



CITY OF TAMPA

Pam Iorio, Mayor

Growth Management & Development Services

Land Development Coordination

January 20, 2012

Mr. David Mechanik
Mechanik Nuccio
305 S. Boulevard.
Tampa, Florida 33606

Re: **International Plaza**– Extension of Commencement/Phase/Build Out /Expiration Dates (HB 7207)

Dear Dave:

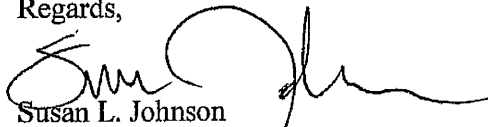
We are in receipt of your request to extend the build out and expiration dates of the Development Order associated with the approval of the International Plaza Development of Regional Impact. The Florida Legislature recently enacted House Bill 7207 in recognition of 2011 real estate conditions, which extended certain permits issued by Florida Department of Environmental Protection and Water Management Districts. **This extension includes any local government issued development order or building permit that has an expiration date of January 1, 2012 through January 1, 2014**

Based upon the information provided, we have determined that the project has met the provisions of HB 7207 and is extended for four years from its approved buildout date as well as its expiration date. The new dates are as follows:

- Buildout – December 31, 2017
- Expiration - December 31, 2017

Please be advised that the four year extension does not impair the authority of the City of Tampa to require the property subject to the extension to be secured and maintained in a safe and sanitary condition in compliance with applicable codes and regulations. In addition, the extension request is issued by the City of Tampa for permits and development orders solely under its jurisdiction. Outside agencies which may have extra jurisdictional authority should be contacted for permit extensions separately.

Regards,


Susan L. Johnson
DRI/ Subdivision Coordination
City of Tampa, Florida

Cc: John Meyer, TBRPC

#104



CITY OF TAMPA

Pam Iorio, Mayor

Growth Management & Development Services

Land Development Coordination

August 6, 2008,

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

Re: International Plaza – Development of Regional Impact
(Build Out Date Extension)

Dear Mr. Mechanik:

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

This letter is to confirm that based upon the information submitted, the project was under active construction on July 1, 2007. Therefore, the projects build out is extended by three (3) years to December 31, 2013 with the expiration date also extended by a 3 year period.

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

Regards,

Susan Johnson,
DRI Coordinator
City of Tampa, Florida



CITY OF TAMPA

Janett S. Martin, CMC, City Clerk

Office of City Clerk

August 23 2000

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

File No. DZ84-93 – Ordinance 2000-220

Dear Sirs:

The City Council of the City of Tampa met in regular session on August 17, 2000. During this session, the Ordinance was adopted, granting the Ninth Amendment to a DRI filed by Concorde Companies, for International Plaza.

A certified copy of the ordinance is enclosed for your records.

Sincerely,

Janett S. Martin, CMC
City Clerk

Enclosure: Certified Copy of Ordinance 2000-220

cc
TBAPC

ORDINANCE NO. 2000-220

**AN ORDINANCE OF THE CITY OF TAMPA, FLORIDA,
APPROVING A NINTH AMENDMENT TO A
DEVELOPMENT ORDER RENDERED PURSUANT TO
CHAPTER 380, FLORIDA STATUTES, FILED BY THE
CONCORDE COMPANIES, FOR INTERNATIONAL PLAZA
DRI #104, A PREVIOUSLY APPROVED DEVELOPMENT OF
REGIONAL IMPACT; PROVIDING AN EFFECTIVE DATE
HEREOF.**

WHEREAS, Ordinance No. 8905-A, passed and ordained by the City Council of the City of Tampa, Florida (the "City Council"), on June 13, 1985, approved a Development Order for International Plaza (the "Development"), a Development of Regional Impact ("DRI"), (hereinafter said Ordinance shall be referred to as the "Development Order")(the revised legal description for the Development, as adopted by the Fifth Amendment, is attached hereto as Exhibit 2 and incorporated herein by reference); and

WHEREAS, Ordinance No. 88-414, passed and ordained by the City Council on December 15, 1988, approved a first amendment to the Development Order (hereinafter said Ordinance shall be referred to as the "First Amendment"); and

WHEREAS, Ordinance No. 90-07, passed and ordained by the City Council on January 25, 1990, approved a second amendment to the Development Order, as amended by the First Amendment, (hereinafter said Ordinance shall be referred to as the "Second Amendment"); and

WHEREAS, Ordinance No. 90-08, passed and ordained by the City Council on January 25, 1990, approved a third amendment to the Development Order, as amended by the First Amendment and the Second Amendment, (hereinafter said Ordinance shall be referred to as the "Third Amendment"); and

**Certified as true
and correct copy.**

WHEREAS, Ordinance No. 94-33, passed and ordained by the City Council on February 24, 1994, approved a fourth amendment to the Development Order, as amended by the First Amendment, Second Amendment and Third Amendment (hereinafter said Ordinance shall be referred to as the "Fourth Amendment"); and

WHEREAS, Ordinance No. 94-269, passed and ordained by the City Council on December 15, 1994, approved a fifth amendment to the Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, and Fourth Amendment (hereinafter said Ordinance shall be referred to as the "Fifth Amendment"); and

WHEREAS, Ordinance No. 96-75, passed and ordained by the City Council on April 4, 1996, approved a sixth amendment to the Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, and Fifth Amendment (hereinafter said Ordinance shall be referred to as the "Sixth Amendment"); and

WHEREAS, Ordinance No. 97-101, passed and ordained by the City Council on May 1, 1997, approved a seventh amendment to the Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, Fifth Amendment, and Sixth Amendment (hereinafter said Ordinance shall be referred to as the "Seventh Amendment"); and

WHEREAS, Ordinance No. 98-0064, passed and ordained by the City Council on March 19, 1998, approved an eighth amendment to the Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, Fifth Amendment, Sixth Amendment, and Seventh Amendment (hereinafter said Ordinance shall be referred to as the "Eighth Amendment"); and

WHEREAS, on May 4, 2000, The Concorde Companies (the "Developer") filed a Notification of Proposed Change to a Previously Approved Development of Regional Impact Subsection 380.06(19), Florida Statutes, for the International Plaza DRI (hereinafter referred to as the "Notice of Change"); and

WHEREAS, on July 18, 2000, the Developer filed Supplemental Responses to Agency Comments, a copy of which is attached hereto and incorporated hereby by reference as a part of Composite Exhibit 1, (hereinafter the Notice of Change and the Supplemental Responses to Agency Comments shall together be referred to as the "NOPC"); and

WHEREAS, the NOPC proposed to amend the Development Order, as previously amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, Fifth Amendment, Sixth Amendment, Seventh Amendment, and Eighth Amendment to add a right-in/right-out site access driveway to Boy Scout Boulevard; extend the date of buildout of the Development to December 31, 2010; and incorporate Revised Map H-1, dated May 1, 2000, attached hereto as Exhibit 3 and incorporated herein by reference (which Revised Map H-1 reflects the additional right-in/right-out site access driveway to Boy Scout Boulevard); all as more particularly set forth in the NOPC (hereinafter the above changes shall together be referred to as the "Proposed Changes"); and

WHEREAS, the Proposed Changes to the Development Order, as previously amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, Fifth Amendment, Sixth Amendment, Seventh Amendment, and Eighth Amendment, will constitute the Ninth Amendment to the Development Order; and

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

WHEREAS, the City Council, as the governing body of the local government having jurisdiction pursuant to Chapter 380, Florida Statutes, requires that a development order be amended to reflect the City Council's approval of changes to an adopted development order;

NOW, THEREFORE

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

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

- A. That the Developer submitted to the City the NOPC attached hereto and incorporated herein by reference as Composite Exhibit 1;
- B. That the Proposed Changes are consistent with all local land development regulations and the local comprehensive plan;
- C. That the Proposed Changes do not unreasonably interfere with achievement of the objectives of the adopted State Land Development Plan applicable to the area;
- D. That the Proposed Changes are consistent with the recommendations of the Tampa Bay Regional Planning Council;

E. That a comprehensive review of the impacts generated by the Proposed Changes has been conducted by the City;

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

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

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

B. That the review by the City and interested citizens concludes that the impacts of the Proposed Changes are adequately addressed pursuant to the requirements of Chapter 380, Florida Statutes; and

C. That based on the foregoing and pursuant to Chapter 380.06(19), Florida Statutes, the Proposed Changes are found not to be a Substantial Deviation from the previously approved Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, Fifth Amendment, Sixth Amendment, Seventh Amendment, and Eighth Amendment.

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

A. That the Proposed Changes are hereby approved and the Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, Fifth Amendment, Sixth Amendment, Seventh Amendment, and Eighth Amendment, is hereby amended to incorporate the NOPC;

B. That the Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, Fifth Amendment, Sixth Amendment, Seventh Amendment, and Eighth Amendment, is hereby amended as follows:

- 1) Add a right-in/right-out site access driveway to Boy Scout Boulevard;
- 2) Extend the date of buildout of the Development to December 31, 2010; and
- 3) Incorporate Revised Map H-1, dated May 1, 2000, attached hereto as Exhibit 3 and incorporated herein by reference which reflects the additional right-in/right-out site access driveway on Boy Scout Boulevard; all as more particularly set forth in the NOPC;

Section 4. Development Order, as Amended. This Ordinance shall constitute the Ninth Amendment to Ordinance No. 8905-A, as previously amended by Ordinance No. 88-414, Ordinance No. 90-07, Ordinance 90-08, Ordinance 94-33, Ordinance No. 94-269, Ordinance No. 96-75, Ordinance No. 97-101, and Ordinance No. 98-0064, which shall constitute, collectively, the Development Order for the Development as passed and ordained by the City Council. All provisions of the Development Order, except those provisions specifically modified herein, shall remain in full

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

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

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

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

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

Section 9. Transmittals. That the City Clerk is directed to send copies of this Ordinance, within five (5) days of its becoming a law to the Developer, The Concorde Companies, Attn: Mr.

Dick Corbett, 2227 N. Westshore Boulevard, Tampa, Florida 33607, the Florida Department of Community Affairs (Bureau of State Planning), and the Tampa Bay Regional Planning Council.

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

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

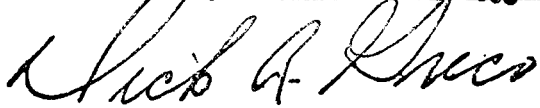
Section 12. Effective Date. That this Ordinance shall become a law as provided in the City of Tampa Home Rule Charter and shall take effect upon transmittal to the parties specified in Section 9 hereof.

PASSED AND ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAMPA,
FLORIDA, ON AUG 17 2000.



CHAIRPERSON, CITY COUNCIL

APPROVED by me AUG 21 2000



MAYOR



CITY CLERK

APPROVED as to form by:

State of Florida
County of Hillsborough

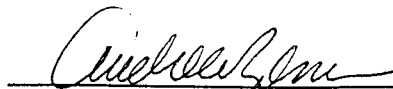
This is to certify that the foregoing is a
true and correct copy of Ordinance 2000-220
on file in my office
Witness my hand and official seal this 23rd day
of Aug, 20 00

-8-

JANETT S. MARTIN, CITY CLERK



SANDRA S. MARSHALL, DEPUTY CITY CLERK



ASSISTANT CITY ATTORNEY

**COMPOSITE EXHIBIT 1
TO AMENDED DEVELOPMENT ORDER**

- **Notice of Change**
- **Supplemental Responses to Agency Comments**

**Certified as true
and correct copy.**

EXHIBIT 2

REVISED LEGAL DESCRIPTION
(As attached to the Fifth Amendment.)

**Certified as true
and correct copy.**

EXHIBIT 3
Revised Map H-1, dated May 1, 2000

**Certified as true
and correct copy.**

STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS
DIVISION OF RESOURCE PLANNING AND MANAGEMENT
BUREAU OF STATE PLANNING
2555 Shumard Oak Blvd.
Tallahassee, FL 32399
904/488-4925

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

Subsection 380.06(19), Florida Statutes, requires that submittal of a proposed change to a previously approved DRI be made to the local government, the regional planning agency¹, and the state land planning agency according to this form.

1. I, David M. Mechanik, the undersigned authorized representative of The Concorde Companies (f/k/a International Plaza, Inc.), hereby give notice of a proposed change to a previously approved Development of Regional Impact in accordance with Subsection 380.06(19), Florida Statutes. In support thereof, I submit the following information concerning the International Plaza development, which information is true and correct to the best of my knowledge. I have submitted today, under separate cover, copies of this completed notification to the City of Tampa and to the Bureau of Resource Management, Department of Community Affairs.

May 3, 2000
(Date)

David M. Mechanik
(Signature)

David M. Mechanik, Authorized Agent
for The Concorde Companies

2. Applicant (name, address, phone)

Mr. Richard A. Corbett
The Concorde Companies
2227 N. Westshore Boulevard
Tampa, Florida 33607
Phone: (813)870-1194

¹ Pursuant to the Sustainable Communities Agreement between the City of Tampa and the Florida Department of Community Affairs, the Applicant is not required to file this Notification of Proposed Change with the regional planning council.

Certified as true
and correct copy.

3. Authorized Agent (name, address, phone)

David M. Mechanik, Esquire
Mechanik Nuccio Bentley Williams & Hearne
101 E. Kennedy Boulevard, Suite 3140
Tampa, Florida 33602
(813) 276-1920
E-mail: <http://www.floridalandlaw.com>

4. Location (City, County, Township/Range/Section) of approved DRI and proposed change.

City of Tampa, Sections 16 and 17, Township 29 South, Range 18 East, Hillsborough County, Florida.

5. Indicate such changes on the project master site plan, supplementing with other detailed maps, as appropriate. Additional information may be requested by the Department or any reviewing agency to clarify the nature of the change or the resulting impacts.

Prior to listing the proposed changes, a history of the development order and its amendments will be provided to clarify what is being requested.

The Development Order for the International Plaza DRI, Ordinance No. 8905-A, was adopted by the City of Tampa on June 13, 1985 (the "Original Development Order").

On December 15, 1988, the Tampa City Council approved the first amendment to the Development Order, Ordinance No. 88-414, which modified the site plan to realign portions of Westshore Boulevard and Columbus Drive and incorporated other associated revisions.

On January 25, 1990, the Tampa City Council approved a second amendment to the Development Order, Ordinance No. 90-07, which provided an updated transportation analysis for original Phases II and III, effectively combined original Phases II and III into a revised phase II ("revised Phase II"), refined the project site plan, modified the tradeoff mechanism to allow for increased retail development totals while decreasing office totals, and clarified the amount of retail development approved in terms of gross floor area and gross leasable area (the "Second Amendment").

On January 25, 1990, the Tampa City Council approved a third amendment to the Development Order, Ordinance No. 90-08, which extended the build out date of Phase II by two (2) years, eleven (11) months and fifteen (15) days from December 31, 1990 to December 15, 1993 (the "Third Amendment").

On February 24, 1994, the Tampa City Council approved a fourth amendment to the Development Order, Ordinance No. 94-33, which extended Phase I by an additional two years (December 15, 1993 to December 15, 1995); extended Revised Phase II one (1) year, eleven (11) months, and fifteen (15) days (December 31, 1997 to December 15, 1999); revised the project site plan; and addressed Phase II transportation mitigation (the "Fourth Amendment").

On December 15, 1994, the Tampa City Council approved a fifth amendment to the Development Order, Ordinance No. 94-269, which consolidated Phase I and Phase II of the Development into a single phase and extended the date of build out of the Development to December 15, 2002; incorporated an additional 1.5 acres m.o.l. into the approved DRI site; amended the legal description of the Development to include the additional 1.5 acres m.o.l. incorporated into the site; authorized an additional access point to the Development; and provided a revised Site Development Plan, Exhibit H-1, dated September 30, 1994 and bearing the latest revision date November 11, 1994 (which Revised Site Development Plan reflects the above-described changes); extended the termination date of the Development Order to December 31, 2007; and addressed the requirements for the Pipeline Proportionate Share Amount and construction of the Pipeline Improvement for Phase II by identifying certain selected roadway improvement(s) and identifying the construction schedule and payment schedule for such improvements (the "Fifth Amendment").

