasized new residential, retail commercial, hotel and office development, and additional parking facilities. The Plan placed emphasis on "human scale" urban design considerations, and the addition of public open space throughout the district. The CRA Plan also placed great importance on the existing architectural and historical buildings and landmarks, and encouraged the development of gateway identification to the Historic District.

While not anticipating the development of the historic streetcar system, the Plan did suggest the need for more definitive linkages between downtown Tampa and Ybor City, perhaps using a "greenway" system to encourage pedestrian and bicyclist access between the areas. The Tampa Greenways & Trails Master Plan, adopted by City Council in February 2001 designates proposed on-road bicycle lanes/route and off-road multi-purpose paths within the Redevelopment area. These are part of the McKay Bay Greenway. These include:

#### *Proposed Off-Road Multi-purpose Paths*

- North side of Adamo Drive between Channelside Drive and 34<sup>th</sup> Street (note: segment between 21st Street and 22<sup>nd</sup> Street under construction);
- Nuccio Parkway between Nebraska Avenue and Channelside Drive;

#### *On-Road Trails/Paths*

- 4<sup>th</sup> Avenue between Channelside Drive and 34<sup>th</sup> Street)

A reference to the Hillsborough County Comprehensive Bicycle Plan (adopted November 2001) also should be made, identifying proposed bikeways, bike lanes and bike routes within the CRA.

The need for special support for redevelopment in Ybor City remains. For over a decade after the enactment of the Ybor City 1 CRA Plan, redevelopment activity was very difficult to stimulate. Real results have only been realized in the past four to five years, creating a fragile and hard-



earned momentum which will continue to require the special tools and civic attention available with a CRA designation, for many years to come. The Ybor City 2 CRA Plan is expanding into two areas that are contiguous to the existing CRA, to encompass parts of Ybor City not covered by the current Plan (See Map No.2).

**Comprehensive Plan**

The City of Tampa's adopted Comprehensive Plan has long recognized the unique character of Ybor City, and its importance to the City, as a cultural resource and urban entertainment, mixed use and residential district. The Comprehensive Plan recognizes the Ybor City area as a Regional Attractor, which defines the area as a major tourist destination of interest to visitors of regional, national and international originations. It also designates Ybor City one of five Urban Villages in the City, recognizing its unique and distinctive character, and the colorful and powerful role it has played in Tampa's past.

The Urban Village concept anticipates that Ybor City will redevelop as both a living and working environment, while remaining respectful of the area's historical character. Ybor City is also unique in Tampa, for its National Historic Landmark District designation by the United States Department of the Interior, in addition to its National Register Historic District designation by the United States Department of the Interior, and local Historic District designation by the Tampa City Council. The Barrio Latino Commission was formed in 1975, by state law, to oversee the quality of redevelopment in Ybor City, paying particular care to the architectural and urban design quality of new projects and renovations, in the context of historical continuity.

The Future Land Use Categories for Ybor City (See Map No.4) reflect the vision for Ybor City's Urban Village designation, encouraging mixed-use development, urban densities and intensities, and the potential population and visitor base necessary to justify rail transit services connecting Ybor City with the Central Business District.

The Plan also recognized the inclusion of Ybor City in The City's Enterprise Zone designation in 1994, and the Transportation Concurrency Exception Area (TCEA) in 1998. In both cases, the principal goal of such designations is to incentivize economic development, private sector real estate investment, jobs creation and the general relief of economic distress. The existence of pervasive poverty, increasing crime rates and a declining tax base were identified in Ybor City many years ago, and were well recognized by the Comprehensive Plan.

The Future Land Use categories in place in the study area include multifamily residential, commercial, mixed-use and industrial. Subsequent to the adoption of this Plan, an evaluation of the current future land use categories in the Area should be undertaken to determine their appropriateness for future development.

Objective 5.2 of the **Recreation and Open Space Element of the City of Tampa's Comprehensive Plan** adopted January 28, 1998 states that the City will "by 2015, expand the greenways corridor to include a system of greenways throughout the City and along the city's waterfront areas". Policy 5.2.3 further states "provide a greenway around McKay Bay and connect up with the Downtown area".

**Zoning**

The Ybor City 2 area is currently zoned with a combination of Ybor City zoning districts (YC-1 through YC-7) and the City of Tampa zoning districts generally used in the remainder of the City. The zoning districts applied in the area (See Map No.5) include multifamily residential, commercial, mixed-use and industrial. While the zoning and land use categories are generally consistent in the Area, they should be reevaluated together after the adoption of the CRA Plan, with respect to the redevelopment goals for the Area articulated in the Plan.

The zoning districts, YC-1,2,3,4,5,6 and 7, represent specific, zoning for the commercial core, single and multi-family residential, Hillsborough Community College property, mixed-use development, general commercial, community commercial, and mixed-use, respectively. Each district is designed to guide certain kinds of development, with varying densities, intensities and lot requirements.

In addition, those areas within the Ybor City 2 area that are not zoned with a YC zoning district should be considered for rezoning to an appropriate YC District. If there are specific properties that do not lend themselves to any of the existing YC districts, consideration should be given to the creation of an additional zoning category within the YC zoning district series.

### **Barrio Latino Commission**

The Barrio Latino Commission was established to review all special use, rezoning and right-of-way applications within the Ybor City Historic District. The Commission's recommendations are forwarded to the Tampa City Council, the elected body having final decision responsibility on those applications. The Commission serves as the architectural review board for the historic district, and may undertake local historic designations and other preservation activities as it sees fit.

Ybor City's Barrio Latino Historic District was established as a separate use district in 1985, with a special series of zoning districts, designed to encourage development consistent with the existing historic fabric of the area, while allowing the more intense commercial and mixed-use redevelopment envisioned by the Comprehensive Plan (see Map No. 6).

