

Code Change

AN ORDINANCE OF THE CITY OF TAMPA, FLORIDA, **RELATING TO EXTENDING TIME OF YBOR CITY AND EAST TAMPA NO FEE ZONES FOR MULTI-MODAL TRANSPORTATION IMPACT FEES, AND OTHER GENERAL CORRECTIONS**; MAKING REVISIONS TO CITY OF TAMPA CODE OF ORDINANCES, CHAPTER 25 (TRANSPORTATION); AMENDING SECTION 25-70, PAYMENT OF MULTI-MODAL TRANSPORTATION IMPACT FEE; AMENDING SECTION 25-74, EXEMPTIONS FROM AND CREDITS FOR MULTI-MODAL TRANSPORTATION IMPACT FEE; AMENDING ARTICLE III TECHNICAL PROVISIONS, EXHIBIT II. MULTI-MODAL TRANSPORTATION IMPACT FEE DISTRICTS, REPLACING MAPS 25.1 AND 25.1B; AMENDING ARTICLE III TECHNICAL PROVISIONS, EXHIBIT IV. NO MULTI-MODAL TRANSPORTATION IMPACT FEE ZONES, REPLACING MAPS 25.1G AND 25.1I, AND DELETING MAP 25.1H; PROVIDING FOR REPEAL OF ALL ORDINANCES IN CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City continues its desire to encourage the redevelopment of Ybor City, Tampa, and East Tampa as more particularly described in Section 1 herein; and,

WHEREAS, City Council is authorized by the Tampa City Code to create "No Transportation Impact Fee Zones" for up to a maximum of five (5) year terms; and

WHEREAS, the "No Transportation Impact Fee Zone" for the Ybor City zone and the East Tampa zone can be extended by the City Council finding that the proposed zones continue to be areas of the City, which suffer from chronically unacceptable levels of poverty, unemployment, physical deterioration, and/or economic disinvestment; and

WHEREAS, the City desires to extend the "No Transportation Impact Fee Zone" for the Ybor City zone and the East Tampa zone to expire on October 20, 2020; and

WHEREAS, the "No Transportation Impact Fee Zone" for the Ybor City zone and East Tampa zone are located in the transportation concurrency exception area (TCEA) as defined in Chapter 17-5 of the Code; and

WHEREAS, two (2) duly noticed public hearings as required by law were held by the City Council of the City of Tampa, Florida; and

WHEREAS, all parties in interest and citizens were afforded notice and an opportunity to be heard at said hearings.

1
2 NOW, THEREFORE,
3

4 BE IT ORDAINED BY THE CITY COUNCIL
5 OF THE CITY OF TAMPA, FLORIDA:
6
7

8 Section 1. That “Sec. 25-70. Payment of multi-modal transportation
9 impact fee.” is hereby amended by deleting the stricken language as follows:
10

11 “Sec. 25-70. Payment of multi-modal transportation impact fee.

- 12 (a) Any person applying for the issuance of a building permit for a commercial or
13 residential addition, remodeling or change of use shall pay the multi-modal
14 transportation impact fee prior to obtaining the building permit. Any person
15 applying for the issuance of a building permit for any other type of development-
16 related activity shall pay the multi-modal transportation impact fee to the city
17 prior to the issuance of the certificate of occupancy; ~~however, the feepayer may~~
18 ~~elect to pay the entire multi-modal transportation impact fee prior to the issuance~~
19 ~~of a certificate of occupancy. ...”~~
20
21

22 Section 2. That “Sec. 25-74. Exemptions from and credits for multi-modal
23 transportation impact fee.” is hereby amended by deleting the stricken language as
24 follows:
25

26 “Sec. 25-74. Exemptions from and credits for multi-modal transportation impact
27 fee.

- 28 (a) *Exemptions.* The following shall be exempted from payment of the multi-modal
29 transportation impact fee:
30

31 ... (6) "No multi-modal transportation impact fee zones," which are specified
32 geographic areas of the city in which no multi-modal transportation impact
33 fees are charged for land development or redevelopment activities for a
34 certain period of time, and in which no multi-modal transportation impact
35 fees are spent for the same certain period of time. "No multi-modal
36 transportation impact fee zones" shall be created only by an ordinance
37 enacted by city council upon a finding that the following conditions exist:
38

39 ...