On April 4, 1996, the Tampa City Council approved a sixth amendment to the Development Order, Ordinance No. 96-75, which extended by one year (to January 6, 1997) the deadline set forth in the Development Order within which it must elect to construct a regional mall on the DRI site; extended the deadline for completion of the Sherrill Improvement (if selected) to January 6, 2000; extended the deadline for completion of the Westshore/Cypress Improvement (if selected) to August 1, 1999; and extended to January 6, 1997, the deadline for filing of an NOPC to address the payment of the Proportionate Share Payment in the event that the Developer does not elect to construct a regional mall.

On May 1, 1997, the Tampa City Council approved a seventh amendment to the Development Order, Ordinance No. 97-101, which extended by one year (to January 7, 1998) the deadline set forth in the Development Order within which it must elect to construct a regional mall on the DRI site; extended the deadline for completion of the Sherrill Improvement (if selected) to January 6, 2001; extended the deadline for completion of the Westshore/Cypress Improvement (if selected) to August 1, 2000; and extended to January 7, 1998, the deadline for filing of an NOPC to address the payment of the Proportionate Share Payment in the event that the Developer does not elect to construct a regional mall.

On March 19, 1998, the Tampa City Council approved an eighth amendment to the Development Order, Ordinance No. 98-0064, which extended by one year to January 13, 1999, the deadline set forth in the Development Order within which it must elect to construct a regional mall on the DRI site; and to extend other related deadlines (the "Eighth Amendment").

On February 10, 1999, the Tampa City Council approved an amendment to the Eighth Amendment, Ordinance No. 99-26, to incorporate Exhibit 5 (the Payment Schedule), which was inadvertently omitted from the Eighth Amendment. Hereinafter, the Development Order, as amended by the First, Second, Third, Fourth, Fifth, Sixth, Seventh, and Eighth Amendments (including Ordinance No. 99-26), shall be referred to as the "Development Order" unless the context indicates otherwise).

The current proposed changes to the Development Order which is the subject of this Notice of Proposed Change is as follows (each requested change is followed by a discussion and rationale for that change):

- A. The first change requests the addition of a right-in/right-out site access driveway to Boy Scout Boulevard as depicted on Revised Map H-1, dated May 1, 2000, provided in Appendix "A."

Discussion & Rationale

A technical transportation analysis for the requested site access driveway (the "Proposed Access Modification Transportation Analysis") is provided in Appendix "B." The Proposed Access Modification Transportation Analysis demonstrates that the addition of the subject site access driveway will not result in any significant regional impacts.

- B. The second change requests an extension of the buildout date of the Project (i.e., December 15, 2002) by eight years and sixteen (16) days, with the new buildout date being December 31, 2010.

Discussion/Rationale

A technical transportation analysis for the extension of the buildout date of the Project (the "Extension of Buildout Transportation Analysis") is provided in Appendix "C" The Extension of Buildout Transportation Analysis demonstrates that the extension of the buildout date of the Project to December 31, 2010 will not result in any significant regional impacts.

6. **Complete the attached Substantial Deviation Determination Chart for all land use types approved in the development. If no change is proposed or has occurred, please indicate no change.**

No change in land use types or amounts is proposed. Accordingly, the chart has been omitted as an attachment to this Notice of Proposed Change.

7. **List all the dates and resolution numbers (or other appropriate identification numbers) of all modifications or amendments to the originally approved DRI development order that have been adopted by the local government, and provide a brief description of the previous changes (i.e., any information not already addressed in the Substantial Deviation Determination Chart). Has there been a change in local government jurisdiction for any portion of the development since the last approval or development order was issued? If so, has the annexing local government adopted a new DRI Development Order for the project?**

Please see response to item 5 above for the history of the development order and its amendments.

There has not been a change in local government jurisdiction for any portion of the development since the last approval or development order was issued.

8. **Describe any lands purchased or optioned within 1/4 mile of the original DRI site subsequent to the original approval or issuance of the DRI development order. Identify such land, its size, intended use, and adjacent non-project land uses within 1/2 mile on a project master site plan or other map.**

Additional property was incorporated into the Developer's lease; this property was identified and included within the DRI site pursuant to the Fifth Amendment.

9. **Indicate if the proposed change is less than 40% (cumulatively with other previous changes) of any of the criteria listed in Paragraph 380.06(19)(b), Florida Statutes.**

See discussion in response to Questions #5.

Do you believe this notification of change proposes a change which meets the criteria of Subparagraph 380.06(19)(e)2., F. S.?

Yes X

No

- 10. Does the proposed change result in a change to the build out date or any phasing date of the project? If so, indicate the proposed new build out or phasing dates.**

Yes, the proposed changes will result in a new buildout date for the total project of December 31, 2010. Please see Item 5.B., above, for additional information.

- 11. Will the proposed change require an amendment to the local government comprehensive plan?**

No amendment to the Future of Hillsborough Comprehensive Plan for the City of Tampa will be required by the proposed change.

- 12. Provide the following for incorporation into such an amended development order, pursuant to Subsections 380.06(15), F.S., and 9J-2.025, Florida Administrative Code:**

An updated master site plan or other map of the development portraying and distinguishing the proposed changes to the previously approved DRI or development order conditions.

A revised Site Development Plan, Revised Map H-1, dated May 1, 2000, is provided in Appendix "A" of this Notice of Proposed Change identifying the additional right-in/right-out site access driveway to Boy Scout Boulevard.

13. Pursuant to Subsection 380.06(19)(f), F.S., include the precise language that is being proposed to be deleted or added as an amendment to the development order. This language should address and quantify:

- a. All proposed specific changes to the nature, phasing, and build-out date of the development; to development order conditions and requirements; to commitments and representations in the Application for Development Approval; to the acreage attributable to each described proposed change of land use, open space, areas for preservation, green belts; to structures or to other improvements including locations, square footage, number of units; and other major characteristics or components of the proposed change;

The specific language is included in the proposed Amended Development Order for the International Plaza DRI, provided in Appendix "D" of this Notice of Proposed Change.

- b. An updated legal description of the property, if any project acreage is/has been added or deleted to the previously approved plan of development;

No change in legal description is proposed.

- c. A proposed amended development order deadline for commencing physical development of the proposed changes, if applicable;

Not applicable.

- d. A proposed amended development order termination date that reasonably reflects the time required to complete the development;

Not applicable.

- e. A proposed amended development order date until which the local government agrees that the changes to the DRI shall not be subject to down-zoning, unit density reduction, or intensity reduction, if applicable;

Not applicable.

- f. Proposed amended development order specifications for the annual report, including the date of submission, contents, and parties to whom the report is submitted as specified in Subsection 9J-2.025(7), F.A.C.**

Not applicable.

LIST OF APPENDICES

Appendix A: Revised Map H-1, dated May 1, 2000.

Appendix B: Proposed Access Modification Transportation Analysis

Appendix C: Extension of Buildout Transportation Analysis

Appendix D: Draft Amended Development Order

Transportation Analysis

International Plaza

Notice of Proposed Change

Proposed Access Modification

Prepared For:

Concorde Companies

Prepared By:

DKS Associates

April, 2000

APPENDIX "B"

**Certified as true
and correct copy.**

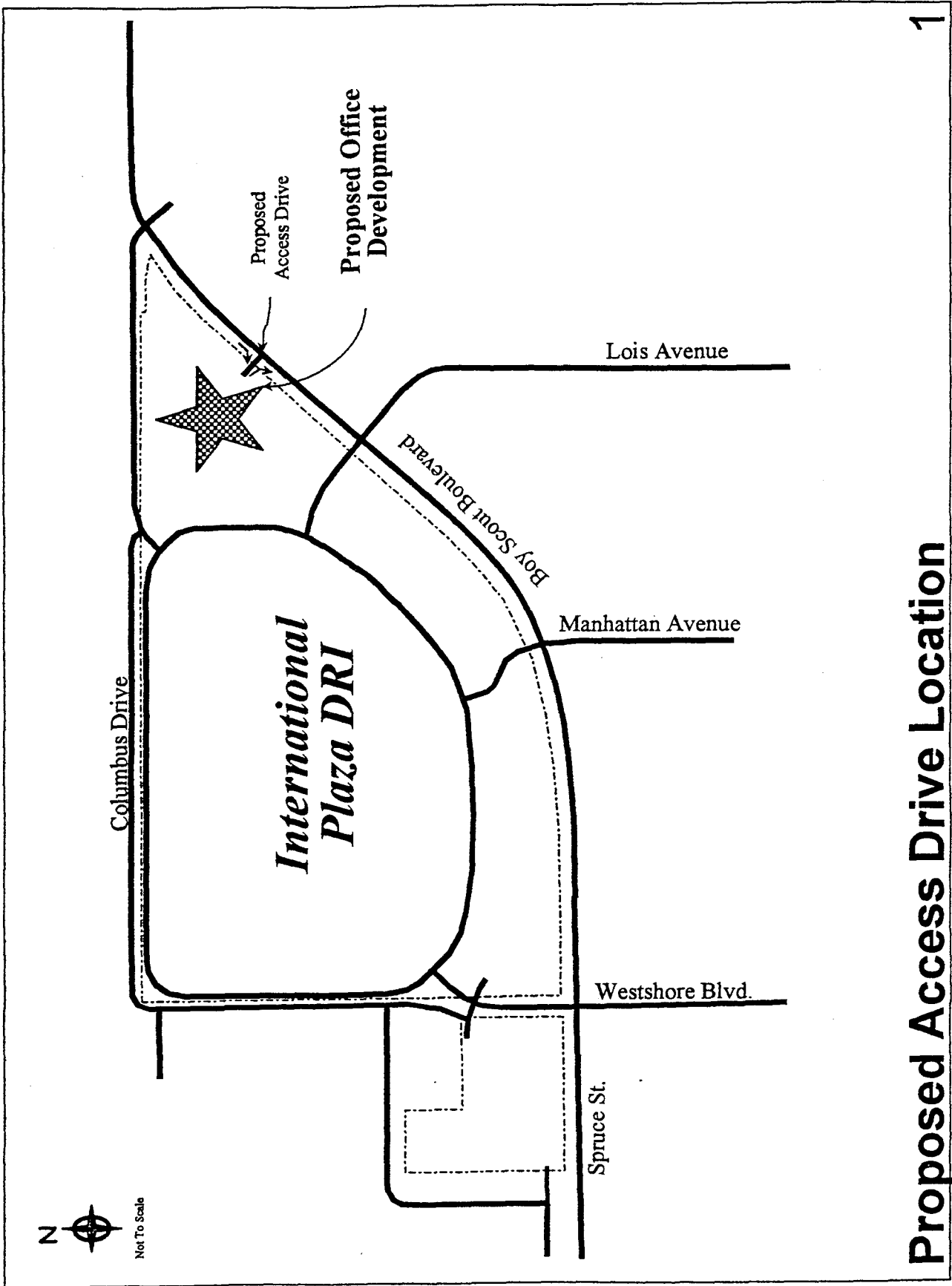
Transportation Analysis International Plaza Proposed Access Modification

This analysis is part of a Notice of Proposed Change for the International Plaza Development of Regional Impact (DRI). It provides justification for one additional access driveway to the development on Boy Scout Boulevard. This proposed access point would be located midway between Columbus Drive and Lois Avenue and designed to serve right turns only in and out of a proposed office development containing approximately 600,000 sf of gross floor area (gfa). Figure 1 identifies the location of the office development and approximate location of the proposed access drive. This analysis reviews the proposed driveway from the perspective of the access management standards of the Florida Department of Transportation and traffic operations.

Access Management Standards

Boy Scout Boulevard (SR 616) is a six lane divided arterial road under the jurisdiction of Florida Department of Transportation (FDOT). Its posted speed limit is 55 miles per hour. SR 616 is a class 3 facility as defined by FDOT. According to Florida Statute 335.18, "Access Management Act", Administrative Rule 14-97, a minimum of 660 feet is required between driveway connections.

There is approximately 1,450 feet of frontage along SR 616 between the Lois Avenue and Columbus Drive signals which serve as major access drives to International Plaza. There is an existing median opening located approximately 500 feet west of Columbus Drive serving the MetLife building on the south side SR 616. This median opening is bull-nosed, and configured for use by traffic exiting and entering the MetLife building. The requested driveway access for the office development will be located approximately 225 feet west of this median opening (it is not proposed to align with the existing median opening). Preliminary discussions with the FDOT have indicated the driveway will meet their access management requirements.



Proposed Access Drive Location

DKS Associates

International Plaza DRI NOPC

Traffic Operations

The proposed access drive will serve approximately 600,000 sf of office development. In addition to the proposed new drive, the proposed office development will have two access points on Columbus Drive. The additional access onto Boy Scout Boulevard will help traffic to disperse more quickly from the site and reduce the concentration of traffic at the access points on Columbus. The impact of this modification on the external roadway system will be limited to additional westbound traffic on the segment between Lois Avenue and Columbus Drive. An analysis of traffic operations with and without the driveway has been performed to evaluate the impact of the modification. The following describes the key parameters and procedures used in this evaluation.

Table 1 summarizes the estimated PM peak hour trips generated by the proposed International Plaza DRI. The office development served by the new drive will represent approximately 41% of the total office development proposed for the entire DRI. This represents approximately 690 PM peak hour trips (107 in and 583 out). The overall distribution of development traffic on the external roadway system is shown on Figure 2.

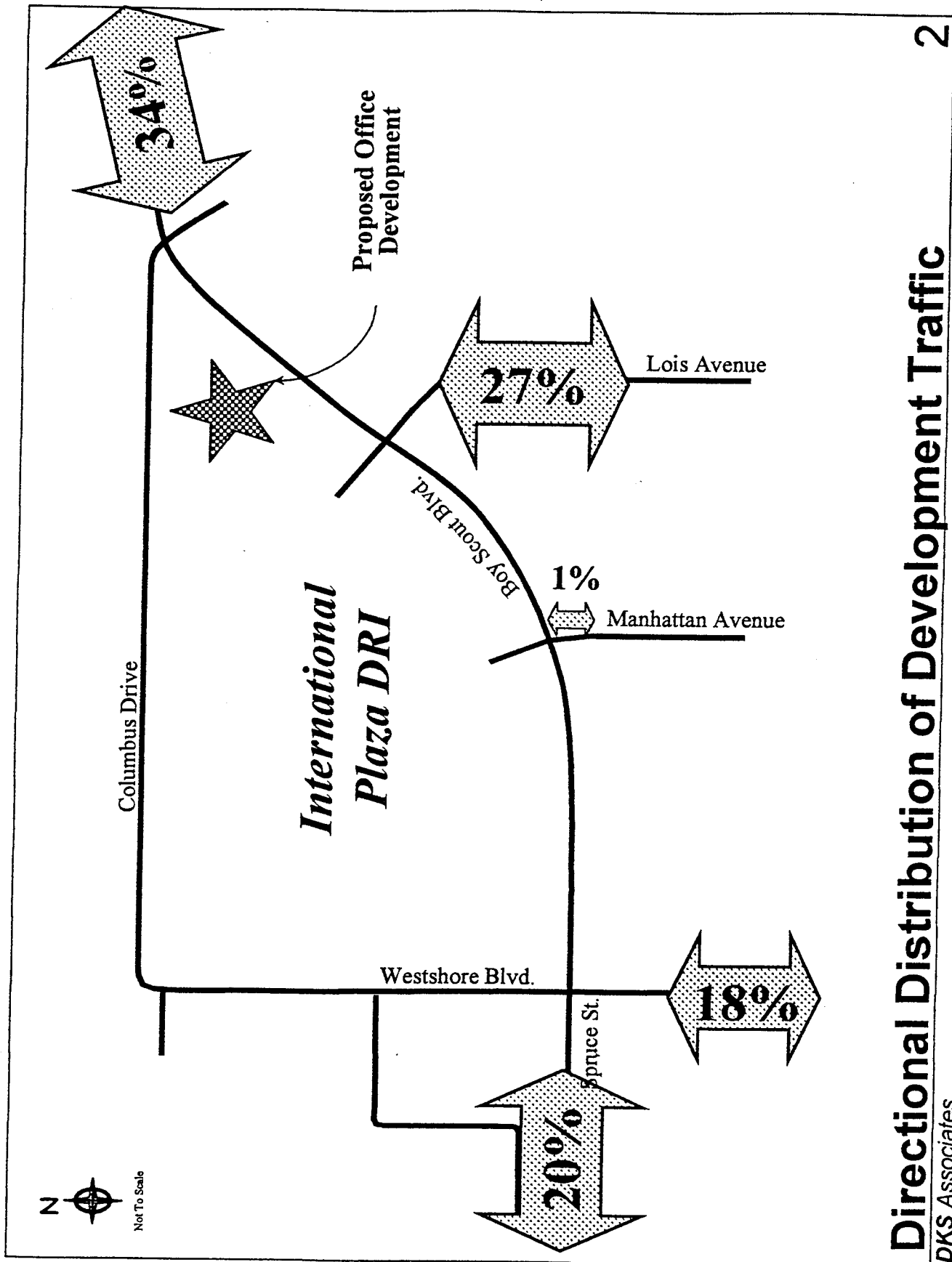
Table 1
International Plaza DRI—Current Development Program
PM Peak Hour Trip Generation Estimates

Land Use	Intensity	Total Trips ¹		Internal Capture ²						Transit Capture		Adjacent Street Capture ³		Net External Trips	
				Retail		Office		Hotel							
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Retail	1,600 ksf GLA	1,879	2,035	0	0	-122	-25	-15	-15	0	0	-324	-324	1,417	1,671
Office	1,465 ksf GFA	333	1,626	-25	-122	-17	-17	-21	-20	-9	-44	0	0	262	1,424
Hotel	300 rooms	99	103	-15	-15	-20	-21	0	0	-15	-15	0	0	49	51
Development Total:		2,310	3,764	-40	-137	-158	-62	-36	-35	-24	-59	-324	-324	1,728	3,147

¹ Retail: $\ln(T) = .660\ln(X) + 3.403$ (48%/52%) Office (based on 4 sites @): $T = 1.121(X) + 79.293$ (17%/83%) Hotel: $\ln(T) = 1.150\ln(X) - 1.255$ (49%/51%)

² Office-Retail capture 7.5% of office trips, Office-Office capture 5% of inbound office trips, Hotel-Retail capture 15% of hotel trips, Hotel-Office capture 20% of hotel trips.