The Ybor City 2 area is within the boundaries of the local historic district, and subject to the rules and guidelines of the Barrio Latino Commission. According to the Tampa City Code, the purpose of the Ybor City Historic District is to promote and preserve the historic district and its landmarks for the educational, cultural, economic and general welfare of the public through the preservation, protection and regulation of buildings, sites, monuments, structures and other areas of historic interest of importance within the Ybor City area. It is also the mission of the District to safeguard the heritage of the City by preserving and regulating the District and its landmarks which reflect elements of Ybor City's history; to preserve and enhance environmental quality and safety within the District; to strengthen the City's economic base by the stimulation of the tourist industry; to establish, stabilize and improve property values; and to foster economic growth and managed growth.

The Barrio Latino Commission (BLC) was established to serve as the architectural review board for the District, and to have as its central purpose the review and approval of exterior alterations to existing structures and new construction. In order to fulfill this mandate, the BLC confers Certificates of Appropriateness for such work proposed in the District, and clear guidelines for property owners and others who wish to restore, rehabilitate, construct, move or demolish a structure. The Ybor City Design Guidelines were created for the entire District, and apply to commercial, residential and industrial land uses.

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## **VI. Existing Conditions**

### **Neighborhood Character**

The character of Ybor City is a rich and complex one, evolving over a 125-year period. The history, tradition and cultural values of the many cultural groups who inhabited Ybor City have become interwoven over time into the flavor and reputation of Tampa, Hillsborough County, and the Tampa Bay Region. It is largely due to the breadth and depth of the immigrant influence in Ybor City in the late 1800's and early 1900's that it received the National Historic Landmark District designation from the US Department of the Interior in 1990. Ybor City was viewed as a microcosm of the American immigrant experience, and a very unusual example at the time for a southern city.

Today, while many of the important buildings and historical markers remain to remind us of Ybor City's past, most of the families who once lived there, and their descendents, have moved to more affluent neighborhoods in Tampa, or to other communities. The process of time, economic opportunity, and American migration patterns have led Ybor City through the same journey experienced by the great ethnic neighborhoods of the northeast and Midwest; a journey of rise and fall, and rebirth.

We are fortunate that the African-American, Cuban, Italian and Spanish ties established during Ybor City's development remain vigorously intact today; and that local residents, preservationists, historians, government officials and business community preserve so much of the area's cultural heritage.

Ybor City 2 includes two neighborhood areas adjacent to Ybor City 1 CRA; one to the north/northwest and the other to the south/southeast. The area is contiguous to its borders (see Figure F.2). The north/northwest area is bordered by Interstate 4 on the north, Nebraska Avenue on the west, Palm Avenue on the south and Nick Nuccio Parkway on the east. This area is quite mixed, but is predominately residential in character. There is the historic German-American Club on along Nebraska Avenue, which is owned by the City and houses several City departments, and new offices for the Children's Board of Hillsborough County under construction on the Palm Avenue frontage. The area has been negatively impacted by its proximity to I-4, and is showing little benefit to date from the redevelopment efforts underway to the south.

The south/southwest area, the second area, is situated just south of Ybor City 1 CRA, and has a somewhat irregular boundary. It is bounded on the north by 6<sup>th</sup> Avenue/CSX Railroad from Nick Nuccio Parkway and 22<sup>nd</sup> Street then goes north to Interstate 4, east to 26<sup>th</sup> Street, south to Adamo Drive, and stepping back up to Nuccio Parkway. The area south of 6<sup>th</sup> Avenue is mixed in character, with single and multifamily uses, as well as commercial and industrial development. There are a number of historic structures in this area, including a significant number of original cottages and cigar-related commercial buildings. While there is quite viable commercial development in the area, there is also a strong movement, from both investors and owner-occupants, to revive the residential character in the area. A community park is in the planning stages for the corner of 12<sup>th</sup> Avenue and 26<sup>th</sup> Street. Plans include a basketball court and a playground.

The area east of 22<sup>nd</sup> Street, from Interstate 4 south to Adamo Drive, is largely residential in character, although there is some non-residential development on both 4<sup>th</sup> and 7<sup>th</sup> Avenues.

While this area does contain a number of historic structures, there are a significant percentage of vacant lots in this area, and a number of indices that indicate blighted conditions.

It is important to note that Ybor City 2 are the *edge neighborhoods* of Ybor City's historic core, and are in real need of the special tools available with a CRA designation, if they are to be reclaimed as attractive, viable urban neighborhoods capable of preserving historic fabric and providing safe, economically attractive living environments for its residents.

## **Relationship to Adjacent Neighborhoods**

When Ybor City first developed, it was quite removed from downtown Tampa. The original, steam-powered streetcar system that connected the two communities initially crossed open land. Over time, the areas grew together, as both Ybor City and Tampa developed. Many of the adjoining neighborhood areas were originally considered a part of Ybor City.

Today, Ybor City adjoins Tampa Heights on the west, the Channel District on the south, the La Paloma and Ybor Heights neighborhoods on the north and a mixed residential and commercial neighborhood to the east. Tampa's downtown lies south and west of Ybor City (See Map No.1).

Ybor City's relationship with adjacent areas is complex and interdependent, in the sense that all are inner-city areas struggling with the challenges of redevelopment and renovation. Revival of urban core areas is expensive and time-consuming. The progress of each neighborhood is dependent upon the success of its neighbors, as well as the goodwill and sponsorship of public and private property owners. The City of Tampa has made great progress in the past decade in the downtown area and in Ybor City, and has recently begun focusing resources on Tampa Heights and the Channel District as well.

Perhaps no community commitment is more symbolic than the TECO Line Streetcar System, a fixed-rail transit system linking the downtown with the Channel District and Ybor City. As will be discussed in greater detail later in this document, the streetcar system is the community's first attempt to recreate the rail linkages that once joined all of Tampa's neighborhoods with the downtown area.