40 ~~West Tampa. (refer to Map 25.1H) ...”~~
41

42 Section 3. That “Article III. Technical Provisions. Exhibit II. Multi-Modal
43 Transportation Impact Fee Districts.” is hereby amended as follows:
44

45 “Exhibit II. Multi-Modal Transportation Impact Fee Districts.
46

1 --Delete Map “Multi-Modal Transportation Impact Fee Districts Map 25.1”
2 --Insert new Map “Multi-Modal Transportation Impact Fee Districts Map 25.1” [See
3 **Exhibit “A”**]
4

5 --Delete Map “Multi-Modal Transportation Impact Fee Districts Central East District
6 Map 25.1B”

7 --Insert new Map “Multi-Modal Transportation Impact Fee Districts Central East
8 District Map 25.1B” [See **Exhibit “B”**]
9

10
11 **Section 4.** That “**Article III. Technical Provisions. Exhibit IV. No Multi-**
12 **Modal Transportation Impact Fee Zones**” is hereby amended as follows:
13

14 **“Exhibit IV. No Multi-Modal Transportation Impact Fee Zones.**

15
16 --Delete Map “East Tampa Zone 25.1G”

17 --Insert new Map “East Tampa Zone 25.1G” [See **Exhibit “C”**]
18

19 --Delete Map “West Tampa “No Fee” Zone 25.1H”
20

21 --Delete Map “Ybor City Zone 25.1I”

22 --Insert new Map “Ybor City Zone 25.1I” [See **Exhibit “D”**]
23
24

25 **Section 5.** That should a court of competent jurisdiction declare any part of
26 this Ordinance invalid the remaining parts hereof shall not, in any way, be affected by
27 such determination as to the invalid part.
28
29

30 **Section 6.** That all ordinances or parts of ordinances in conflict herewith are
31 hereby repealed to the extent of any conflict.
32
33
34

Section 7. That this ordinance, applied retroactively, shall take effect on October 20, 2015.

PASSED AND ORDAINED BY THE CITY COUNCIL OF THE CITY OF
TAMPA, FLORIDA, ON MAR 17 2016

ATTEST:

CHAIRMAN/~~CHAIRMAN PRO-TEM~~
CITY COUNCIL

Shirley Fox-Knowles
CITY CLERK/DEPUTY CITY CLERK

APPROVED BY ME ON MAR 21 2016


BOB BUCKHORN, MAYOR

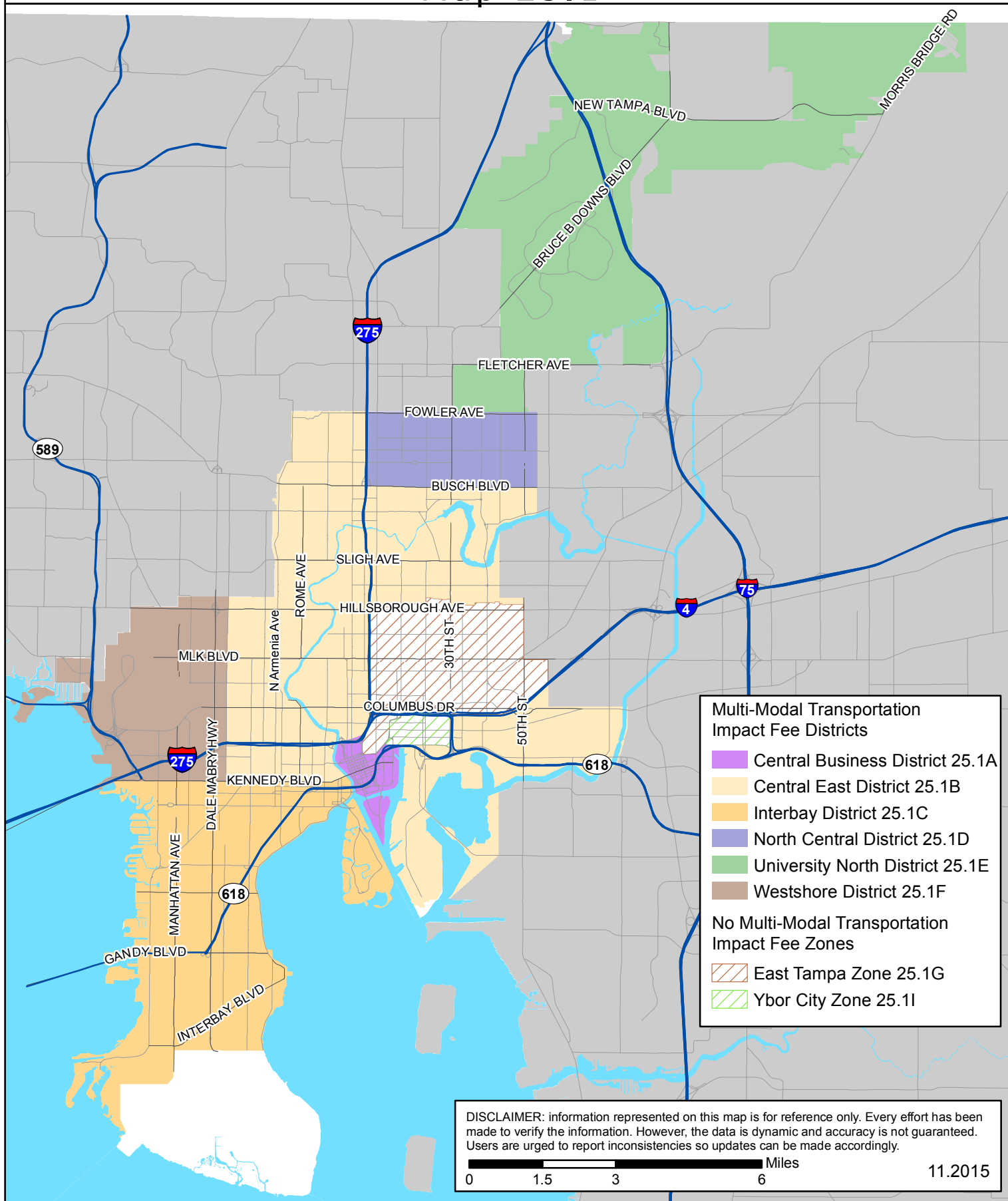
APPROVED AS TO LEGAL
SUFFICIENCY BY:

E/S
REBECCA M. KERT
SENIOR ASSISTANT CITY ATTORNEY

K:\Debbie\Ch 25\No Fee Zones\Ord_YborCity-East Tampa NoImpactFeeOrd_Update2020_v2