³ ITE Trip Generation Handbook, October, 1998 % Pass-by = T where $\ln(T) = -.291\ln(X) + 5.001$



DKS Associates

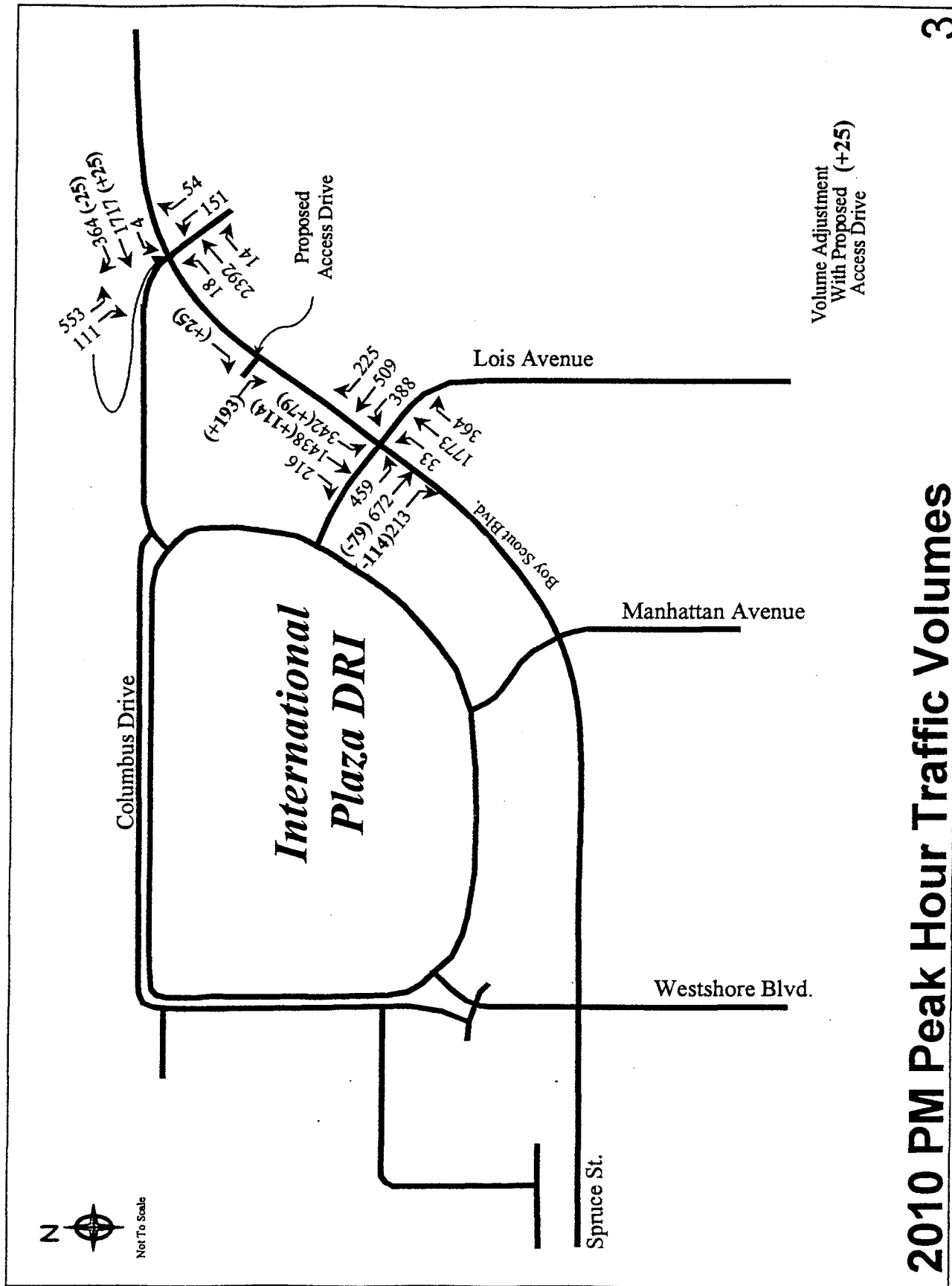
Directional Distribution of Development Traffic

Traffic to and from the entire DRI development has been assigned to the external and internal access points based upon the overall distribution shown in Figure 2 and the configuration of the internal circulation system. Figure 3 presents the expected PM peak hour turning movements at the signalized intersections immediately upstream and downstream of the proposed new access drive. The volumes reflect DRI traffic at build out plus 2010 background traffic without the proposed right turn only access drive. Background traffic was determined by applying traffic growth factors, derived from the 1995 and 2010 traffic projections from the Tampa Bay Regional Planning Model (TBRPM), to 1998 turning movement counts. The TBRPM model indicated negligible growth in background traffic on the section of Boy Scout Boulevard adjacent to the International Plaza DRI.

Based on the directional distribution of development traffic previously described and the relative operating efficiency of the local traffic access and circulation system serving the office development site, the proposed additional access drive is expected to be utilized by 25 inbound and 193 outbound trips during the PM peak hour period. The inbound movement represents westbound trips on Boy Scout Boulevard which would otherwise turn right at Columbus Drive. The outbound trips represent southbound trips from the site which would have otherwise exited at Lois Avenue, either turning right or proceeding straight through its intersection with Boy Scout Boulevard. The parenthetical numbers in Figure 3 identify the increases and decreases in turning movement volumes associated with the new proposed access drive.

Level of service calculations were performed for conditions with and without the new proposed access drive using the procedures of the 1997 (Third Edition) Highway Capacity Manual. Level of Service D operations are projected for both the intersection of Lois Avenue and Boy Scout Boulevard and the intersection of Columbus Drive and Boy Scout Boulevard (with and without the right turn access drive). The results indicate a negligible change in operating conditions compared to conditions without the right turn access drive.

No change in the level of service designations at the adjacent signalized intersections is anticipated to result from the proposed access modification. The proposed access drive does not create additional impacts and therefore does not represent a substantial deviation.



Appendix

05/01/00
13:58:23

Key: VOLUMES -- >									
WIDTHS									
v Lanes									
213	672	459							
12.0	24.0	24.0							
1	2	2							
/			\			216 12.0 1			. / \ North
						1438 36.0 3			
33 12.0 1 /			+			342 24.0 2			
1773 36.0 3 --									
364 12.0 1 \									
			\			/			
			388			509			Phasing: SEQUENCE 44 PERMSV N N N Y OVERLP Y Y Y Y LEADLAG LD LD
			24.0			24.0			
			2			1			
						12.0			

International Plaza DRI
 Current Plan--Without Right Turn Access on Boy Scout
 Lois & Boy Scout 2010 PM Peak Hour Volumes

05/01/00
 13:58:01

SIGNAL97/TEAPAC[Ver 1.00] - Capacity Analysis Summary

Intersection Averages for Int # 2 - Lois @ Boy Scout
 Degree of Saturation (v/c) 0.83 Vehicle Delay 50.3 Level of Service D

Sq 44	Phase 1	Phase 2	Phase 3	Phase 4
/				
.	* ^	+ *	+	^
/ \	* +++++	+ *	+	++++
	*>	<+ *	<+	<++++
		v	^	^
North	<+	+ +>	++++ v	++++
	++++ +	+ +	+ +>	++++
	v +	+ +	+ +	v
	G/C=0.149	G/C=0.204	G/C=0.114	G/C=0.351
	G= 16.4"	G= 22.4"	G= 12.6"	G= 38.6"
	Y+R= 5.0"	Y+R= 5.0"	Y+R= 5.0"	Y+R= 5.0"
	OFF= 0.0%	OFF=19.4%	OFF=44.4%	OFF=60.4%

C=110 sec G= 90.0 sec = 81.8% Y=20.0 sec = 18.2% Ped= 0.0 sec = 0.0%

Lane	Width/	g/C	Service Rate	Adj	HCM	L	90% Max
Group	Lanes	Reqd Used	@E (vph) @E	Volume	v/c	Delay	S Queue

N Approach

63.2 E+

RT	12/1	0.159	0.364	560	560	222	0.396	26.5	C+	218 ft
TH	24/2	0.197	0.204	722	722	700	0.970	69.5	*E	431 ft
LT	24/2	0.143	0.149	499	499	478	0.935	71.1	*E	314 ft

S Approach

44.2 D+

RT	12/1	0.166	0.364	560	560	234	0.418	26.7	C+	230 ft
TH	24/2	0.153	0.204	722	722	530	0.734	44.9	D+	326 ft
LT	24/2	0.123	0.149	499	499	404	0.791	53.4	D	266 ft

E Approach

38.9 D+

RT	12/1	0.160	0.545	839	839	225	0.268	13.5	B+	158 ft
TH	36/3	0.279	0.351	1783	1783	1498	0.840	34.8	C	501 ft
LT	24/2	0.110	0.114	372	372	356	0.906	72.1	*E	244 ft

W Approach

55.9 E+

RT	12/1	0.252	0.545	839	839	379	0.452	15.5	B	267 ft
TH	36/3	0.338	0.351	1783	1783	1847	1.036	64.9	*E+	618 ft
LT	12/1	0.000	0.114	266	266	34	0.125	18.0	B	26 ft

05/01/00
13:55:30

					Key: VOLUMES -- >				
					WIDTHS				
					v LANE				
99	593	459							
12.0	24.0	24.0							
1	2	2							

					216	12.0	1		

					1552	36.0	3		

					421	24.0	2		
					=====				
33	12.0	1	/	+	/	421	24.0	2	
					=====				
1773	36.0	3	--						

364	12.0	1	\						

					388	509	225		
					24.0	24.0	12.0		
					2	2	1		

					Phasing: SEQUENCE 44				
					PERMSV N N N Y				
					OVERLP Y Y Y Y				
					LEADLAG LD LD				

International Plaza DRI
Current Plan--With Right Turn Access on Boy Scout
Lois & Boy Scout 2010 PM Peak Hour Volumes

05/01/00
13:54:32

SIGNAL97/TEAPAC[Ver 1.00] - Capacity Analysis Summary

Intersection Averages for Int # 2 - Lois @ Boy Scout

Degree of Saturation (v/c) 0.87 Vehicle Delay 53.9 Level of Service D

Sq 44	Phase 1	Phase 2	Phase 3	Phase 4
/				
.	* ^	+ *	+	^
/ \	* +++++	+ *	+	++++
	*>	<+ *	<+	<++++
		v	^	^
North	<+	+ +>	++++ v	++++
	++++ +	+ +	+> ****>	+
	v +	+ +	+	v

	G/C=0.149	G/C=0.182	G/C=0.138	G/C=0.350
	G= 16.3"	G= 20.0"	G= 15.1"	G= 38.5"
	Y+R= 5.0"	Y+R= 5.0"	Y+R= 5.0"	Y+R= 5.0"
	OFF= 0.0%	OFF=19.4%	OFF=42.1%	OFF=60.4%

C=110 sec G= 90.0 sec = 81.8% Y=20.0 sec = 18.2% Ped= 0.0 sec = 0.0%

Lane	Width/	g/C		Service Rate		Adj		HCM	L	90% Max
Group	Lanes	Reqd	Used	@E (vph)	@E	Volume	v/c	Delay	S	Queue

N Approach

68.7 E

RT	12/1	0.083	0.365	561	561	104	0.185	24.0	C+	102 ft
TH	24/2	0.177	0.182	643	643	624	0.969	72.5	*E	395 ft
LT	24/2	0.145	0.149	498	498	483	0.947	73.5	*E	318 ft

S Approach

47.9 D

RT	12/1	0.168	0.365	561	561	237	0.422	26.7	C+	233 ft
TH	24/2	0.154	0.182	643	643	536	0.832	52.5	D	339 ft
LT	24/2	0.125	0.149	498	498	408	0.800	54.1	D	269 ft

E Approach

44.1 D+

RT	12/1	0.161	0.544	838	838	227	0.271	13.6	B+	160 ft
TH	36/3	0.302	0.350	1781	1781	1634	0.917	40.3	D+	547 ft
LT	24/2	0.134	0.138	457	457	443	0.939	73.7	*E	295 ft

W Approach

59.1 E+

RT	12/1	0.254	0.544	838	838	383	0.457	15.6	B	270 ft
TH	36/3	0.341	0.350	1781	1781	1866	1.048	68.8	*E	625 ft
LT	12/1	0.000	0.138	307	307	35	0.113	18.2	B	25 ft

05/01/00
14:02:31

```

Key:  VOLUMES -- >
      |  WIDTHS
      v      LANES

```

```
Phasing: SEQUENCE      74
          PERMSV  N N N N
          OVERLP  Y Y Y Y
          LEADLAG  LD LD
```


TWO-WAY STOP CONTROL (TWSC) ANALYSIS

Analyst: bcj
 Intersection: Boy Scout @ Access Drive
 Count Date: 2010 w International Plaza DRI
 Time Period: PM Peak

Intersection Orientation: East-West Major St.

Vehicle Volume Data:

Movements:	2	5	6	12
Volume:	2424	1996	25	193
HFR:	2552	2101	26	203
PHF:	0.95	0.95	0.95	0.95
PHV:	0.02	0.02	0.01	0.01

Pedestrian Volume Data:

Movements:

Flow:
 Lane width:
 Walk speed:
 % Blockage:

Median Type: Raised Curb
 # of vehicles: 0

Flared approach Movements:

of vehicles: Northbound 0
 # of vehicles: Southbound 0

Lane usage for movements 1,2&3 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
N	Y	N	N	Y	N	N	Y	N

Channelized: N
 Grade: 0.00

Lane usage for movements 4,5&6 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
N	Y	N	N	Y	N	N	Y	Y

Channelized: N
 Grade: 0.00

Lane usage for movements 7,8&9 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R
N	N	N	N	N	N	N	N	N

Channelized: N
 Grade: 0.00

Lane usage for movements 10,11&12 approach:

Lane 1			Lane 2			Lane 3		
L	T	R	L	T	R	L	T	R

A-6

Channelized: N
Grade: 0.00

Upstream Signal Data:

Approach: Westbound

	L prot	T
Distance:	725	
Progression Speed:	55	
Cycle Length:	110	
Green Time:	0	55
Arrival Type:	3	4
Saturation Flow Rate:	1700	1700
Progressed Flow:	0	1700

Data for Computing Effect of Delay to Major Street Vehicles:

	Eastbound	Westbound
Shared ln volume, major th vehicles:	0	0
Shared ln volume, major rt vehicles:	0	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	3	3

Length of study period, hrs: 0.25

Worksheet 4 Critical Gap and Follow-up time calculation.