The streetcar alignment between the downtown peninsula's southern waterfront and Ybor City was chosen first because it represented the most urban and dynamic part of Tampa's redevelopment efforts in the 1990's; and thus gave the streetcar the greatest opportunity as an immediate economic development stimulus and visitor amenity.

As Tampa Heights and the Channel District continue to show improvement, and that success begins to have a positive affect on La Paloma/Ybor Heights and the area east of Ybor City's historic core, the need for extensions of the streetcar system may become evident, and economically viable.

The area where Ybor City blends into Tampa Heights is important to the future of both neighborhoods, and to the downtown area; a fact well-recognized by the City, as evidenced by the Heights Project, which has resulted in significant residential and commercial redevelopment activity in that area.

There remains much to do, including the improvement or redevelopment of a very deteriorated public housing area, the redevelopment of the area around Tampa Union Station, the



community's restored historic train station, and the economic reclamation of both the northern Central Business District and the downtown business area north of the Interstate.

**Existing Land Use**

Existing land use in Ybor City is a mixture of old and new, magnificent historic structures and deteriorated commercial and residential structures, and vacant lots used for parking and illegal dumping. The core of the Historic District is anchored by the landmark structures constructed during Ybor City's heyday; including the five remaining historic, social club buildings, Centro Espanol, the Italian Club, the Cuban Club, Marti Maceo Club and Centro Asturiano. Each structure has undergone extensive renovation in recent years, and each is still owned by the original mutual aid society that built it.

In addition to the social club buildings, Ybor Square, an original cigar factory, has undergone its second major renovation, the historic Ferlita Bakery has become the Ybor City State Museum, the Union de Marti-Maceo, the 6<sup>th</sup> historic social club, remains active in Ybor City, although not in their original building, and the Columbia Restaurant, one of Tampa's most famous landmarks, has been in continuous existence for over 100 years. In many important respects, it is the continued existence of these historic buildings and organizations that lend irreplaceable character and fabric to the new Ybor City which has begun to emerge in recent years.

Most of the new development in the area has occurred in the core of Ybor City, such as Centro Ybor, Hillsborough Community College's (HCC) new facilities, Ybor Station, the streetcar system's car barn, and Camden/Ybor City, new luxury rental housing by Camden Properties; or on various City properties between 13th Street and Nebraska Avenue.

Redevelopment success is much more limited in the Ybor City 2 area, however. While there are historically significant structures, including numerous residential structures, the Phillip Shore Elementary School, the Corral Wodiska Building, and the Lozano Building, the area is largely comprised of residential structures, vacant lots, aging industrial and heavy commercial land uses. The exception to this condition is

the

**Table No. 1  
Condition of Structures**

<b>Condition</b>	<b>No. of structures</b>	<b>% of total</b>
New	10	2.1
Minor	31	6.4
Deteriorated	412	84.8
Dilapidated	19	3.9
Terminal	8	1.6
Condemned	6	1.2
<b>Total</b>	<b>486</b>	<b>100.0</b>

emergence of scattered new residential development south of 6<sup>th</sup> Avenue, signaling a new interest in upscale homeownership in the Area. It is a very positive trend, and is consistent with

the vision for the area expressed by many area residents and property owners during the development of this plan.

Historically, the new CRA area is a mixed-use neighborhood, with commercial, retail, residential and industrial land uses existing side by side, in some cases incompatibly. While encouraging the continued mixed-use character of the area is a high priority, ameliorating the historical conflicts that still exist within the existing land use patterns is also important, particularly if new residential is a high priority.

There remains a significant percentage of vacant land parcels (28%), and a high percentage of structures in deteriorated condition or worse (91.5%), (see Table 1). Property maintenance remains a problem throughout the area, as well, as does the average age of existing structures and existing sewer, water and stormwater infrastructure.

## **Transportation System Elements**

### **Expressways**

Ybor City has been strongly influenced by Interstate 4 since the facility was first constructed in the early 1960's. At that time, the new interstate cut through Ybor City, separating the northern area from the body of the neighborhood to the south, which caused both relocation and neighborhood decline. The areas adjacent to Interstate 4 have never really recovered from that trauma.

There are currently access ramps to the Interstate at 21<sup>st</sup> and 22<sup>nd</sup> Streets. The plan for major expansion to the Interstate, the Tampa Interstate Study, proposes taking additional right-of-way from both sides of the existing right-of-way, and constructing major access improvements in the Ybor City area; including enhancement to the 21<sup>st</sup> and 22<sup>nd</sup> Streets access ramps. In addition, there will be new access roads and noise barriers constructed within the Ybor City segment of construction. The timing of the proposed improvements is some years away.

The Leroy Selmon Expressway, which connects downtown Tampa and the Brandon area, does not directly touch Ybor City, but does have an Ybor City exit, at 20<sup>th</sup> Street just south of State Road 60. The Tampa/Hillsborough County Expressway Authority is currently in the construction phase of a major project to add an elevated, three-lane express facility to the Selmon Expressway. It will allow commuters to move directly from Brandon to downtown Tampa, without interim tollbooths or access ramps. The lanes will be reversible, to accommodate peak hour traffic, morning and evening. The new facility will have a nominal effect on Ybor City, other than allowing commuters and others to make the trip in or out more quickly.

### **Surface Roads**

Surface access into and through Ybor City includes a number of busy collector and arterial-level roadways, and local streets. North/south streets include Nick C.Nuccio Parkway, which provides access from downtown to Ybor City from the southwest, and the 21<sup>st</sup> and 22<sup>nd</sup> Streets one-way pair, which provide access through Ybor City, and access for the Port of Tampa and related commerce, to Interstate 4. Most of the other north/south streets are local streets, primarily serving the Ybor City neighborhood.