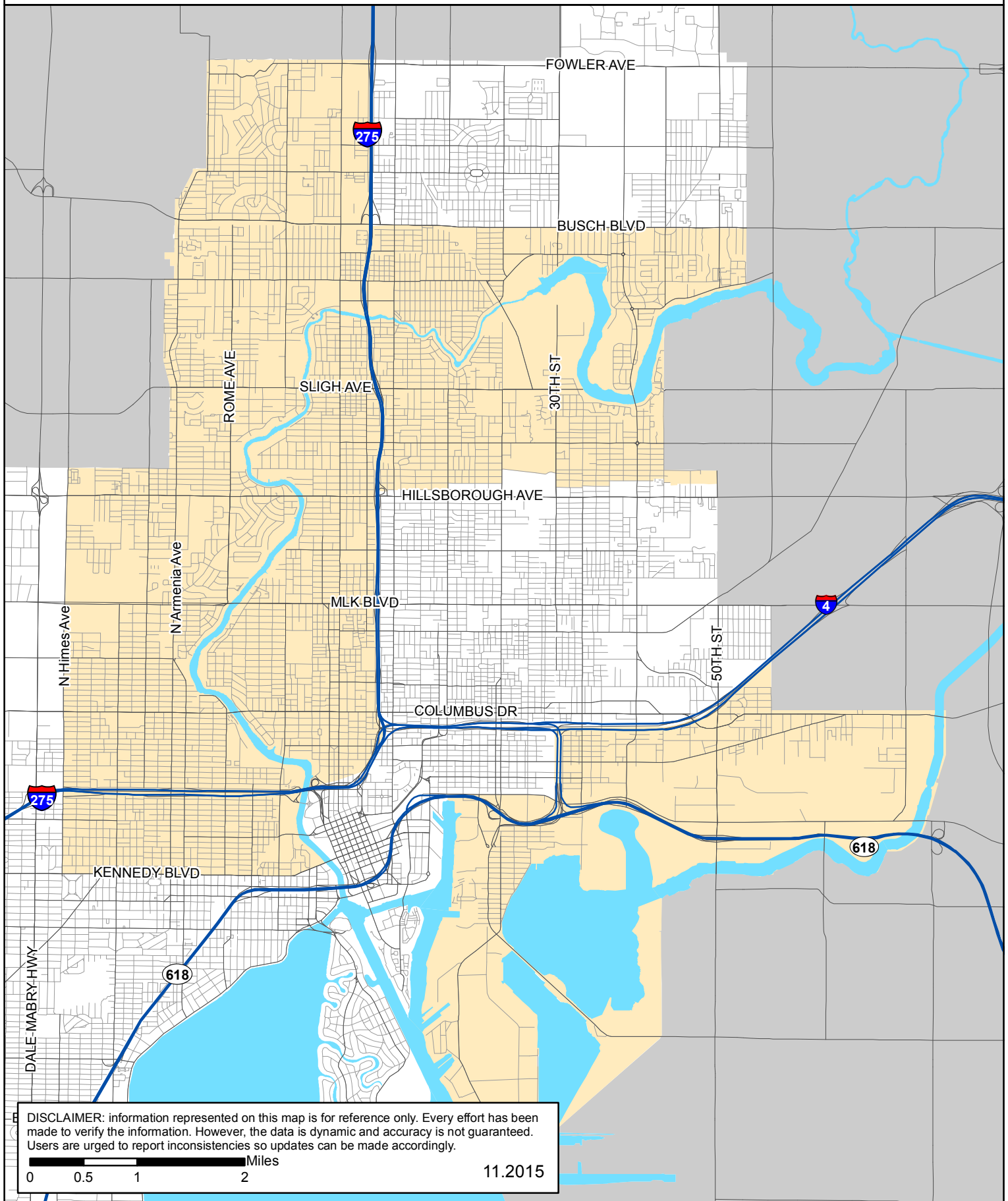


Multi-Modal Transportation Impact Fee Districts Map 25.1





Multi-Modal Transportation Impact Fee Districts Central East District 25.1B





Multi-Modal Transportation Impact Fee Districts East Tampa Zone 25.1G

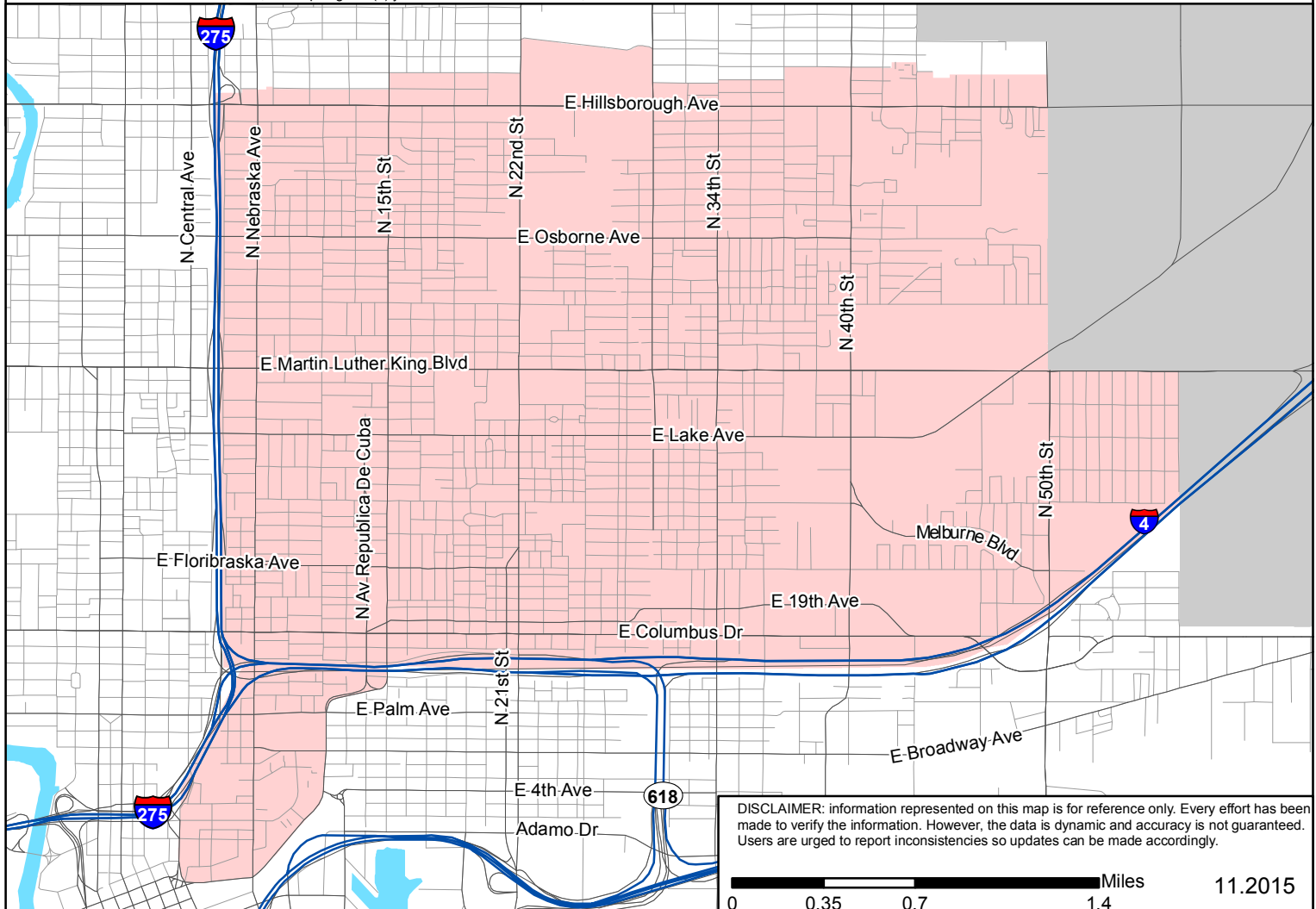


Planning & Urban Design

Legal Description

That Part of Sections 1, 12 and 13, Township 29 South, Range 18 East, AND Sections 31, 32 and 33, Township 28 South, Range 19 East AND Sections 4, 5, 6, 7, 8, 9, 10, 16, 17 and 18, Township 29 South, Range 19 East AND Section 36, Township 28 South, Range 18 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 Hillsborough Avenue (State Road 600) and the centerline of 50th Street, said intersection also being a point on the Easterly boundary of the corporate limits of the City of Tampa, as established by House Bill 734, approved by the Governor of Florida on, April 28, 1953, filed in the office of the Secretary of the State on, April 29, 1953; thence Southerly along said Easterly boundary of the corporate limits of the City of Tampa, to its intersection with the centerline of Dr. Martin Luther King, Jr. Boulevard (State Road 574); thence Easterly along said centerline of Dr. Martin Luther King, Jr. Boulevard and corporate limits of the City of Tampa, to its intersection with the centerline of 56th Street; thence Southerly along said centerline of 56th Street and corporate limits of the City of Tampa, to its intersection with the centerline of Interstate Highway 4 (State Road 400); thence Southwesterly and Westerly along said centerline of Interstate Highway 4, to its intersection with the centerline of 15th Street; thence Southerly along said centerline of 15th Street to its intersection with the centerline of Nick Nuccio Parkway; thence Southerly and Westerly along said centerline of Nick Nuccio Parkway and its Westerly projection across the Street right-of-way of Nebraska Avenue, to its intersection with the centerline of Cass Street; thence Westerly along said centerline of Cass Street, to its intersection with the centerline of Orange Street; thence Northerly along said centerline of Orange Street to its intersection with the centerline of Interstate Highway 275 (State Road 93); thence Northeasterly and Northerly along said centerline of Interstate Highway 275 (State Road 93) to its intersection with the centerline of Interstate Highway 4 (State Road 400), said point of intersection being within the Downtown Distributor; thence continue Northerly along said centerline of Interstate Highway 275, to its intersection with the Westerly projection of the centerline of Mohawk Avenue; thence Easterly along said Westerly projection and centerline of Mohawk Avenue, to its intersection with the centerline of Nebraska Avenue; thence Southerly along said centerline of Nebraska Avenue, to its intersection with the Westerly projection of the Northerly