Critical Gap Calculations:

Movement 12

t c,base	6.9
t c,hv	2.0
P hv	0.01
t c,g	0.1
G	0.00
t 3,lt	0.0
t c,T:	
1 stage	0.00

t c	
1 stage	6.9

Follow Up Time Calculations:

Movement 12

t f,base	3.3
t f,HV	1.0
P hv	0.01
t f	3.3

Worksheet 5a. Effect of Upstream Signals (Computation 1)

Queue Clearance Time at Upstream Signal:	Movement 5 Vt

V prog	1700
Total Saturation Flow Rate, s (vph)	5100
Arrival Type	4
Effective Green g eff (sec)	55
Cycle Length, C (sec)	110
Rp (from table 9-2)	1.333
Proportion of vehicles arriving on green P	0.666
g ql	12.2

A-7

g	q2	9.8
G	q	22.0

Worksheet 5b. Effect of upstream signals (computation 2)

Proportion of time blocked	Movement 5 Vt
alpha	0.350
beta	0.741
t a	8.967
F	0.301
f	0.799
V c,max	4074
V c,min	3000
t p	20.1
p	0.183

Worksheet 5c. Effect of upstream signals (computation 3)

Platoon Event Periods	Result
p2	0.000
p5	0.183
p dom	0.183
p subdom	0.000
Constrained or unconstrained?	U

Proportion unblocked for minor movements, px
(1)
1 stage

p1	0.817
p4	1.000
p7	0.817
p8	0.817
p9	1.000
p10	0.817
p11	0.817
p12	0.817

Worksheet 5d. Effect of upstream signals (computation 4)

Movement	
1 stage	12
V c,x	714
s	5100
Px	0.817
V c,u,x	0

Worksheet 5e. Effect of upstream signals (computation 5)

Movement	
1 stage	12
Px	0.817
C r,x	1088
C plat,x	889

Worksheet 6 Impedance and capacity equations

Step 1: RT from Minor St.

9

12

Conflicting Flows	714
Potential Capacity	889
Pedestrian Impedance Factor	1.00
Movement Capacity	889
Probability of Queue free St.	0.77

Worksheet 10 delay, queue length, and LOS

Movement

1

4

7

8

9

10

11

12

v(vph)								203
C m(vph)								889
v/c								0.23
95% queue length								
Control Delay								10.2
LOS								B
Approach Delay						10.2		
Approach LOS						B		

Transportation Analysis

International Plaza

Notice of Proposed Change

Extension of Build Out

Prepared For:

Concorde Companies

Prepared By:

DKS Associates

April, 2000

APPENDIX "C"

**Certified as true
and correct copy.**

Transportation Analysis International Plaza Extension of Build Out

International Plaza is an approved DRI adjacent to Tampa International Airport in the Westshore Business District of Tampa, Florida. The original Development Order was adopted by the City of Tampa in June of 1985. Since then, modifications to the project phasing and build out dates have been approved through a series of amendments to the original Development Order. Based upon these amendments, the project phases have been consolidated into a single phase and the build out for the project has been extended to December 31, 2002.

This transportation analysis was undertaken to address the transportation impacts of extending the proposed build out date from December 15, 2002 to December 31, 2010. The analysis compares the impacts determined in the last full update of the development transportation study to the impacts projected under current conditions.

Previously Approved Transportation Analysis

The last full updated transportation study for International Plaza was performed in October of 1989. The Updated Subsection 380.06 Transportation Analysis for International Plaza, submitted in support of the second development order amendment, addressed the regional transportation impacts of a development plan consisting of 2,000,000 sf of office space, 1,125,000 sf of retail space and 750 hotel rooms. Table 1 summarizes the PM peak hour trip generation estimates used in the 1989 transportation study. The 5,585 net external PM peak hour trips indicated in Table 1 were used to determine the transportation impacts of the DRI project. AM peak hour trips were estimated at 3835 in and 715 out. In the previously approved analysis, build out of the development was projected for 1997.

Table 1
Base Case (Approved DRI) PM Peak Hour Trip Generation Estimates

Land Use	Intensity	Total Trips		Internal Capture ¹						Transit Capture		Adjacent Street Capture		Net External Trips	
				Retail		Office		Hotel							
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Retail	1,125 ksf GLA	1,543	1,741	0	0	-223	-43	-36	-43	0	0	-282	-364	1,002	1,291
Office	2,000 ksf GFA	566	2,982	-43	-223	-25	-25	-48	-56	-15	-80	0	0	435	2,598
Hotel	750 rooms	281	240	-43	-36	-56	-48	0	0	-43	-36	0	0	139	120
Development Total:		2,390	4,963	-86	-259	-304	-116	-84	-99	-58	-116	-282	-364	1,576	4,009

The study area for the 1989 transportation analysis included all major roadway segments where site generated traffic was anticipated to be greater than 4.5% of the link capacity. Background traffic projections for build out (1997) conditions were estimated using the results of the regional transportation model (FSUTMS) to estimate 1997 AADT volumes on each link in the study area. K and D factors were applied to these AADT estimates to determine PM peak hour background and site traffic volumes for each link by direction. Deficient links were identified by comparing projected peak hour volumes to Level of Service D threshold volumes.

Table 2 summarizes the results (1997 traffic projections) of the 1989 transportation analysis. The information in this table is identical to that found in Appendix E of the 1989 transportation analysis. Table 2 identifies 44 potentially deficient links (links projected to be over capacity in 1997 which were impacted by site traffic at more than 10% of capacity). Approximately 23 lane miles of deficient roadway are included in this total. Five potentially deficient segments involving 3.89 lane miles of roadway have been improved since the 1989 study. These include the following links:

- Sheldon Road from Memorial to Waters (NB)
- Eisenhower (Veteran's X-way) from Memorial to Independence (NB)
- Eisenhower (Veteran's X-way) from Independence to Courtney Campbell Causeway (NB)
- Cypress Street from Lois to Dale Mabry (EB/WB)

¹ Office-Retail capture 7.5% of office trips, Office-Office capture 5% of inbound office trips, Hotel-Retail capture 15% of hotel trips, Hotel-Office capture 20% of hotel trips.

Table 2
1997 Traffic Analysis

1997 Traffic Analysis

Table 2

13.15 9.88

Current Anticipated Development

The current anticipated development program consists of approximately 1,600,000 sf gla of retail space, 1,465,000 sf gfa of office space and 300 hotel rooms. The Development Order includes a trade-off mechanism which allows for adjustments to land use quantities within the list of proposed land uses without creating additional impacts. These trade-off relationships are presented below:

Summary of Tradeoff Relationships

1 hotel room = 170 sf gla retail
1,000 gfa office = 744 sf gla retail
1,000 gla retail = 5.9 hotel rooms

1,000 sf gla retail = 1,344 sf gfa office
1 hotel room = 227 sf gfa office
1,000 sf gfa office = 4.4 hotel rooms

The current anticipated development program has assumed the use of this tradeoff mechanism to increase the retail floor area by approximately 475,000 sf from the previously identified 1,125,000 sf. A reduction of 450 hotel rooms and 535,000 sf of office space has been proposed to offset the increase in retail space.

Table 3 summarizes the PM peak hour trip generation estimates for the current development program. These estimates are based on the Sixth Edition of ITE *Trip Generation*. Trip estimates for the office development are derived for the current site plan. Internal and transit capture volumes are based on the same percentages as approved in the 1989 study.

Table 3
Current Development Program
PM Peak Hour Trip Generation Estimates

Land Use	Intensity	Total Trips²		Internal Capture³						Transit Capture		Adjacent Street Capture⁴		Net External Trips	
				Retail		Office		Hotel							
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Retail	1,600 ksf GLA	1,879	2,035	0	0	-122	-25	-15	-15	0	0	-324	-324	1,417	1,671
Office	1,465 ksf GFA	333	1,626	-25	-122	-17	-17	-21	-20	-9	-44	0	0	262	1,424
Hotel	300 rooms	99	103	-15	-15	-20	-21	0	0	-15	-15	0	0	49	51
Development Total:		2,310	3,764	-40	-137	-158	-62	-36	-35	-24	-59	-324	-324	1,728	3,147

The trip estimates found in Table 3 represent a thirteen percent reduction in the total PM peak hour trips when compared to the 1989 study. A more balanced directional split (35/65 versus 28/72) is projected due to the increase in the proportion of retail development. Approximately 2320 inbound and 555 outbound trips are projected for the AM peak hour, which is a reduction of 37 percent from the 1989 study.

Construction of major elements of the retail mall, hotel and office components of the development are currently underway. The extension of the build out date is needed to allow completion of the residual office and retail development.

Comparison of 1997 and 2010 Impacts

In order to evaluate the impact of extending the project build out from 1997 to 2010, a comparison was made of the 1997 transportation impacts, as determined in the previously approved 1989 analysis, to the 2010 transportation impacts using updated site and background traffic projections. The methodology for performing this comparison, described in the following sections, has been reviewed and approved by the City of Tampa Department of Public Works, Transportation Division.

² Retail: $\ln(T) = .660\ln(X) + 3.403$ (48%/52%) Office (based on 4 sites @): $T = 1.121(X) + 79.293$ (17%/83%) Hotel: $\ln(T) = 1.150\ln(X) - 1.255$ (49%/51%)

³ Office-Retail capture 7.5% of office trips, Office-Office capture 5% of inbound office trips, Hotel-Retail capture 15% of hotel trips, Hotel-Office capture 20% of hotel trips.

⁴ ITE Trip Generation Handbook, October, 1998 % Pass-by = T where $\ln(T) = -.291\ln(X) + 5.001$

2010 Site Traffic Projections. Site traffic projections used in the link analysis were updated to reflect the trip generation rates and directional patterns identified in Table 3. The distribution of these trips over the network was not changed from the previously approved study. This represents a conservative assumption in that the 1997 distribution (from the 1989 study) reflects the higher proportion of employment based trips which are generally of longer length than shopping trips.

2010 Background Traffic Projections. 2010 traffic projections on the study area links were developed by applying individual link growth factors to 1998 AADT volumes from Hillsborough County.⁵ The link growth factors were determined by comparing 2010 background volumes from the Tampa Bay Regional Planning Model (TBRPM), Version 3.2, to 1995 volumes obtained from the same model. The compound annual growth rates as determined from the projections of two model years were applied to the 1998 volumes to obtain 2010 volumes. PM peak hour directional volumes were determined using the same K and D factors as identified in the 1989 study.

The 1995 projections of the TBRPM model reflects conditions prior to the development of International Plaza. The 1995 projections represents the validated model conditions which closely replicated actual (observed) traffic conditions.

The 2010 projections of the TBRPM model incorporate estimates of development growth in the study area. Included in the model are growth projections for the following DRI projects which are anticipated to influence traffic patterns in the study area.

Colonial Penn (Fountain Sq.)	Towermark	Citrus Park Mall
Babcock (Rocky Point)	Thomas Ranch (West Chase)	
Sun Forest	Westshore Areawide	

Anticipated growth in activity at Tampa International Airport is also incorporated in the 2010 model data. Detailed summaries of the levels of development incorporated in the model are provided in the Appendix.

In order to reflect background traffic conditions with the development of International Plaza, the socio-economic data for the project TAZ was increased to reflect the office and retail employment

⁵ Hillsborough County Roadway Inventory and Level of Service Report, February 1999.

levels associated with the development as well as the hotel rooms. Model trips associated with the International Plaza TAZ were subsequently subtracted out of the total trips on the study area links to give the 2010 background traffic volumes.

The roadway network used in the TBRPM 2010 transportation model corresponds to the 2010 Interim Highway Plan adopted by the Hillsborough County MPO. For this analysis, the study area network was modified to incorporate only those projects which are in the next three fiscal years of the Transportation Improvement Program. Specifically the following major improvements were **deleted** from the 2010 network:

- Westshore Boulevard between I-275 and Spruce St –widening from four to six lanes.
- Trask Street–two lane connection under I-275 between Cypress St. and Lemon St.
- I-275 between Kennedy Blvd. and Armenia/Howard Ave.–widening from six to eight lanes.
- Himes Avenue between Hillsborough and Busch Blvd– widening from two to four lanes.

None of the above improvements were considered in the 1989 study either.

One improvement was added to the network:

- O'Brien Street between Cypress St. and Spruce St.–widening and extension of 2/3 lane collector street.

This latter improvement is a mitigation measure being funded out of the proportionate share payment of the project.

The networks and TBRPM model output for 1995 and 2010 conditions are provided in the Appendix.

The 1995 total peak season weekday traffic (PSWT) volumes, 2010 total PSWT volumes, 2010 site PSWT volumes and 2010 background PSWT volumes projected by the regional transportation model are summarized in Table 4. The link growth factor (compound annual growth rate) as

Table 4

[illegible]