East/west access includes State Road 60, which defines the southern border of Ybor City, 4<sup>th</sup> Avenue, a local collector road, 7<sup>th</sup> Avenue, the principal commercial street in the commercial core





of Ybor, and Palm Avenue, a collector street on the north side of the commercial core, connecting Tampa Heights and Ybor City. The remaining east/west roads are local streets serving the neighborhoods. Most of the local streets are narrow, brick streets, with limited on-street parking. Parking, congestion and maintenance problems have been identified on many of the Area's local streets.

**Parking**

Parking facilities are in constant and growing demand, and in perennial short supply in Ybor City. The neighborhoods that surround the core entertainment area of Ybor City are negatively impacted when the demand for parking overflows into their neighborhood. The Ybor City 2 Area serves as an overflow parking area and does not have the parking supply nor facilities to handle such demand. Furthermore, the use is intrusive and non-compatible with the neighborhood and has historically caused conflicts between residents and visitors. Until recently, most of the parking for patrons of Ybor City businesses has been provided by the rental of surface parking lots on undeveloped parcels in the general Ybor area. As Ybor's success has grown as an entertainment district over the past decade, it became apparent that surface parking would not suffice as many of the formerly vacant lots and blocks have undergone physical development.

To help alleviate the parking demand, the City constructed the Centro Ybor Parking Garage, a 1,200-space parking garage at 6<sup>th</sup> Avenue and 16<sup>th</sup> Street. However, parking remains a weekend evening and special event-problem in the Area, both for neighborhood residents and visitors. In addition, the influx of residential development into the Area has created an additional demand for parking, making on street parking even more scarce. Bicycle parking in the Area is also a need. Parking solutions will be addressed later in this Plan document.

**Streetcar System**

A 2.5-mile vintage electric streetcar system, the TECO Line Streetcar System, linking the Tampa Convention Center, the Waterside Marriott and the CBD with the Channel District and Ybor City, opened for revenue service in October 2002. The system's alignment, beginning at the Southern Transportation Plaza, is along Ice Palace and Channelside Drives through the downtown waterfront area and the Channel District. Upon entering Ybor City, the tracks follow the 13<sup>th</sup> Street alignment to 8<sup>th</sup> Avenue, and then turn east to the system's eastern terminus at 20<sup>th</sup> Street.

The streetcar system provides a new fixed-rail transit link connecting the Central Business District, the Channel District and Ybor City. The system's capital cost was funded by public investment from the City of Tampa, Hart and both state and federal funding sources. It has been viewed from the outset as a powerful economic redevelopment tool, as well as an important addition to the City's emerging reputation as an urban tourist destination.

It provides regular, daily streetcar service through the community's urban core, utilizing a fleet of eight historic-quality, streetcar replicas, allowing both visitors and area residents to travel throughout the area without using an automobile. A private, not-for-profit corporation, Tampa Historic Streetcar, Inc., operates the system, utilizing streetcars and capital infrastructure provided by the City and HART.

Operating costs for the system are presently provided by a unique combination of revenue sources, including fare box and advertising revenues, a special assessment district including private property within the CBD, the Channel District and Ybor City, and interest income from a special endowment fund created for that purpose. Naming fees from private corporations, for the

system name, the eight streetcars and the initial 12 streetcar stops, and contributions from the Port Authority and Harbour Island, will fund the endowment.

### **Greenways/ Trails**

The Tampa Greenways & Trails Master Plan, adopted by City Council in February 2001 designates proposed on-road bicycle lanes/route and off-road multi-purpose paths within the Redevelopment area. These are part of the McKay Bay Greenway. Additional non-vehicular linkages are needed to connect Ybor City to McKay Bay Nature Park, the Channelside District and Downtown. Additionally the festival atmosphere of Ybor City as an entertainment center draws significant pedestrian traffic. Improved and new sidewalks are needed.

### **Pedestrian/Bicycle Access**

There are no improved bicycle lanes, bicycle routes or off-road multi-purpose pathways within the CRA. In the Ybor City 2 area, there is a need for the restriping of appropriate roadways to accommodate bicycle lanes and/or need for bicycle route signage.

## **VII. Need for Redevelopment**

### **Development Environment**

The City of Tampa has enjoyed the benefits of a strong local, regional and national economy for the past five years. Urban neighborhoods such as the Central Business District, Hyde Park, Davis Islands, Tampa Heights and Ybor City have been beneficiaries to a greater extent than in the recent past, thanks in large part to the City of Tampa's concerted efforts to stimulate redevelopment in those areas.

The local climate for continued reinvestment in those areas remains strong but, in the case of the CBD, Tampa Heights and Ybor City, most probable if the City continues to provide the financial leverage and development incentives to the private sector which have been available in the past; and the infrastructure improvements necessary to create attractive urban neighborhoods.

In Ybor City, the Core area delineated by the existing CRA boundaries has benefited from a variety of incentives to facilitate significant restoration of historic buildings, new retail, office, hotel and housing development, and new HCC facilities. However, the recent period of prosperity has not become a pervasive characteristic, nor yet allowed even the core of Ybor City to achieve a self-sustaining level of economic activity.

While there is strong evidence of blighted conditions within the proposed Ybor City 2 CRA boundaries, there is evidence that the progress within the existing CRA has begun to have a some positive effect on the proposed CRA, particularly the area south of 6<sup>th</sup> Avenue; a signal that concerted support for redevelopment in the proposed area is timely.



**Factors Determining Slum and/or Blighted Conditions**

The City of Tampa’s analysis of conditions in the Area, **Ybor City 2: Finding of Necessity, May 2004**, identified a number of specific conditions which contribute to the report’s conclusion that blighted conditions exist in the Ybor City 2 study area. The report summarized those conditions, and recommends the establishment of a CRA designation for the Ybor City 2 study area.