boundary of the Southerly 34.00 feet of Lot 5, Block 2 of PRESTON'S SUBDIVISION, as recorded in Plat Book 2, Page 80, of the public records of Hillsborough County, Florida; thence Easterly along said Westerly projection and Northerly boundary of the Southerly 34.00 feet, to its intersection with the Westerly boundary of the Easterly 130.00 feet of said Lot 5; thence Northerly along said Westerly boundary, a distance of 50.00 feet, to its intersection with the Northerly boundary of the Easterly 130.00 feet of the Southerly 84.00 feet of said Lot 5; thence Easterly along said Northerly boundary of the Southerly 84.00 feet, and its Easterly projection, to its intersection with the centerline of 9th Street; thence Southerly along said centerline of 9th Street, to its intersection with the centerline of Mohawk Avenue; thence Easterly along said centerline of Mohawk Avenue, to its intersection with the centerline of 15th Street; thence Northerly along said centerline of 15th Street, to its intersection with the centerline of Comanche Avenue; thence Easterly along said centerline of Comanche Avenue, to its intersection with the centerline of 22nd Street; thence Northerly along said centerline of 22nd Street, to its intersection with the centerline of Henry Avenue; thence Easterly along said centerline of Henry Avenue, to its intersection with the centerline of 30th Street; thence Southerly along said centerline of 30th Street, to its intersection with centerline of Comanche Avenue; thence Easterly along said centerline of Comanche Avenue, to its intersection with the centerline of 34th Street; thence Northerly along said centerline of 34th Street, to its intersection with the centerline of Comanche Avenue; thence Easterly along said centerline of Comanche Avenue, to its intersection with the centerline of 37th Street; thence Northerly along said centerline of 37th Street, to its intersection with the centerline of Deleuil Avenue; thence Easterly along said centerline of Deleuil Avenue, to its intersection with the Westerly boundary of the Southerly 291.00 feet of the Northerly 700.00 feet of the Easterly 500.00 feet of the Southeast ¼ of the Southwest ¼ of said Section 33, Township 28 South, Range 19 East; thence Northerly along said Westerly boundary, to its intersection with the Westerly projection of the Southerly boundary of, Lot 8 of POWHATAN HILLS, a subdivision of record as recorded in Plat Book 40, Page 98, of the public records of Hillsborough County, Florida; thence Easterly along said Westerly projection and Southerly boundary of Lot 8, to and along the Southerly boundary of Lots 7, 6, 5, 4, 3, 2 and 1 of said POWHATAN HILLS, and its Easterly projection, to its intersection with the centerline of 43rd Street; thence Southerly along said centerline of 43rd Street, to its intersection with the centerline of Deleuil Avenue; thence Easterly along said centerline of Deleuil Avenue, to