Table 4
2010 Traffic Analysis

Roadway	From	To	1998 Daily		Hour Background	DRI	2010 Pk Hr			% LOS D			LOS D	1995	2010	2010	Annual	2010 Peak Hour 2010 Peak Hour			Deficient	Link Length (mi.)	Lane Miles Added (Deleted)			
			Background	Traffic			DB/E	DB/E	DB/E	Capacity	Consumed	Service						Model	PSWT	PSWT				PSWT	Factor	Background
4875																										
Dale Mabry	Sligh	Waters	74382	4284	2410	0.85	187	101	6.58%	3.81%	2840	2650	81880	2820	74250	71430	1.000	4284	2410	4471	2611	0.99	0.00	0.00		
Dale Mabry	Waters	Burch	74382	4418	2276	0.85	155	84	4.13%	2.24%	3750	3750	63900	2210	87650	85440	1.020	5584	2882	5749	2968	0.78	0.00	0.00		
Dale Mabry	Burch	Linebaugh	68850	4214	1983	0.85	148	78	3.89%	2.08%	3750	3750	60500	1380	87300	85920	1.006	4813	2124	4859	2202	0.25	0.00	0.00		
Dale Mabry	Linebaugh	Lake Carroll	68850	4028	2169	0.85	139	75	3.71%	2.00%	3750	3750	60500	1250	87900	86950	1.000	4038	2173	4175	2248	0.25	0.00	0.00		
Dale Mabry	Lake Carroll	Stall	68850	4152	2045	0.85	127	68	3.39%	1.81%	3750	3750	54500	1110	88700	87590	1.004	4339	2137	4488	2205	1.26	0.00	0.00		
Dale Mabry	Stall	Fletcher	68850	4152	2045	0.85	111	60	2.96%	1.80%	3750	3750	54100	1000	88500	87500	1.002	4237	2087	4348	2147	0.25	0.00	0.00		
Hines	Asalee	Kennedy	10379	430	504	0.35	15	29	2.31%	4.49%	650	650	20800	550	17300	16750	1.000	430	504	445	633	0.25	0.00	0.00		
Hines	Columbia	Tampa Bay	27482	1458	1013	0.85	263	142	15.47%	8.35%	1700	1700	22300	1115	28500	27385	1.014	1718	1184	1881	1338	0.52	0.00	0.00		
Hines	Tampa Bay	Buffalo	28810	1481	934	0.85	185	89	11.38%	6.14%	1450	1450	17350	715	23150	22435	1.017	1784	1147	1859	1238	1.00	-1.00	0.00		
Hines	Buffalo	Hillsborough	22389	1350	965	0.85	165	89	9.38%	5.09%	1780	1780	17775	685	28050	27395	1.029	1908	839	2071	1028	del	0.00	0.00		
Hines	Hillsborough	Lambright	17207	1022	527	0.85	83	34	7.59%	4.10%	830	830	13533	465	19450	18885	1.023	1340	860	1403	724	0.72	0.00	0.00		
Hines	Lambright	Waters	17207	978	573	0.85	35	19	4.22%	2.29%	830	830	13300	350	14070	13720	1.002	1000	587	1035	806	1.27	0.00	0.00		
Hines	Waters	Burch	14786	772	559	0.85	29	15	3.49%	1.81%	830	830	18950	240	14500	14280	1.000	772	559	801	574	0.75	0.00	0.00		
Kennedy	Dale Mabry	Hines	34104	1381	1688	0.85	88	46	5.93%	3.17%	1450	1450	34250	200	38900	38700	1.008	1523	1681	1609	1807	0.25	0.00	0.00		
I-275	Herd Frink	Kennedy	121380	3884	5828	0.35	87	162	2.35%	4.37%	3710	3710	111800	2960	140800	137810	1.014	4586	8878	4873	7040	0.50	0.00	0.00		
I-275	Westshore	Lois	144410	5818	8065	0.85	35	19	0.83%	0.34%	5570	5570	159200	2470	205000	202530	1.016	7052	7340	7087	7359	0.63	0.00	0.00		
I-275	Lois	Dale Mabry	155040	6202	8202	0.85	301	162	6.40%	2.81%	5570	5570	184200	960	188700	185710	1.012	7195	7195	7498	7357	0.58	0.00	0.00		
I-275	Dale Mabry	Hines	159120	6365	8365	0.85	352	189	8.32%	3.39%	5570	5570	148700	5350	176400	171050	1.009	7118	7118	7470	7307	0.28	0.00	0.00		
I-275	Hines	Amelia/Herd	172890	7084	8777	0.85	368	198	6.81%	3.55%	5570	5570	196000	5840	198700	190860	1.008	7774	7489	8142	7867	1.01	0.00	0.00		
I-275	Amelia/Herd	Ashley	159440	6378	8378	0.85	342	184	4.81%	2.48%	7420	7420	189600	6970	211700	204730	1.013	7413	7413	7755	7597	1.18	0.00	0.00		
Boyscout	Lois	Columbia	42313	1878	2133	0.85	447	241	15.74%	8.49%	2840	2840	44100	8900	51900	49300	1.000	1876	2133	2123	2374	0.28	0.00	0.00		
Columbia	Boy Scout	Dale Mabry	42313	1804	1904	0.85	1074	578	47.95%	25.80%	2240	2240	52300	10730	63900	62870	1.001	1921	1921	2895	2489	Y	0.00	0.00		
Columbia	Dale Mabry	Hines	28375	1809	945	0.85	589	317	50.78%	27.33%	1160	1160	34300	4260	36300	35210	1.000	1609	945	2188	1282	Y	0.25	0.00	0.00	
Columbia	Hines	MacDill	25382	1051	1234	0.85	418	225	28.83%	15.52%	1450	1450	17800	3005	24350	21348	1.012	1215	1427	1833	1852	Y	add	0.50	0.50	
Columbia	MacDill	Amelia	25788	1253	1088	0.85	336	181	23.17%	12.48%	1450	1450	14030	2830	24000	21370	1.028	1784	1484	2090	1875	Y	add	0.50	0.50	
Columbia	Amelia	Howard	19292	886	851	0.85	307	160	26.47%	14.31%	1160	1160	18000	2270	25300	23030	1.017	1078	1036	1385	1202	Y	add	0.12	0.12	
Columbia	Howard	Boulevard	17470	802	770	0.85	288	165	36.46%	18.62%	790	790	20080	1610	27700	25790	1.017	979	941	1287	1096	Y	Y	0.83	0.00	0.00
Columbia	Boulevard	Tampa	9220	448	382	0.85	231	125	30.39%	16.45%	790	790	11900	500	12600	12100	1.001	464	387	885	512	del	0.41	-0.41	0.00	
Independence	Memorial	EllenHower	30000	729	1971	0.35	118	219	6.70%	12.44%	1780	1780	27330	870	29170	28300	1.002	750	2027	888	2248	Y	0.72	0.00	0.00	
Memorial	Sheldon	Hillsborough	27486	1755	717	0.85	98	53	18.49%	10.00%	530	530	37900	670	49100	48430	1.016	2135	872	2233	925	Y	0.13	0.00	0.00	
Memorial	Hillsborough	Independence	45681	1274	2638	0.85	109	203	6.41%	11.94%	1700	1700	38850	1585	43470	41885	1.005	1358	3024	1487	3227	Y	1.88	0.00	0.00	
EllenHower (Vel)	Hillsborough	Memorial	40000	2160	1440	0.85	114	61	3.07%	3.23%	3710	3710	18900	3370	118000	115730	1.037	3333	2222	3447	2283	del	0.95	0.00	0.00	
EllenHower(Vel)	Memorial	Independence	80000	3510	1890	0.85	182	87	8.57%	4.80%	1890	1890	89400	4950	145400	140450	1.031	5036	2712	5188	2799	del	0.34	-0.34	0.00	
EllenHower(Vel)	Independence	CCC	80000	4104	3098	0.85	387	208	12.96%	4.86%	3710	3710	125500	6080	183400	187320	1.015	4916	3709	5303	3917	Y	0.63	0.00	0.00	
Memorial	CCC	Alford	149940	8232	5293	0.85	482	259	12.96%	4.86%	3710	3710	149500	7620	211200	203560	1.021	10547	8743	11029	7002	Y	0.78	0.00	0.00	
Memorial	Alford	Spurce	120870	4887	5973	0.35	39	73	0.70%	1.31%	5570	5570	119600	670	182200	187530	1.034	7283	8902	7322	8975	Y	0.90	0.00	0.00	
Memorial	Spurce	Dale Mabry	34462	1365	1737	0.85	219	118	9.78%	5.27%	2240	2240	47300	960	41800	41140	1.000	1385	1737	1884	1655	0.25	0.00	0.00		
Buffalo (MLK)	Dale Mabry	Hines	34462	1398	1706	0.85	143	77	12.33%	6.84%	1160	1160	42750	525	48700	48775	1.008	1536	1877	1879	1954	Y	0.50	0.00	0.00	
Buffalo (MLK)	Hines	MacDill	34462	1737	1385	0.85	136	73	9.38%	6.03%	1450	1450	39600	560	46900	45340	1.009	1935	1521	2071	1584	del	0.26	-0.26	0.00	
Buffalo (MLK)	MacDill	Habana	34462	1875	1427	0.85	114	61	7.68%	4.21%	1450	1450	37900	330	44600	44270	1.010	1886	1815	2010	1878	0.28	0.00	0.00		
Buffalo (MLK)	Habana	Amelia	34462	1737	1385	0.85	111	60	5.97%	3.53%	1890	1890	41750	230	45350	45120	1.005	1925	1840	2038	1700	0.50	0.00	0.00		
Buffalo (MLK)	Amelia	Rome	37234	1810	1541	0.85	111	60	5.97%	3.53%	1890	1890	41750	230	45350	45120	1.005	1925	1840	2038	1700	0.50	0.00	0.00		
Buffalo (MLK)	Rome	Boulevard	37234	1877	1474	0.85	95	51	5.59%	3.00%	1700	1700	44600	120	50000	48880	1.007	2052	1812	2147	1863	0.52	0.00	0.00		
Buffalo (MLK)	Boulevard	Highland	35506	1790	1408	0.85	114	61	8.83%	3.85%	1870	1870	42500	610	49200	48590	1.009	1992	1586	2106	1826	0.34	0.00	0.00		
Hillsborough	Race Track	(W of Memorial)	33680	1181	1848	0.35	34	63	3.62%	7.08%	690	690	43870	1300	80800	59500	1.021	1507	2358	1541	2421	del	0.50	0.00	0.00	
del = deleted (no longer deficient) del = added (new deficient)																										
-5.57 -2.07																										

del = deleted (no longer deficient)

add = added (new deficient)

-5.57

-2.07

calculated from the ratio of 2010 background PSWT to 1995 PSWT traffic is also identified for each link. Growth factors less than 1.00 as determined by the model results were set at 1.00. The 1998 PM peak hour directional link volumes shown in the table were multiplied by the link growth factor (compounded for twelve years) to yield the 2010 link background volumes. The site generated traffic was added onto the background traffic for comparison with the link capacity.

Comparison of Deficient Links. The 1989 study identified 44 potentially deficient links (links projected to be over capacity in 1997) which were impacted by site traffic at more than 10% of capacity. Approximately 23 lane miles of deficient roadway were included in this total. Five potentially deficient segments involving 3.89 lane miles of roadway have been improved since the 1989 study.

The analysis of 2010 traffic projections for the study area identified only 33 potentially deficient links involving 15.4 lane miles of roadway. This represents a 30 percent reduction in the number of links impacted and a 33 percent reduction (7.6 lane miles) in the number of deficient lanes miles of roadway. Fourteen segments identified in the 1989 study as potentially deficient are no longer considered to be potentially deficient. Three segments which were not identified as potentially deficient in the 1989 study are identified as potentially deficient in the 2010 study. These three segments involve 1.12 lane miles of deficient roadway. Three of the 32 segments (involving 1.47 lane mile of traffic), identified as potentially deficient in the 2010 analysis have already been improved. These are:

Eisenhower (Veteran's X-way) from Memorial to Independence (NB)

Eisenhower (Veteran's X-way) from Independence to Courtney Campbell Causeway (NB)

Cypress Street from Lois to Dale Mabry (EB)

Summary

A comparison of potentially deficient links from the 1989 study to potentially deficient links from this updated analysis indicates fewer potentially deficient links and fewer lane miles of deficient roadway are anticipated. The projections in the 1989 study were extremely conservative. Impacts were identified on the basis of annual traffic growth projections for the study area in the range of 6-7 percent. The 1997 traffic projections from the previously approved study have not been realized and for many roadway segments will not be realized until after 2010 (if at all). Nonetheless, the mitigation program for the project has been based on the more conservative analysis. No reduction in the mitigation program or proportionate share payment is being proposed. Additionally, refinement of the site development program has reduced the volume of traffic anticipated to be generated during the critical PM peak hour. The impact is further reduced by a more balanced directional split in the development traffic in which a greater proportion of the site traffic will be moving in the non-peak direction of travel. This will allow for more efficient use of the available roadway capacity.

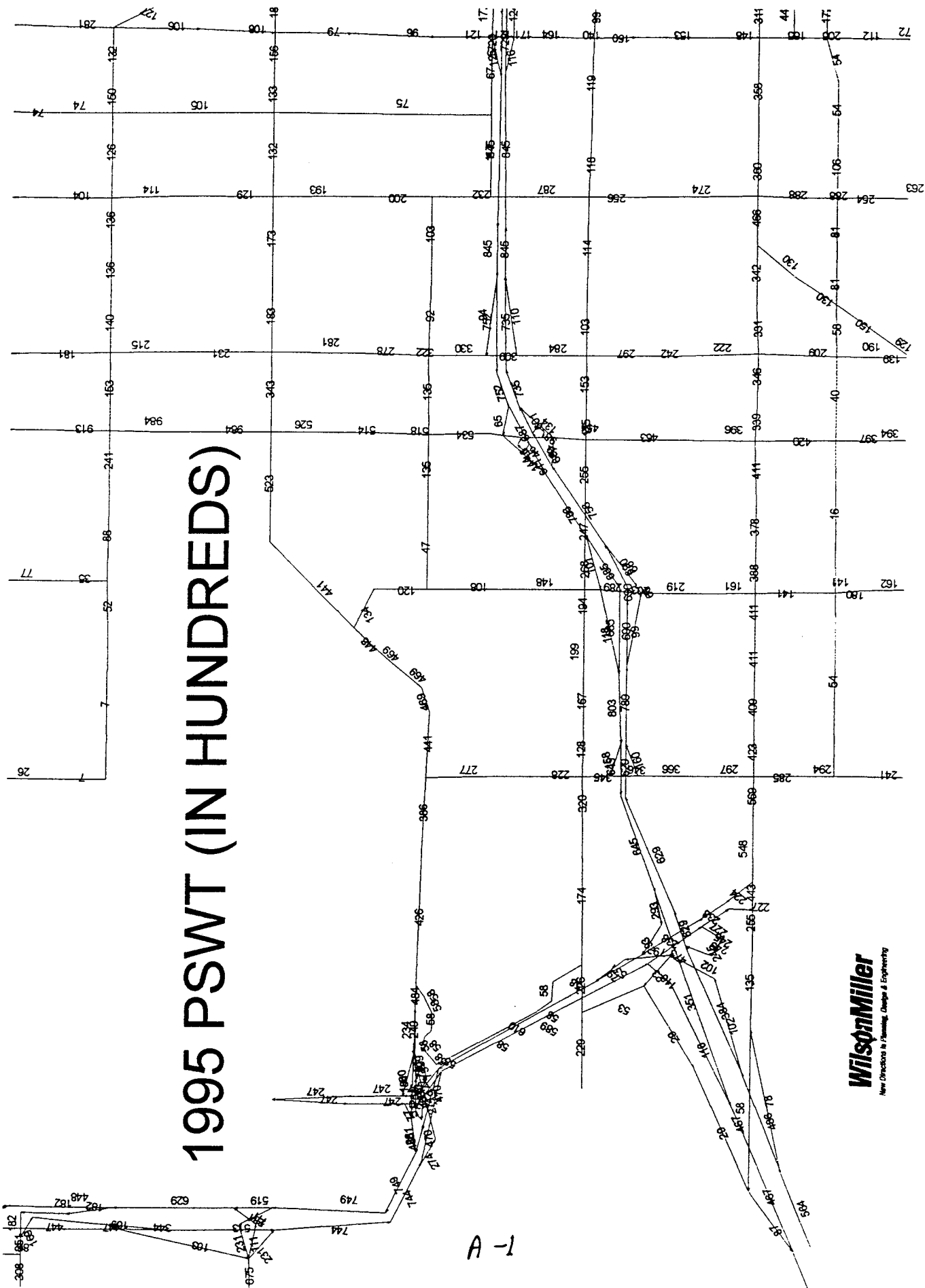
The extension of build out from 2002 to 2010 will not create additional regional transportation impacts and therefore will not be a substantial deviation.