In summary, those conditions include:

- **Structural Conditions** - The condition of structures in the Area were identified by City staff, through survey. The results indicated that 91.5% of the structures in the Area were in a Deteriorated structural condition, or worse.
- **Age of Structures** – 67% of the buildings in the Area was constructed prior to 1946. The age, close physical proximity and outdated, wood construction methods of the older structures, in addition to lack of modern renovation attention, has created fire and public safety hazards throughout the Ybor City 2 area.
- 72% of the 486 structures in Ybor City 2 have either an active **Code Violation** or a recent history of one. While many of those violations fall into the historical category, it is a meaningful indicator of blighted conditions.
- **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.

- **Nonconformities** - There are a significant number of small lots in the Area that are nonconforming with respect to minimum lot size required by zoning, and thus

undevelopable. It is a condition that inhibits small-scale redevelopment by prohibiting individual lot owners from constructing new residences. In addition, diversity of ownership on many of the blocks in the Area further inhibits the potential for redevelopment.

- **Diminished taxable value** is both a symptom of economic decline and a dilemma for the government jurisdictions responsible for providing public services to an area. The Ybor City 2 area has suffered from a declining ad valorem tax base for many years, currently contributing less than 1% of the city's tax base; and consequently, has been a net drain on the City's resources.
- **A significant incidence of deficient property maintenance** is an indicator of economic distress. 17% of the total properties within the Amended Area currently have one or more identified property maintenance conditions, and many have a history of repeated violations.
- 11% of the properties within the Amended Area have property taxes delinquent for a minimum of one year, or more, according to the Property Appraiser. A **significant incidence of delinquent tax payment** is an indicator of economic distress. Most of the delinquencies are associated with single-family homes or vacant lots, which could inhibit the process of residential rehabilitation or infill development.
- **Nearly 40% of the residential lots** in the Area are undeveloped.
- There is a **significant incidence of crime** in the Ybor City 2 area, and, in the most recent years, total crimes continue to exceed the citywide percentage. Crime reporting for the Area is tallied by Tampa Police Department Grids 127, 128 and 129. In the past three years, the most significant crimes in the Area are drugs/narcotics (up 48%) and prostitution (up 75%). The incidence of crime is generally a problem in urban, center-city neighborhoods, particularly when an area draws a visitor-oriented entertainment district like Ybor City.

Many of the special services provided for the safety and security of Ybor City residents and visitors has been funded by revenues generated by Ybor City 1 CRA's Tax Increment Fund. As the Ybor City 2 area undergoes redevelopment and restoration, enhanced security and crime prevention services will remain a high priority.



## VIII. Redevelopment Plan

### Philosophy

A Community Redevelopment 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. Returning an urban neighborhood to such a condition of health will also create new jobs, stimulate growth of the Area's tax base, and spill the potential for similar results into adjacent neighborhoods.

A review of the existing Ybor City CRA Plan is the starting point for the Ybor City 2 Plan. The recent Finding of Necessity analysis indicates that the Ybor City 2 study area has not enjoyed the same reinvestment interest or prosperity as the existing CRA. The study area has clearly not attained a level of economic viability or sustainability, and so requires the assistance and support provided by a CRA designation, and the concomitant efforts of the City of Tampa and the private sector.

The Ybor City 2 Plan will focus on residential revitalization and development, replacement of infrastructure, new community amenities, and improving the quality of life for Area residents and property owners, as well as businesses and visitors to Ybor City. It is intended to provide a facilitative framework for the marketplace; and to allow the City of Tampa the flexibility to respond to changing market conditions and priorities for the Area. A key goal in this Plan is to preserve and enhance the residential land uses in the Area, and to encourage continued infill in those areas that is compatible with the existing neighborhoods.

### The Redevelopment Plan

**The Redevelopment Plan** (See Map No.3) recognizes the distinct character and special needs of Ybor City 2, which is described as two general neighborhood areas surrounding Ybor City's mixed use, entertainment district core. As a result, the **Ybor City 2 Plan will address needs that differ from the historical core, but also address the common needs shared by both.** Each neighborhood area has a somewhat different character, but some unique priorities.

### Ybor City 1 CRA Plan

We anticipate that Ybor City 1 CRA area will continue to redevelop as a major entertainment and visitor venue. The Ybor City 1 CRA Plan recognizes the need for additional hotels, additional low-rise, high-density residential development, office development, and enhanced services for visitors and residents, including completion of the current plan for ceremonial gateways into the Area. In March 2003, the City of Tampa, Hillsborough County and the Community Redevelopment Agency of the City of Tampa entered into an inter-local agreement. Part of that agreement allowed the Plan to be amended to extend the date of expiration from 2003 to 2015. Therefore, the Ybor City 1 CRA plan will be continuing its redevelopment efforts for another 12 years.

### **Ybor City 2's North/Northwest Neighborhood Area**

This neighborhood is located just west of the historic Core area, across N. 13<sup>th</sup> Street. The area is small, and is bound on the north by Interstate 4, and on the south by Palm Avenue, south of which lie two corporate office facilities, TECO Service Center and the K-Force Corporate Center. The vision for the area is new market-rate housing, residential renovation where possible, additional institutional development, and the preservation of the remaining historic structures and facilities in the area. The proximity of other recent development, and the streetcar system, will encourage redevelopment of this area.

### **Ybor City 2's South/Southwest Neighborhood Area**

This neighborhood lies south of the CSX railroad tracks and 6<sup>th</sup> Avenue. It is an area with a solid core of residential uses, some neighborhood-serving retail, a long-standing collection of commercial / industrial uses, and a significant number of historic structures, many of which are already renovated and in use. There is a strong desire on the part of residential property owners to strengthen that character and enhance the residential component of the area, while recognizing that the mixed-use character of the area will remain for many years. There is the potential for new medium density development, live-work accommodations, and neighborhood commercial development. The proximity of the new streetcar system will enhance the development and redevelopment potential of the area.