its intersection with the Easterly boundary of NORTHVIEW TERRACE SUB., a subdivision as recorded in Plat Book 41, Page 12, of the public records of Hillsborough County, Florida, said intersection also being, the Northerly projection of the Westerly boundary of Lot 19, of said NORTHVIEW TERRACE SUB.; thence Southerly along said Northerly projection and Easterly boundary, to and along the Easterly boundary of said Lot 19, to the Southeast corner of said Lot 19, said Southeast corner, also being a point on the Northerly boundary of the following described parcel: Beginning at the intersection of the West boundary of Lot 60 of PLAT OF FUNK'S HOME PARK SUBDIVISION, as recorded in Plat Book 19, Page 9 of the public records of Hillsborough County, Florida, and the North Right-of-Way line of Hillsborough Avenue, said point lying 17.00 feet North of the Southwest corner of said Lot 60, thence Northerly along Easterly boundary of vacated alley abutting on the East of Block 2 of REVISED MAP OF RUBENSTEINS SUBDIVISION, as recorded in Plat Book 8, Page 38 of the public records of Hillsborough County, Florida, and the Northerly projection of said boundary, a distance of 532.70 feet, to a point lying 66.00 feet, more or less, Southerly of the Northerly boundary of the Southwest ¼ of the Southwest ¼ of the Southeast ¼ of said Section 33, Township 28 South, Range 19 East, thence Westerly 632.00 feet, thence Southerly to the North Right-of-Way line of Hillsborough Avenue, thence Easterly 632.00 feet, to the Point of Beginning, of said parcel; thence Easterly along said Northerly boundary, of the above described parcel, to a point on the Westerly boundary of Lot 50 of said, PLAT OF FUNK'S HOME PARK SUBDIVISION; thence Northerly along said Westerly boundary of Lot 50, to and along the Westerly boundary of Lot 49, of said PLAT OF FUNK'S HOME PARK SUBDIVISION, to the Northwest corner of said Lot 49, said Northwest corner, also being a point on the Northerly boundary of said PLAT OF FUNK'S HOME PARK SUBDIVISION; thence Easterly along said Northerly boundary of PLAT OF FUNK'S HOME PARK SUBDIVISION, and its Easterly projection, across the street Right-of-Way of 47th Street, to and along the Northerly boundary of the South ½ of the Southeast ¼ of the Southeast ¼ of said Section 33, Township 28 South, Range 19 East, to its intersection with said Easterly boundary of the corporate limits of the City of Tampa, said intersection also being a point on the centerline of said 50th Street; thence Southerly along said Easterly boundary of the corporate limits of the City of Tampa and centerline of 50th Street, to its intersection with the centerline of Hillsborough Avenue (State Road 400), said intersection being the Point of Beginning. The status of "East Tampa" as a "No Multi-Modal Transportation Impact Fee Zone" commences on October 21, 2015, and expiring five (5) years thereafter on October 20, 2020.