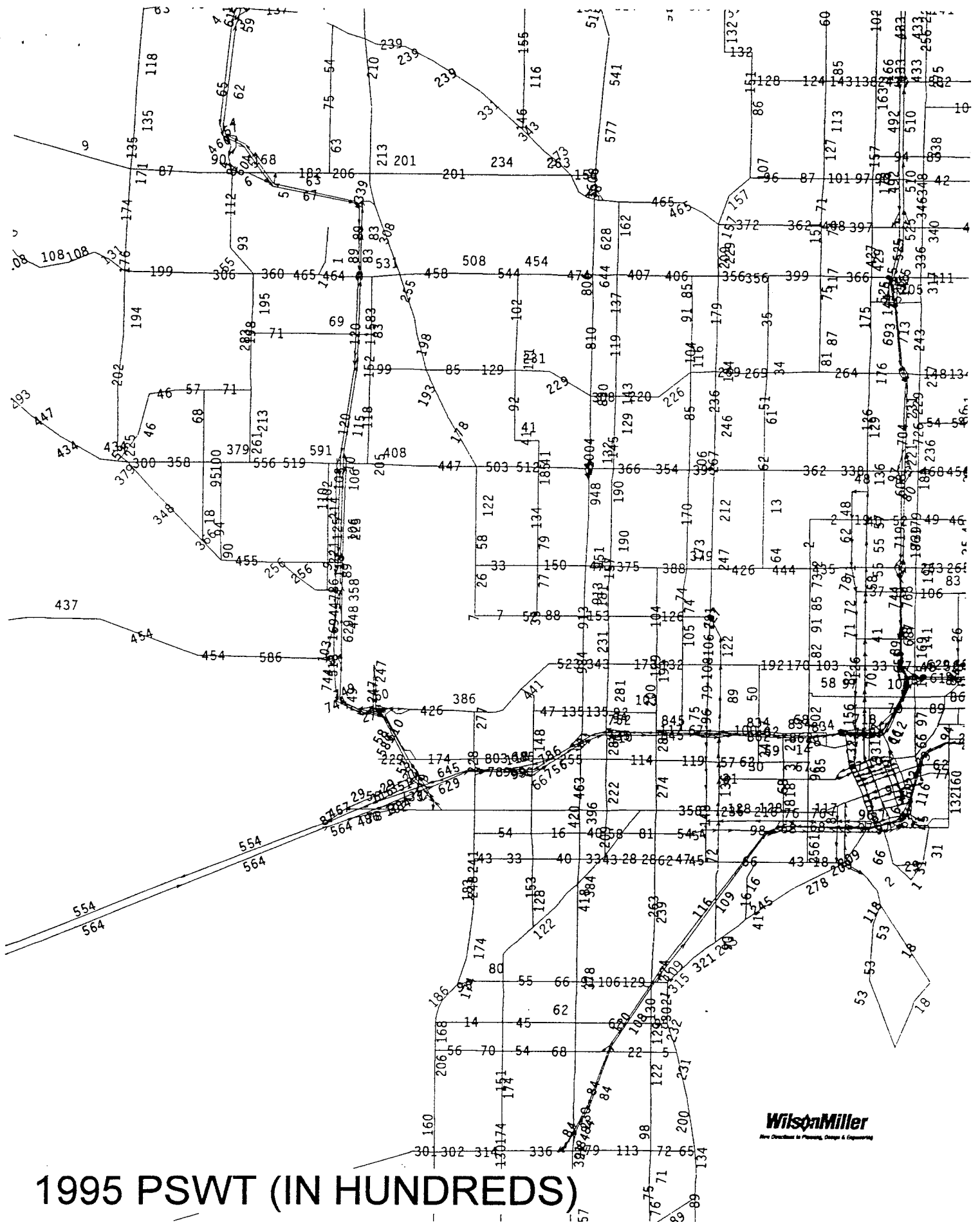
Appendix

Revised Map H

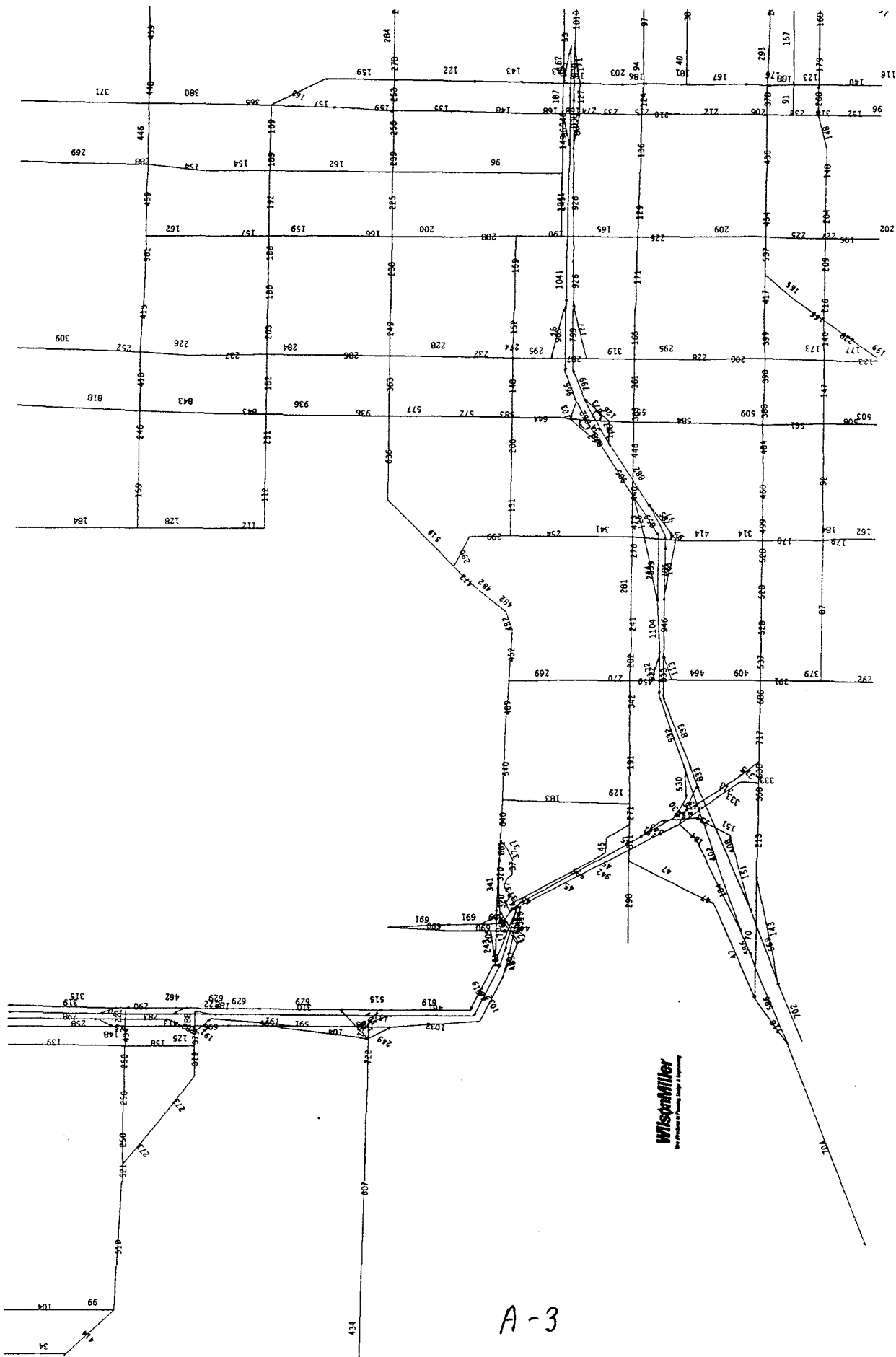
Located in Original Development Order Book

1995 PSWT (IN HUNDREDS)



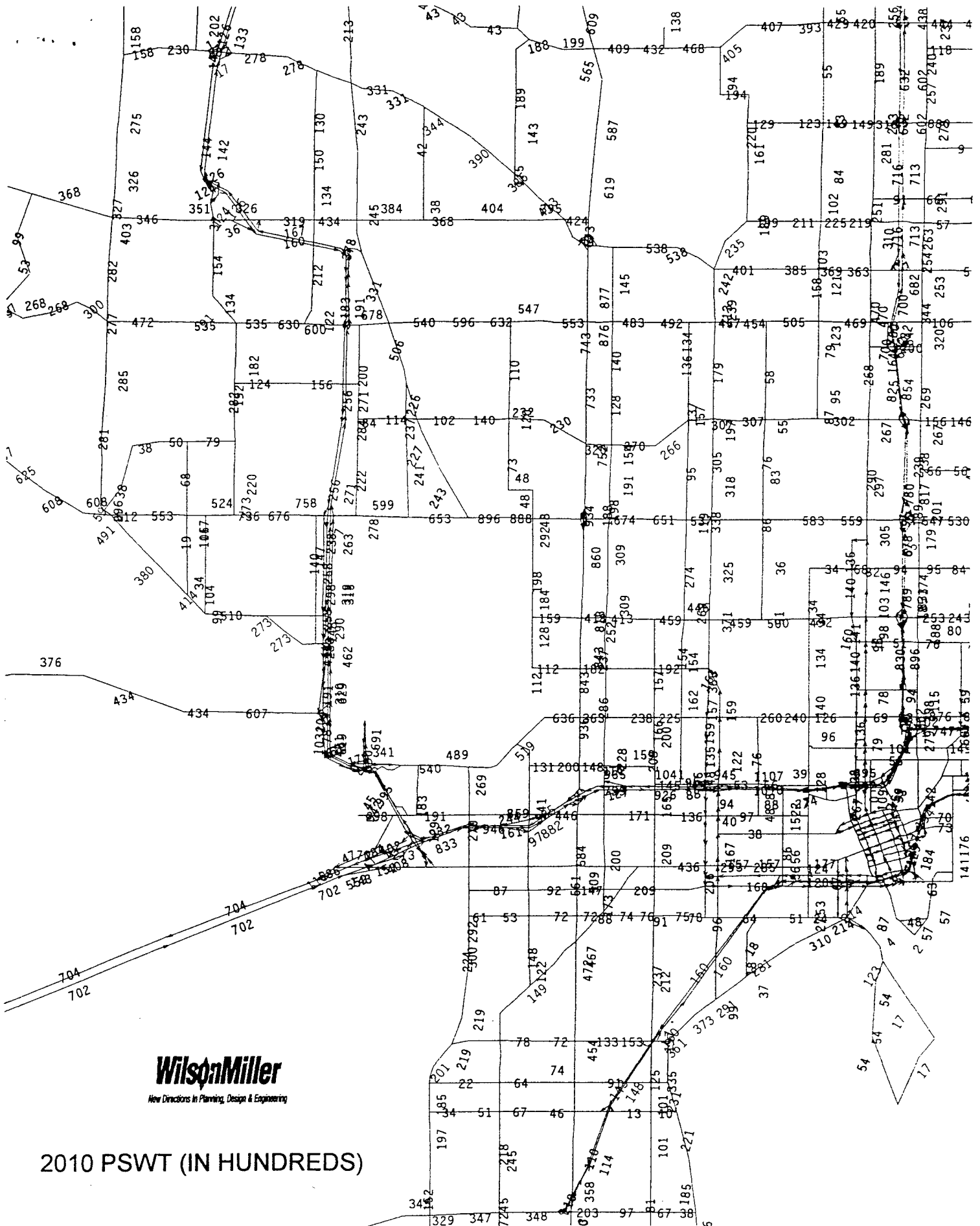


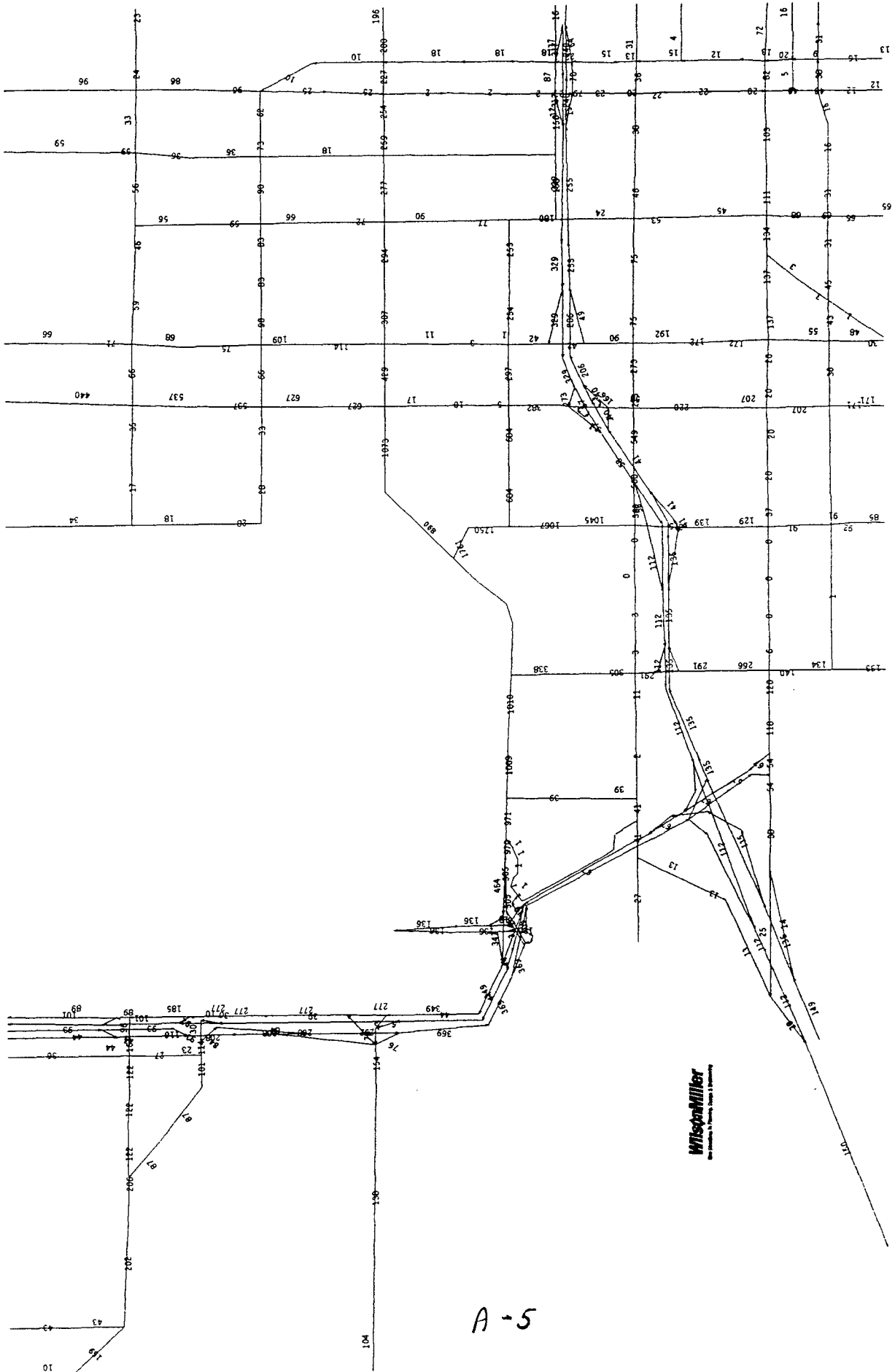
Wilson Miller
 New Direction in Planning, Design & Engineering



2010 PSWT (IN HUNDREDS)

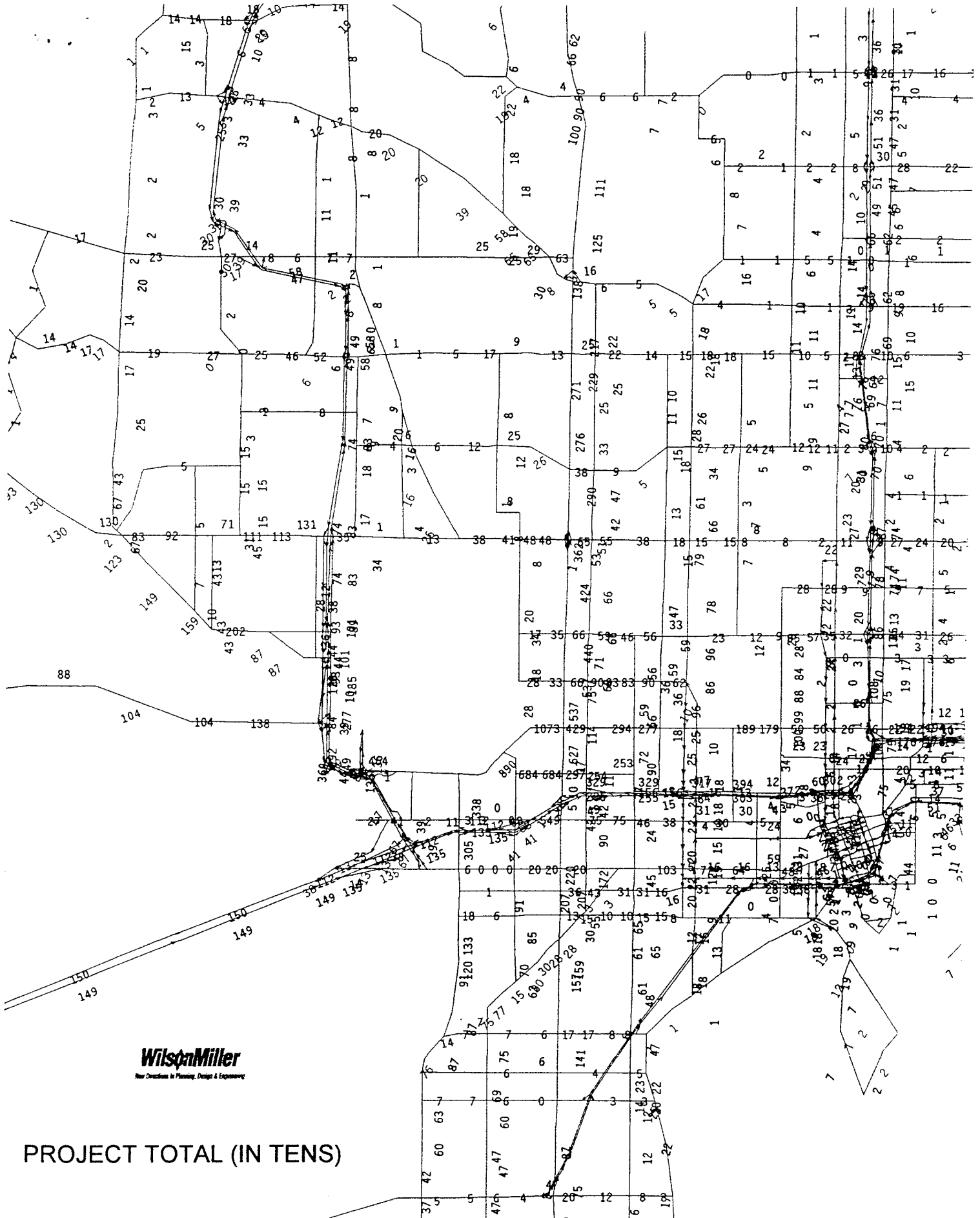
A-3





PROJECT TOTAL (IN TENS)

A-5



WilsonMiller
New Directions in Planning, Design & Engineering

PROJECT TOTAL (IN TENS)