**An additional part of this neighborhood** lies east of 22<sup>nd</sup> Street, and is bisected by 7<sup>th</sup> Avenue. North of 7<sup>th</sup> Avenue, the neighborhood is largely residential, with a significant number of undeveloped parcels and lots. South of 7<sup>th</sup> Avenue, residential land use is interspersed with commercial and industrial uses. There is a strong desire on the part of current residents to upgrade the neighborhood, and strengthen its residential character. There is also the potential for significant residential infill, of both single and multi-family development.

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.

## Implementation Measures

Within the Ybor City 2 Area, the following **Implementation Measures** should be undertaken subsequent to the adoption of the Plan:

- **Appropriate gateway identification** should be designed and constructed at key entry points of the Area. Consideration should be given to the Interstate 4 / 21<sup>st</sup> & 22<sup>nd</sup> Streets interchange, 7<sup>th</sup> Avenue at 26<sup>th</sup> Street, Nebraska Avenue, and Adamo Drive at Channelside Drive, 21<sup>st</sup>/22<sup>nd</sup> Streets and 26th Street.
- **Appropriate streetscape design**, sympathetic to the envisioned character of the area, should be undertaken and eventually implemented on every street within the Area. Ybor City's Master signage program should be extended throughout the Area.
- The City and the Ybor City Development Corporation should consider sponsoring the **development of a childcare center** for the use of Area residents, workers and students.
- **Essential infrastructure** should continue to be improved or replaced in the Area. Sewer, water, stormwater facilities and other basic public infrastructure improvements are presently incomplete.
- **Crime Prevention** - Crime statistics have identified significant problems in the Ybor City 2 area. Recent statistics compiled by the Tampa Police Department reveal significant activity in a broad range of crime categories. Crime prevention and community policing programs, such as Crime Prevention Through Environmental Design (CPTED), are an important component of the Area's civic support system, as well as the process of attracting investment interest in redevelopment.
- **Marketing/Public Awareness** - Within the administration of a CRA designation for Ybor City 2, City-directed coordination of public and private development interests, regular and concerted marketing and public relation/education activities, and early master planning for the provision of infrastructure, public amenities and public services should be high priorities.
- **Special crime patrol** and crime prevention services should be continued, and enhanced, if possible.

- **Enhanced code enforcement** should be a high priority, to identify structures in unsafe or unsound condition, to alleviate adverse property maintenance conditions, and to prioritize a program of resolving ongoing code violations.
- **Vacant lots and structures** should be specifically identified and categorized, and a program developed to encourage their purchase, lease, development or assemblage to an active development entity. Where it is determined that there are specific regulatory reasons why property has not been developed, such as a zoning which has made the property non-conforming or undevelopable, regulatory solutions should be implemented.
- **All available City programs** providing assistance for housing rehabilitation should be targeted in the CRA areas, including a concerted public education program. Priority should be considered for existing residents in the Area, particularly the elderly and those of low or moderate income. A similar effort should be undertaken for small business owners, and first-time home buyers.
- **A special effort** should be made to facilitate the renovation and reuse of any viable historic structures within the Area. While most of the historic buildings are in the Core, there are many in this area as well.
- **Every street** in the Area should be evaluated for **physical current condition**, and the need for resurfacing. If the street is currently brick, every effort should be made to maintain the brick surface in the future. Each street should also be evaluated for its current traffic loads, special circulation problems and peak hour traffic, and considered for appropriate traffic calming techniques.
- **Every street** in the Area should be identified for the **presence or absence of sidewalks**, and a comprehensive program developed to repair and maintain existing sidewalks, and to construct new sidewalks where there are presently none. Off-road, on-road bike trails and routes identified in the Tampa Greenways and Trails Master Plan and the Hillsborough County Comprehensive Bicycle Plan should be implemented. Existing streets deemed suitable should be developed.
- In conjunction with Tampa Electric Company, the Area should also be carefully inventoried and evaluated regarding **street lighting**. There are many scattered pockets throughout the Area that are inadequately lit at night, for both pedestrians and motorists. According to interviews with representatives of the Tampa Police Department and Area residents, it is a contributing factor to the incidence of crime in those areas, as well. A comprehensive program should be undertaken to provide adequate and appropriate street lighting throughout the Area.
- **The wastewater and water facilities** in the Area should be evaluated and prioritized for upgrading and/or replacement. The Agency should encourage the responsible departments to prioritize those infrastructure improvements on the basis of the goals and objectives of the Plan.
- **Localized flooding problems** have been occurring for years in parts of the Ybor City 2 area. The identification and prioritization of those problems should be



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made on the basis of severity and longevity, and a stormwater management program developed by the Agency.

- **Hartline** should be encouraged to undertake the improvements necessary to bus stops to ensure that each is a well-shaded area, with reasonable protection from inclement weather for transit users.
- **A Corridor streetscape program** should be designed and undertaken on Nebraska Avenue, to the benefit of the entire Ybor City area. A streetscape/beautification program on Nebraska Avenue will not only create identity for the adjacent neighborhoods, but also allow visual and pedestrian linkages to evolve connecting Union Station with two other landmark buildings, the Centro Asturiano and the German-American Club.

**A similar corridor streetscape program** should be implemented along the 21<sup>st</sup> / 22<sup>nd</sup> Streets Corridor. It is a major gateway to both Ybor City, and the City of Tampa, and is presently an unattractive commercial corridor for motorists and pedestrians alike. Such beautification programs there and on Nebraska Avenue should be explored as joint efforts with the Florida Department of Transportation.

- While Centennial Park provides a fine public park and ceremonial gathering place for the Core area, the Ybor City 2 area lacks neighborhood parks. **Small neighborhood parks** (1-2 acres), preferably with carefully programmed recreational facilities and community meeting space, are an important element in improving the residential viability of these areas, and encouraging redevelopment and residential infill activity. Sub-area B, particularly, will benefit from the timely provision of such facilities.