Multi-Modal Transportation Impact Fee Districts Ybor City Zone 25.1I



Legal Description

That part of Sections 17 and 18, Township 29 South, Range 19 East, Hillsborough County, Florida, lying within the following described boundaries to wit: Beginning at the intersection of the centerline of Avenida Republica De Cuba (14th Street) and Adamo Drive (1st Avenue) (State Road 60); thence run Westerly along said centerline of Adamo Drive to it's intersection with the Southeasterly projection of the Southerly boundary of Lot 7, Block 8, of LESLEY'S SUBDIVISION, as recorded in Plat Book 1, Page 8, of the public records of Hillsborough County, Florida; thence Northwesterly along said Southeasterly projection, Southerly boundary and it's Northwesterly projection across the CSX Railroad, to it's intersection with the centerline of Nick Nuccio Parkway; thence Easterly and Northerly along said centerline of Nick Nuccio Parkway to it's intersection with the centerline of 15th Street; thence Northerly along said centerline of 15th Street to it's intersection with the centerline of Interstate Highway 4 (State Road 400); thence Easterly along said centerline of Interstate Highway 4 to it's intersection with the mid-section line of said Section 17, Township 29 South, Range 19 East, said mid-section line lying within the CSX Railroad/30th Street Right-of-Way; thence Southerly along said mid-section line to it's intersection with the Northwesterly projection of the centerline of the CSX Railroad, said portion of railroad being described in Deed Book 707, Page 588, as recorded in the public records of Hillsborough County, Florida; thence Southeasterly along said projection, centerline and it's Southeasterly projection to it's intersection with, the centerline of 1st Avenue and the Northeasterly projection of the centerline of the CSX Railroad, said portion of railroad being described in Deed Book 1118, Page 269, as recorded in the public records of Hillsborough County, Florida, said intersection of 1st Avenue and CSX Railroad lying within that portion of 1st Avenue being under the control of CSX Transportation, INC., as described in Deed Book KK, Page 491, as recorded in the public records of Hillsborough County, Florida; thence Southwesterly along said projection, centerline and it's Southwesterly projection to it's intersection with the centerline of said Adamo Drive; thence Westerly along said centerline of Adamo Drive, to it's intersection with the centerline of Avenida Republica De Cuba (14th Street), said intersection being the Point of Beginning. The status of "Ybor City" as a "no multi-modal transportation impact fee zone" is for a period commencing on the October 21, 2015, and expiring five (5) years thereafter on October 20, 2020.