A-6

Appendix Table

DRI's Included in 2010 TBRPM Model

TBRPM TAZ(s)	DRI No	Description	DU's	Retail (GLA)	Office (GFA)	Institutional/ Warehouse	Hotel Rooms	Miscellaneous	Build Out
334	112/277	Colonial Penn/ Fountain Square			976 k	/Industrial (GFA)			2004
148	110	Babcock/Rocky Point			733 k		378	5 k Restaurant	2005
331	105	Sun Forest		28 k	1,200 k		300		
325-324	196	Towermark		70 k	3,200 k				2007
382	84	Thomas Ranch (West Chase)							
151-159, 167-170	141	Westshore Areawide (Phase 1)		350 k	3,153 k		500		2000
130	104	International Plaza		1,600 k	1,465 k		300		2010
384	170	Citrus Park Mall		1,900 k					2007

A - 7

ORDINANCE NO. _____

**AN ORDINANCE OF THE CITY OF TAMPA, FLORIDA,
APPROVING A NINTH AMENDMENT TO A
DEVELOPMENT ORDER RENDERED PURSUANT TO
CHAPTER 380, FLORIDA STATUTES, FILED BY THE
CONCORDE COMPANIES, FOR INTERNATIONAL PLAZA
DRI #104, A PREVIOUSLY APPROVED DEVELOPMENT OF
REGIONAL IMPACT; PROVIDING AN EFFECTIVE DATE
HEREOF.**

WHEREAS, Ordinance No. 8905-A, passed and ordained by the City Council of the City of Tampa, Florida (the "City Council"), on June 13, 1985, approved a Development Order for International Plaza (the "Development"), a Development of Regional Impact ("DRI"), (hereinafter said Ordinance shall be referred to as the "Development Order")(the revised legal description for the Development, as adopted by the Fifth Amendment, is attached hereto as Exhibit 2 and incorporated herein by reference); and

WHEREAS, Ordinance No. 88-414, passed and ordained by the City Council on December 15, 1988, approved a first amendment to the Development Order (hereinafter said Ordinance shall be referred to as the "First Amendment"); and

WHEREAS, Ordinance No. 90-07, passed and ordained by the City Council on January 25, 1990, approved a second amendment to the Development Order, as amended by the First Amendment, (hereinafter said Ordinance shall be referred to as the "Second Amendment"); and

WHEREAS, Ordinance No. 90-08, passed and ordained by the City Council on January 25, 1990, approved a third amendment to the Development Order, as amended by the First Amendment and the Second Amendment, (hereinafter said Ordinance shall be referred to as the "Third Amendment"); and

**Certified as true
and correct copy.**

APPENDIX "D"

WHEREAS, Ordinance No. 94-33, passed and ordained by the City Council on February 24, 1994, approved a fourth amendment to the Development Order, as amended by the First Amendment, Second Amendment and Third Amendment (hereinafter said Ordinance shall be referred to as the "Fourth Amendment"); and

WHEREAS, Ordinance No. 94-269, passed and ordained by the City Council on December 15, 1994, approved a fifth amendment to the Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, and Fourth Amendment (hereinafter said Ordinance shall be referred to as the "Fifth Amendment"); and

WHEREAS, Ordinance No. 96-75, passed and ordained by the City Council on April 4, 1996, approved a sixth amendment to the Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, and Fifth Amendment (hereinafter said Ordinance shall be referred to as the "Sixth Amendment"); and

WHEREAS, Ordinance No. 97-101, passed and ordained by the City Council on May 1, 1997, approved a seventh amendment to the Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, Fifth Amendment, and Sixth Amendment (hereinafter said Ordinance shall be referred to as the "Seventh Amendment"); and

WHEREAS, Ordinance No. 98-0064, passed and ordained by the City Council on March 19, 1998, approved an eighth amendment to the Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, Fifth Amendment, Sixth Amendment, and Seventh Amendment (hereinafter said Ordinance shall be referred to as the "Eighth Amendment"); and

WHEREAS, on _____, 2000, The Concorde Companies (the “Developer”) filed a Notification of Proposed Change to a Previously Approved Development of Regional Impact Subsection 380.06(19), Florida Statutes, for the International Plaza DRI (hereinafter referred to as the “NOPC”); and

WHEREAS, the NOPC proposed to amend the Development Order, as previously amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, Fifth Amendment, Sixth Amendment, Seventh Amendment, and Eighth Amendment to add a right-in/right-out site access driveway to Boy Scout Boulevard; extend the date of buildout of the Development to December 31, 2010; and incorporate Revised Map H-1, dated May 1, 2000, attached hereto as Exhibit 3 and incorporated herein by reference (which Revised Map H-1 reflects the additional right-in/right-out site access driveway to Boy Scout Boulevard); all as more particularly set forth in the NOPC (hereinafter the above changes shall together be referred to as the “Proposed Changes”); and

WHEREAS, the Proposed Changes to the Development Order, as previously amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, Fifth Amendment, Sixth Amendment, Seventh Amendment, and Eighth Amendment, will constitute the Ninth Amendment to the Development Order; and

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

WHEREAS, the City Council, as the governing body of the local government having jurisdiction pursuant to Chapter 380, Florida Statutes, requires that a development order be amended to reflect the City Council’s approval of changes to an adopted development order;

NOW, THEREFORE

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

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

A. That the Developer submitted to the City the NOPC attached hereto and incorporated herein by reference as Composite Exhibit 1;

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

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

D. That the Proposed Changes are consistent with the recommendations of the Tampa Bay Regional Planning Council;

E. That a comprehensive review of the impacts generated by the Proposed Changes has been conducted by the City;

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

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

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

B. That the review by the City and interested citizens concludes that the impacts of the Proposed Changes are adequately addressed pursuant to the requirements of Chapter 380, Florida Statutes; and

C. That based on the foregoing and pursuant to Chapter 380.06(19), Florida Statutes, the Proposed Changes are found not to be a Substantial Deviation from the previously approved Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, Fifth Amendment, Sixth Amendment, Seventh Amendment, and Eighth Amendment.

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

A. That the Proposed Changes are hereby approved and the Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, Fifth Amendment, Sixth Amendment, Seventh Amendment, and Eighth Amendment, is hereby amended to incorporate the NOPC;

B. That the Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, Fifth Amendment, Sixth Amendment, Seventh Amendment, and Eighth Amendment, is hereby amended as follows:

- 1) Add a right-in/right-out site access driveway to Boy Scout Boulevard;
- 2) Extend the date of buildout of the Development to December 31, 2010; and
- 3) Incorporate Revised Map H-1, dated May 1, 2000, attached hereto as Exhibit 3 and incorporated herein by reference which reflects the additional right-in/right-out site access driveway on Boy Scout Boulevard; all as more particularly set forth in the NOPC;

Section 4. Development Order, as Amended. This Ordinance shall constitute the Ninth Amendment to Ordinance No. 8905-A, as previously amended by Ordinance No. 88-414, Ordinance No. 90-07, Ordinance 90-08, Ordinance 94-33, Ordinance No. 94-269, Ordinance No. 96-75, Ordinance No. 97-101, and Ordinance No. 98-0064, which shall constitute, collectively, the Development Order for the Development as passed and ordained by the City Council. All provisions of the Development Order, except those provisions specifically modified herein, shall remain in full force and effect and shall be considered conditions of the Development unless inconsistent with the terms and conditions of this Ordinance, in which case the terms and conditions of this Ordinance shall govern.

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

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

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

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

Section 9. Transmittals. That the City Clerk is directed to send copies of this Ordinance, within five (5) days of its becoming a law to the Developer, The Concorde Companies, Attn: Mr. Dick Corbett, 2227 N. Westshore Boulevard, Tampa, Florida 33607, the Florida Department of Community Affairs (Bureau of State Planning), and the Tampa Bay Regional Planning Council.

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

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

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

PASSED AND ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAMPA,
FLORIDA, ON _____.

CHAIRPERSON, CITY COUNCIL

APPROVED by me _____

CITY CLERK

MAYOR

APPROVED as to form by:

ASSISTANT CITY ATTORNEY

**COMPOSITE EXHIBIT 1
TO AMENDED DEVELOPMENT ORDER**

- **NOPC**

LEGAL DESCRIPTION

International Plaza

A Portion of the Northwest 1/4 of Section 16, Township 29 South, Range 18 East and the Northeast 1/4 of Section 17, Township 29 South, Range 18 East, Hillsborough County, Florida, lying within and without the plats of WEST SHORE ESTATES as described in Plat Book 17, Page 43, and WEST SHORE ESTATES REPLAT as described in Plat Book 31, Page 44 of the Public records of Hillsborough County, Florida, being more particularly described as follows:

Commence at the Northwest corner of said Section 16; thence along the West Boundary of said Section 16, S 00° 20' 48" W, for 50.00 feet to a point of intersection with the South right-of-way line of Columbus Drive, said point being the POINT OF BEGINNING; thence along the South right-of-way line of Columbus Drive the following 3 courses; S 89° 28' 10" E, for 1,582.37 feet; thence S 00° 31' 50" W, for 6.06 feet to a point on a curve concave to the Southwest; thence easterly along the arc of said curve having a radius of 536.59 feet, a central angle of 21° 27' 53", an arc length of 201.02 feet and a chord, bearing S 78° 44' 13" E, for 199.85 feet to a point of intersection with the northwesterly right-of-way line of State Road 589, said point being on a curve concave to the Southeast; thence along said right-of-way line the following 4 courses; thence southwesterly along the arc of said curve having a radius of 2,009.86 feet, a central angle of 25° 40' 03", an arc length of 900.38 feet, and a chord bearing S 52° 21' 27" W, for 892.87 feet; thence S 39° 31' 26" W, for 1,496.78 feet to the point of curvature of a curve concave to the Northwest; thence southwesterly along the arc of said curve, having a radius of 1,809.86 feet, a central angle of 51° 42' 45", an arc length of 1,633.50 feet and a chord, bearing S 65° 22' 49" W, for 1,578.61 feet; thence N 88° 45' 49" W, for 617.68 feet to a point on the East right-of-way line of Westshore Boulevard (State Road 587); thence along said right-of-way line the following 10 courses; thence N 01° 14' 31" E, for 50.00 feet; thence N 88° 45' 49" W, for 29.34 feet to a point on a curve concave to the East; thence northerly along the arc of said curve having a radius of 22,878.32 feet, a central angle of 00° 16' 41", an arc length of 111.03 feet and a chord, bearing N 01° 38' 00" E, for 111.03 feet; thence N 01° 46' 20" E, for 390.82 feet to the point of curvature of a curve concave to the West; thence northwesterly along the arc of said curve having a radius of 22,958.32 feet, a central angle of 01° 18' 00", an arc length of 520.91 feet and a chord, bearing N 01° 07' 20" E, for 520.89 feet; thence N 00° 28' 20" E, for 83.85 feet; thence S 89° 31' 40" E, for 24.68 feet; thence N 00° 26' 16" E, for 116.50 feet; thence N 89° 31' 40" W, for 24.61 feet; thence N 00° 28' 20" E, for 1,170.64 feet to a point of intersection with the South right-of-way line of said Columbus Drive; thence along said right-of-way line of Columbus Drive, S 88° 48' 30" E, for 1,925.86 feet to a point of intersection with the East boundary of said Section 17, said point being the POINT OF BEGINNING.

LEGAL DESCRIPTION International Plaza

Together with:

Commence at the Southwest corner of the Northeast 1/4 of Section 17, Township 29 South, Range 18 East, Hillsborough County, Florida; thence along the centerline of said Section 17, N 00° 29' 49" E, for 170.00 feet to the POINT OF BEGINNING on the northerly right-of-way line of Spruce Street (State Road 589); thence along said right-of-way line N 88° 53' 07" W, for 212.03 feet; thence leaving said right-of-way line N 01° 58' 40" E, for 1,078.56 feet; thence N 40° 00' 00" E, for 113.12 feet; thence S 88° 45' 51" E, for 720.69 feet to the westerly right-of-way line of Westshore Boulevard (State Road 587); thence along said right-of-way line the following 3 courses; thence S 00° 32' 03" W, for 10.15 feet; thence S 88° 46' 41" E, for 26.92 feet; thence S 00° 28' 20" W, 75.03 feet, to a point of intersection with the North boundary line extended of the Tampa Bay Buccaneer Training Facility as shown on a survey prepared by West Central Florida Surveyors, Incorporated, dated December 29, 1975; thence along said boundary extension, N 88° 56' 29" W, for 5.86 feet, to a found 4" x 4" concrete monument, being the Northeast corner of said Tampa Bay Buccaneer Training Facility; thence along the boundary of said Tampa Bay Buccaneer Training Facility, for the following 3 courses, N 88° 56' 29" W, for 579.76 feet, to a found 4" x 4" concrete monument, being the Northwest corner of said Tampa Bay Buccaneer Training Facility; thence S 00° 21' 16" W, for 419.89 feet, to a found 4" x 4" concrete monument being the Southwest corner of said Tampa Bay Buccaneer Training Facility; thence S 88° 55' 51" E, for 579.88 feet, to a found 4" x 4" concrete monument, being the Southeast corner of said Tampa Bay Buccaneer Training Facility; continue thence S 88° 55' 51" E, for 4.89 feet, to the point of intersection with said westerly right-of-way line of Westshore Blvd.; thence along said right-of-way line the following 5 courses; thence S 00° 28' 20" W, for 245.69 feet; thence S 01° 46' 20" W, for 253.70 feet to the point of curvature of a curve concave to the Southeast; thence southerly along the arc of said curve having a central angle of 00° 16' 44", a radius of 22,958.32 feet, an arc length of 111.76 feet and a chord, bearing S 01° 37' 58" W, for 111.76 feet; thence N 88° 45' 49" W, for 31.66 feet; thence S 01° 14' 31" W, for 50.00 feet to said northerly right-of-way line of Spruce Street; thence along said right-of-way line N 88° 45' 49" W, for 595.56 feet to the POINT OF BEGINNING.

Subject to any and all existing rights-of-way and easements of record.

Containing 155.09 acres, more or less.

EXHIBIT 3
Revised Map H-1, dated May 1, 2000

MECHANIK NUCCIO BENTLEY WILLIAMS & HEARNE

A PROFESSIONAL ASSOCIATION

ATTORNEYS AND COUNSELORS AT LAW

BANK OF AMERICA PLAZA, SUITE 3140

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*NORTH TAMPA OFFICE: 219 CRYSTAL GROVE BLVD.
LUTZ, FLORIDA 33549

REPLY TO: ☒ TAMPA
☐ NORTH TAMPA

July 18, 2000

VIA HAND DELIVERY

Ms. Susan Johnson
DRI/Subdivision Coordinator
City of Tampa
Department of Land Development
Coordination
306 E. Jackson, 3rd Floor East
Tampa, Florida 33602

Re: The Concorde Companies/ International Plaza DRI/ Notification of Proposed Change
("NOPC")/ Sufficiency Response

Dear Ms. Johnson:

On behalf of The Concorde Companies (the "Applicant"), enclosed herewith for the City's review are ten (10) copies of the Sufficiency Response to the above referenced NOPC for the International Plaza Development of Regional Impact ("DRI").

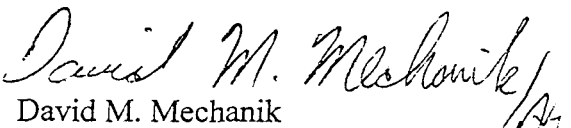
By copy of this letter we are transmitting a copy of the enclosed Sufficiency Response to the Florida Department of Community Affairs and each of the agencies listed on the attached Transmittal List. Pursuant to the Sustainable Communities Agreement between the City of Tampa and the Florida Department of Community Affairs, the Applicant is providing a copy of this Sufficiency Response to the Tampa Bay Regional Planning Council for informational purposes only.

**Certified as true
and correct copy.**

Ms. Susan Johnson
July 18, 2000
Page 2

As always, we are available at any time to answer questions which may arise during your review of the enclosed Sufficiency Response.

Sincerely yours,


David M. Mechanik
(Signed in his absence
to avoid delay.)