**A development program** should be undertaken by the Agency to identify the potential for the provision of neighborhood parks in these areas; and every effort should be made to incorporate the specific needs of the surrounding neighborhood in the development of those plans. Consideration should be given to the provision of fruit trees in the new parks, such as papaya, mango and the various citrus trees that were once common in Ybor City.

- The Area should be evaluated for **zoning inconsistencies and non-conformities**. It appears to be the case that the Area contains many lots that are not developable under current zoning guidelines.
- The Area should be evaluated for the implementation of bicycle lanes and/or bicycle routes where appropriate

## General Redevelopment Options

The application of a Community Redevelopment Area designation makes several 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 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 CRA Plan. The property may be disposed of at Fair Value, rather than at the Appraised Value. The documents of conveyance will contain any conditions necessary to safeguard the goals of the Redevelopment 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 businesses and non-profit organizations required to relocate.

Relocation assistance will be provided through the City's Division of Business and Housing Development. Such assistance will be provided in a fair, equitable and thorough manner.

**Neighborhood Impact Element**

The Ybor City 2 CRA has been a mixed-use, residential area in Tampa since 1885. Today, approximately 342 parcels of land in the Area, nearly 27% of the total land area, are devoted to residential land use. The Area is home to approximately 1,050 residents. Cultural and ethnic diversity, long a trademark of the Ybor City area, remains a noteworthy characteristic, including Hispanic, African-American and White ethnic groups. The addition of new housing accommodations in the CRA is a primary goal of the Redevelopment Plan. It is important, however, to recognize and minimize the impact of redevelopment activities on the resident population in the Area.

**Resident Population**

Redevelopment activity in any neighborhood has a mixed impact on the extant population. Such activity generally improves property values in the Area, educates risk-adverse mortgage lenders on the merits of mortgage lending in the Area, and draws the interest of developers, property renovators, and new urban residents to the neighborhood. Neighborhood associations form or strengthen, and neighborhood crime-watch networks become more effective. Community services improve, the crime rate drops, and public facilities are replaced or upgraded.

However, the same activity can cause the process of gentrification to occur; which essentially pushes the economically marginal residents out of the area, into a neighborhood for which there is less demand for housing accommodations. It is a process that affects bargain renters, and homeowners for whom any significant increase in housing costs, such as increased taxes or code violation-related rehabilitation costs, may be a signal to sell and move on

The City operates an extensive, award-winning housing rehabilitation program for many such circumstances, and can facilitate low interest mortgage loans, deferred payments, and the ability to facilitate movement to adjacent, lower cost neighborhoods. The City of Tampa is committed to providing every assistance available to current Area residents to keep them in their homes, and within the Area.

In Community Redevelopment Areas, the policies regarding rehabilitation assistance, or dislocation and relocation needs allow the City significant latitude in providing such assistance. The City is also committed to maintaining a significant supply of affordable housing in the Area.

## Adjacent Resident Population

Ybor City, because of its unique historical, locational and physical characteristics, is the anchor neighborhood for the urban neighborhoods around it. Tampa Heights, La Paloma, East Tampa, Palmetto Beach and the Channel District are all depressed urban neighborhoods, and will benefit greatly from the revitalization of the Ybor City 2 Community Redevelopment Area.

The revitalization of Ybor City will spill over into each of these neighboring areas, in terms of new interest from urban residents, lenders and investors, jobs creation for the current residents of these neighborhoods, and improvements in public facilities and infrastructure sorely needed in those areas, as well.

New residents and businesses, and economic activity, in Ybor City will also create new confidence in the inner city, an important consequence of the public commitment to the Area. Provided that the City's redevelopment process is sensitive to the short-term and ongoing impacts of the process on adjacent areas, there should be no real downside to adjacent neighborhood residents of the redevelopment efforts in Ybor City.

## Relocation, Replacement Housing and Affordable Housing

As detailed earlier, the City's policies regarding relocation and replacement housing are clear and comprehensive, and intended to minimize the impact and inconvenience of relocation. The City is prepared to offer every assistance available to mitigate the impacts of any relocation that may be required. Affordable housing is addressed in the next section of this report.

## Traffic Circulation

Traffic circulation in the Ybor City 2 Area is often congested on weekends, evenings and during special event. During those peak periods of congestion, the problem is exacerbated by several factors, including the lack of adequate parking facilities for peak periods of parking demand, a neighborhood street pattern utilizing historically narrow streets, and, except for the largest special events, the lack of a practical transit alternative for those who otherwise might park outside the Area and ride a shuttle in.

Certainly, additional redevelopment in the Area will create additional travel and parking demand, and place additional stress on the Area's transportation network. However, additional residential development is a primary goal of this Plan, which generates relatively few trips, particularly at peak periods for Ybor City; and to a certain extent, traffic congestion and a shortage of parking is endemic to dense and successful urban areas, and the answer to such problems is not necessarily to continue building new capacity.

However, the City and its partners in Ybor City, including HART, the Florida Department of Transportation (FDOT) and Hillsborough Community College, are addressing the problem in a number of creative ways, including:

- The City presently invests significant resources in traffic management activities in Ybor City, during peak periods. Those activities are considered a major and ongoing commitment of the Tampa Police Department, and the City's Department of Public Works and Transportation Department.

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- New structured parking facilities recently opened by the City on 16<sup>th</sup> Street at 6<sup>th</sup> Avenue, and a second facility, jointly funded by the City and HCC, just west of Ybor Square. A third parking structure is in the planning stage, for a location near the eastern terminus of the streetcar line. The provision of quality parking facilities is critical to improving access to Ybor City.
  - The provision of safe pedestrian and bicycle access between the Ybor City core to adjacent neighborhoods, the Channelside District and downtown areas will lessen auto-dependency during special event/festival periods. Creation of a pedestrian and bike friendly environment will encourage use of alternative transportation to the area. Safe routes to schools from neighborhoods and to parks improve area youth's health and is a deterrent to today's trend of obesity in younger age groups.
  - FDOT's improvement plans for Interstate 4 include significant improvement to the current Ybor City access ramps at 21<sup>st</sup> and 22nd Streets, which will greatly improve access into the Area.
  - A significant improvement in access into and through Ybor City is the TECO Line Streetcar System, which connects downtown Tampa's waterfront with Ybor City. The 2.5-mile system provides convenient and timely transit access into Ybor City all the time, and allows visitors to park anywhere along the streetcar line, and ride into the Area. The streetcar system provides relief to both the streets and parking facilities in the Area, and will eventually carry workers and area residents to and from Ybor City.

Current and suggested improvements in transportation facilities in the Ybor City area should improve conditions for current and future residents, as well as provide special amenities, such as the streetcar system, which is unique to Ybor City, downtown and the Channel District. The streetcar system should be extended along 8<sup>th</sup> Avenue from 20<sup>th</sup> to 26<sup>th</sup> Street to include this residential neighborhood.

### Environmental Quality

The redevelopment activity envisioned for the Area will be accompanied by a variety of infrastructure improvements that will all contribute to an improvement in environmental quality. The streetcar system will reduce some auto traffic and parking demand, and provide a positive contribution to air quality in the Area. All currently vacant property, which is subsequently redeveloped, will mitigate any ground pollution present. Improvements to sanitary sewer, water and stormwater systems will improve surface and / or ground water quality. Additional shade trees, public parks and public landscape will improve air quality, provide new recreational opportunities and reduce any visual pollution present. Any special neighborhood clean-up services or solid waste disposal services will improve the area, and reduce the potential for disease; as will the special attention paid to resolving code and property maintenance problems in the Area.

### Availability of Community Facilities and Impact on Schools

In addition to the improvements in public services and infrastructure previously discussed, this Plan recommends a new public park and community meeting area for residents of the Area. In addition, improvements recommended to the Area's transportation network are designed to

accommodate both the current demand, and the additional transportation demands created by the continued redevelopment in the area.

The residential development recommended in the Plan includes the potential for single and multifamily housing, which may be attractive to families with children. It is unlikely, however, that the infill residential development anticipated by the Plan will place a significant burden upon the Hillsborough County School System. On the other hand, the continued redevelopment of Ybor City should have a positive effect on Phillip Shore Elementary, a Hillsborough County magnet school; and on the student enrollment at HCC's Ybor City Campus, which HCC officials view as a positive consequence of redevelopment.

### **Publicly Funded Capital Improvements**

The Community Redevelopment Agency shall recommend to the City the publicly funded capital improvements to be undertaken within the Area, based upon the needs outlined in the Plan and the availability of public resources.

The timing of such public improvements will be affected by Area residents and property owners, and the private sector's interest in redevelopment and private investment, and every effort will be made to utilize the public's investment as leverage for the redevelopment efforts envisioned by the Plan.

The City of Tampa will retain responsibility for ensuring that all capital improvements in the Area are properly installed and maintained; although development agreements with private development entities may assign physical implementation responsibilities.

### **Affordable Housing**

Ybor City 2 is part of the Ybor City Historic District and generally characterized as a mixed use district with the predominate land use being residential and vacant lots. A majority of the structures in the area (92%) are deteriorated, dilapidated terminal or condemned and 67% of those structures are historic, built prior to 1946. This indicates that the existing housing stock is in poor condition. As the area redevelops, the city wishes to encourage the affordable housing opportunities.

There is evidence to suggest that a shortage of affordable "sound" housing to residents of low or moderate income, including the elderly, exists in the Area and City of Tampa. The basis of HUD's definition of affordable housing is the condition that no more than 30% of household income be required for housing cost. In Tampa, over 38,000 households allocate more than 30% of their income to housing.

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## IX. Development

### Development Controls

All development and redevelopment within the Community Redevelopment Area shall be consistent with the adopted Comprehensive Plan, the CRA Plan, and all other applicable laws, ordinances and regulations.

At this time, it is anticipated that no special limitations shall apply to development undertaken within the Area other than those already in place, including those development regulations and design guidelines administered by the Barrio Latino Commission. Development reverter clauses requiring developers to develop property within specific timeframes could be explored as a means to insuring that development occurs in a timely manner.

A recommendation does exist within this Plan to evaluate the zoning and future land use designations throughout the Area. Any changes contemplated in these matters would be required to be consistent with the Policies, Goals and Objectives of the Comprehensive Plan, or to recommend other amendments to the Comprehensive Plan, as well.

Any proposals for development on public land shall be reviewed in accordance with applicable legal requirements, and shall be in accordance with this Plan.

### Redevelopment Funding Sources

Redevelopment costs in the Area will be borne jointly by the public and private sectors. The purpose of the CRA designation is to enable the City to provide special assistance in the redevelopment efforts of areas so designated. The ability of the City to provide such a broad range of assistance is a key element of risk reduction for the private sector, enabling investment not otherwise possible. The provision of critical public infrastructure will enable the private sector to make much larger private investment, justified by both reduced risk and adequate returns on investment.

There are a number of **Funding Sources** available to the City to provide the improvements to the Area contemplated by the Plan, including;

- A Special Assessment District
- A Special Taxing District
- State Enterprise Zone Tax Credits
- Community Corporate Tax Credits
- City Revenue Bonds
- A Tax Increment Finance District
- Industrial Revenue Bonds





- Public / Private Development Agreements
- State and Federal Grants
- City of Tampa General Revenue

The Community Redevelopment Agency, the Ybor City Development Corporation, citizens of the Area, and the City of Tampa will regularly evaluate potential projects, current and prioritized infrastructure needs and available funding sources. Based upon that analysis, available funding sources will be matched with those needs.

### **Timing of Redevelopment**

This Plan, as amended, has a **30-Year Horizon (2004-2034)**, during which substantial redevelopment of the Ybor City 2 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.

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