/aaz

Enclosure

cc: Mr. J. Thomas Beck (w/enclosure)(via overnight courier)
Mr. Bruce Heckman (w/enclosure)(via facsimile)
Mr. Joe Taggart (w/enclosure)(via facsimile)
John Eggert, Esquire (w/enclosure)(via facsimile)
Mr. Randy Coen (w/enclosure)(via facsimile)
Mr. Brian Johnson (w/enclosure)(via facsimile)
Mr. Mike Ross (w/enclosure)(via facsimile)
Transmittal List

Ms. Susan Johnson
July 18, 2000
Page 3

TRANSMITTAL LIST

Mr. Tom LaFountain
Hillsborough County Environmental
Protection Commission
Wetlands Section
1410 North 21st Street
Tampa, Florida 33606

Mr. Jerry Maxwell, General Manager
West Coast Regional Water Supply
2535 Landmark Drive, Suite 211
Clearwater, Florida 33761

Ms. Barbara Lenczewski
Florida Natural Areas Inventory
1018 Thomasville Road, Suite 200-C
Tallahassee, Florida 32303

Mr. Joe Zambito, Senior Planning Manager
Hillsborough County MPO
601 E. Kennedy Blvd., 18th Floor
Tampa, Florida 33602

Ms. Kathy Liles
Florida Department of Environmental
Protection
3804 Coconut Palm Drive
Tampa, Florida 33619

Mr. George W. Percy, State Historic
Preservation Officer
Chief, Bureau of Historic Preservation
Division of Historical Resources
Department of the State
The Capitol
Tallahassee, Florida 32399

Mr. Richard Deadman
Office of Intergovernmental Programs
Department of Environmental Protection
3900 Commonwealth Boulevard, MS47
Tallahassee, Florida 32399

Ms. Maria Abadal
Department of Community Affairs
Division of Resource Planning &
Management
2555 Shumard Oak Boulevard
Tallahassee, Florida 32399-2100

Mr. Don Skelton
Florida Department of Transportation
District Seven
11201 North McKinley Drive
Mail Station 7-340
Tampa, Florida 33612

Director
U.S. Department of Agriculture
Soil Conservation Service
1303 17th Street West
Palmetto, Florida 34221-2998

Mr. A. J. Salem
Planning Division
U.S. Army Corps of Engineers
400 West Bay Street
Jacksonville, Florida 32202

Mr. Donald J. Palmer, Wildlife Biologist
U.S. Fish & Wildlife Biologist
6620 South Pointe Drive South, Suite 310
Jacksonville, Florida 32216

Ms. Susan Johnson
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Page 4

Mr. Mack Craig
Florida Department of
Environmental Protection
3804 Coconut Palm Drive
Tampa, Florida 33619

Director
Office of Environmental Services
Florida Game & Fresh Water Fish
Commission
29200 Tucker's Grade
Punta, Florida 33955

Ms. Debra Parrish
Office of Intergovernmental Programs
Department of Environmental Protection
3900 Commonwealth Boulevard, MS 47
Tallahassee, Florida 32399

Mr. David Winkle
Senior Transportation Planner
Hillsborough County Planning & Growth
Management
601 E. Kennedy Boulevard, 20th Floor
Tampa, Florida 33602

Dr. Russell Nelson
Marine Fisheries Commission
2540 Executive Center Circle West, Suite 106
Tallahassee, Florida 32301

Mr. James Slack, Field Supervisor
U.S. Fish & Wildlife Commission
1360 U.S. Highway One, Suite 5
Vero Beach, Florida 32960

Mr. Craig N. Huegel
Urban Wildlife & Range Sciences
12175 125th Street North
Largo, Florida 34644

Mr. Kent Fast
Florida Department of Transportation
District 7
11201 N. McKinley Drive, MS 7-300
Tampa, Florida 33612

Mr. Louis Fernandez
Florida Department of Environmental
Protection
3804 Coconut Palm Drive
Tampa, Florida 33619

Mr. Mark Phelps
Southwest Florida Water Management District
2379 Broad Street
Brooksville, Florida 34609-6899

Mr. Dennis Harmon, Director
Office of Tourism, Trade & Economic
Development
2001 Capitol
The Executive Office of the Governor
Tallahassee, Florida 32399-0001

Mr. Ed Armstrong
Johnson, Blakely et al
P. O. Box 1368
Clearwater, Florida 33757-1368

Mr. John Meyer
Tampa Bay Regional Planning Council
9455 Koger Boulevard, Suite 219
St. Petersburg, Florida 33702

Transportation Analysis

International Plaza

Notice of Proposed Change

Responses to Comments

Prepared For
Concorde Companies

Prepared by
DKS Associates

July, 2000

**RESPONSES TO
FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS (DCA)**

International Plaza - NOPC

Comment 1. The applicant proposes to revise the development order to extend the buildout date from December 15, 2002 to December 31, 2010. The original buildout date for the single phase development was December 15, 1999, with a subsequent extension to December 15, 2002. Since the Cumulative extension is greater than seven years, this change is presumed to create a substantial deviation to § 380.06(19)(c), Florida Statutes (F.S.). The applicant provided a transportation analysis to rebut the presumption. Department staff and the Florida Department of Transportation (FDOT) have reviewed the transportation analysis and have identified concerns (see attached comments).

With the submittal of the additional transportation information contained in this Response to Comments document, the Applicant has addressed the concerns identified by the Department and the FDOT, as well as the City of Tampa.

Comment 2. FDOT has objections to the proposed change and is requesting further information regarding technical aspects of the applicant's traffic study. These concerns are based upon some of the methodologies used by the applicant regarding growth rates and the applicant's use of peak season weekday traffic (PSWT) as a unit of measurement and not average annual daily trips (AADT), the unit of measurement utilized in the level of service (LOS) tables. FDOT would like the applicant to produce a traffic impact study area map with directional distribution and the tables expressed so that background LOS can be measured both before and after the project's traffic. Based on the applicant's traffic study, there is insufficient information to rebut the presumption of a substantial deviation pursuant to § 380.06(19)(c), F.S. Therefore, the Department objects to this change.

Please see response to the FDOT comments included in this submittal.

Comment 3. The applicant also proposes to revise the development order to add an additional access point to Boy Scout Boulevard limited to right-in and right-out movements only in order to divert outgoing PM peak hour traffic away from the intersection of Lois Avenue and Boy Scout Boulevard. This change is presumed to create a substantial deviation pursuant to §

380.06(19)(e)3., Florida Statutes (F.S.). The applicant provided a traffic analysis to rebut the presumption. The traffic analysis demonstrated the impact on traffic both with and without the proposed access modification. The applicant's analysis demonstrates that the proposed access modification will not adversely affect level of service on roadways within the study area. Therefore, the Department does not object to this change.

Comment noted.

RESPONSES TO
FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT)

International Plaza - NOPC

Comment 1. Under the Proposed Access Modifications section, please explain the rationale for the transit trip reductions from Table 1, page 3.

Transit rates for office trips and hotel land uses were approved in the DRI transportation studies previously reviewed and approved by the FDOT for International Plaza

Comment 2. The directional distribution map on the next page is inadequate for analysis. Does this represent PM peak hour trips, or a daily distribution? How does this interact with the background traffic in the current year and the build out year? FDOT requests a more typical transportation impact study area distribution map showing PM peak hour impacts.

The directions of approach and departure shown on Figure 2 were derived from the 1989 DRI Transportation Study and represent PM peak hour project traffic. Peak hour turning movement projections (shown in Figure 3) were obtained by adding net new external project trips onto background traffic (existing turning movements plus growth). The information in the Proposed Access Modifications section focuses on changes related to the proposed new access point. The more typical transportation impact study area distribution and PM peak hour impacts are described in the section Extension of Build Out. Included in this submittal is a roadway network map identifying Roadway Link Identification Numbers (RLIN) for the studied roadway links. These RLINs correspond to the link numbers shown in revised Table 4 included in this submittal. Revised Table 4 shows the PM peak hour traffic, including project and background traffic, and level of service for each roadway link.

Comment 3. On page 5, the developer refers to growth factors derived from the 1995 and 2010 TBRPC. What are these growth factors and how were they calculated? Is this an Area wide growth factor or link specific? Comparison of these projected volumes from the model to turning movement counts is an "apples and oranges" comparison, which is impossible for this reviewer to evaluate. Recent year traffic count data is available. Why didn't the developer use it? FDOT does not attempt to utilize turning movement counts to establish link volumes, but only to verify the percentage of turns at an intersection.

The growth rates referred to in this section are those described in more detail in the Extension of Build Out section. Growth rates were calculated on a roadway link basis by comparing the 1995 and 2010 FSUTMS model. In the Proposed Access Modifications section, these growth rates were applied to 1998 turning movement volumes to obtain 2010 turning movement volumes. This methodology for developing future year PM peak hour traffic volumes is consistent with numerous other DRI type analyses reviewed and approved by the FDOT. Turning movement volumes were then analyzed using methodology outlined in the 1997 (Third Edition) Highway Capacity Manual.

Comment 4. This reviewer cannot evaluate the Signal 97/Teapac signalized intersection analysis. How were the baseline traffic volumes determined? The reviewer requests HCS signalized intersection runs for Columbus at Boy Scout, Lois at Boy Scout, and West Shore at Boy Scout. What is the measure of the Level of Service (LOS)? Please use the FDOT LOS tables to determine acceptable flow rates for given LOS.

The intersection analyses have been revised using current HCS signalized intersection analysis practices and software. The resulting levels of service are the same as reported using Signal 97. The HCS analyses indicate the proposed access point will not be detrimental to local traffic operations. The intersection of West Shore and Boy Scout experiences no change in traffic with or without the proposed additional access point. As a result, the West Shore / Boy Scout intersection was not analyzed. Link flow rates (LOS) are evaluated in the Extension of Build Out section. The proposed new access point will not create any additional impacts on the area road network.

Comment 5. This reviewer questions how the trade-off mechanism on page 5 of the Extension of Build Out was determined. There are no maximum and minimum quantities offered to limit adverse impacts. It should be noted that as land uses switch from (for example) retail to office, the PM peak hour directional distribution changes dramatically. Office experiences a strong out-bound flow with relatively long trip lengths, for example.

These trade-offs are based on the approved trade-off mechanism contained in the current Development Order and as such are not the subject of additional review in the subject NOPC. The trade-off mechanism was set to limit adverse impacts from land use switches such as those incorporated in "Current Development program". This analysis used these trade-offs to increase the retail development by 475,000 s.f. with a reduction in 535,000 s.f. of office and reduction of 450 hotel rooms. The proposed changes, after utilizing the trade-off mechanism, are assessed in the subject NOPC. The NOPC transportation analysis concludes that the resulting potential transportation impacts in 2010 are less than those which were mitigated for based on the prior DRI transportation analysis.

Comment 6. On page 8, reference is made to the study network based on the next three years of the Hillsborough MPO Transportation Improvement Program (TIP). Usually, only the next year of the Hillsborough TIP is used as part of the committed network. FDOT insists that only the first three years of the FDOT 5-year work program should be considered committed projects.

This comment is noted. However, only FDOT projects funded for construction in the next three years were used in this analysis.

Comment 7. Tables labeled as 2010 traffic analysis express volumes in peak season weekday traffic (PST). How does this compare to annual average weekday traffic (AADT, the measure used to evaluate level of service (LOS)? What are the "K" and "D" factors for the highway links, and how were they calculated?

Peak Season Volumes were only used when comparing 1995 and 2010 FSUTMS volumes to obtain Roadway Link growth rates. All analyses of Level of Service were performed using average annual traffic. Growth rates obtained from the 1995 and 2010 FSUTMS model were then applied to these 1998 volumes to obtain 2010 Average Annual Traffic Volumes. Then the K and D factors used in the 1989 study were applied to 1998 average annual daily traffic counts to develop 2010 PM peak hour background traffic volumes.

Comment 8. In order to evaluate the traffic impact from this project, we need to see a traffic impact study area map which indicates the directional split of project and background traffic for the PM peak hour.

Included in this submittal is a map showing the Roadway Link Identification Numbers. This information is also included in revised Table 4 of this submittal, which shows background traffic, project traffic, and level of service on a link-by-link basis.

RESPONSES TO
THE PLANNING COMMISSION

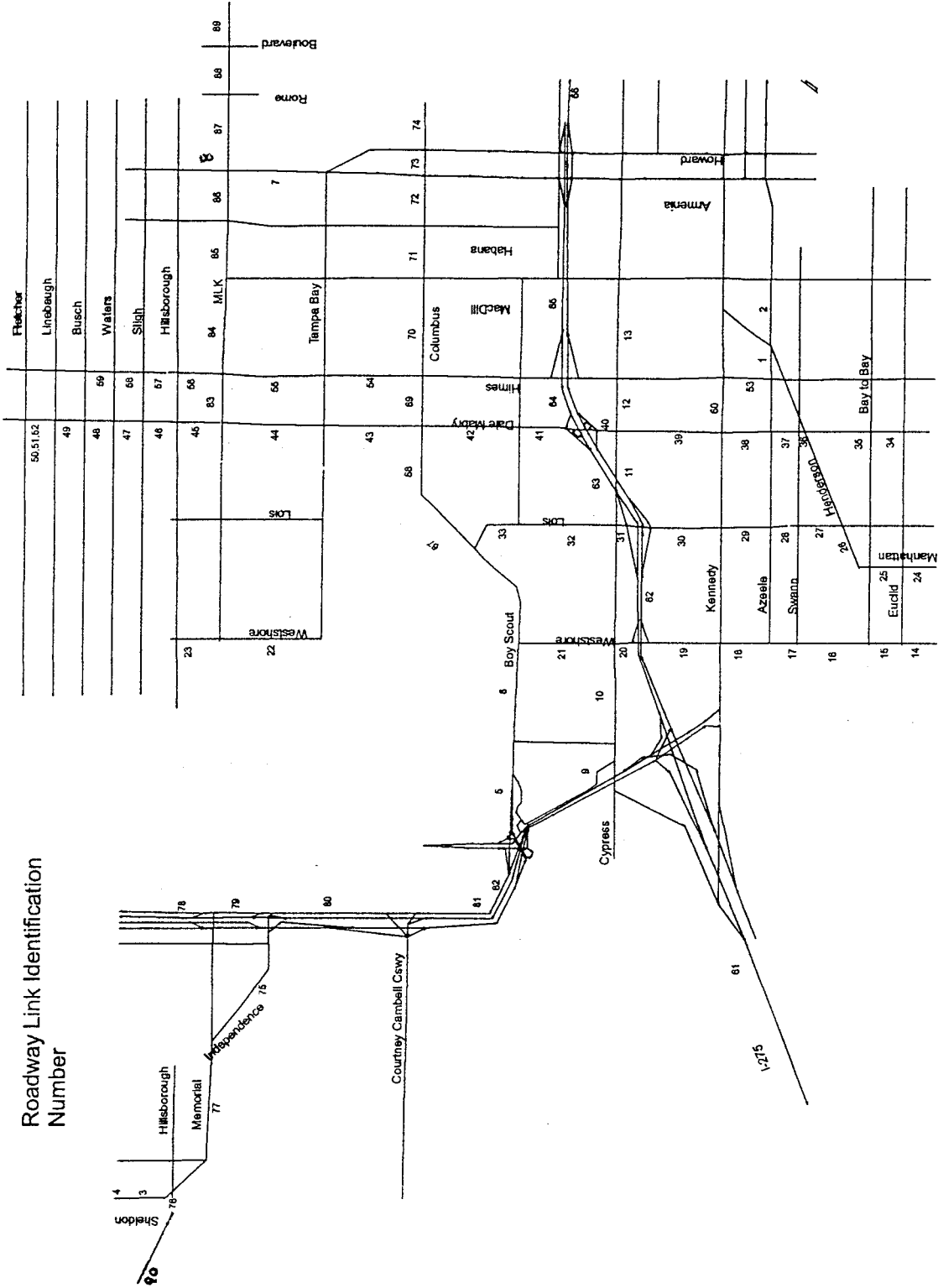
International Plaza - NOPC

Comment 1. The original development order does not approve or reference a curb cut and the uses and square footages have not changed either. It is stated that the access point will serve a total of 193 outbound trips at the PM peak hour. What has changed to necessitate this request? Perhaps an alternative that should be explored is the promotion of ride sharing, flex time and the availability of mass transit [cited Policies 4.1.4, 4.2.5, 4.3.6, 4.3.7, 7.3.2, 8.1.1, 8.1.2, 8.1.3, and Objectives 8.1 and 1.2]. All these alternatives are advocated in the *Tampa Comprehensive Plan*.

The currently approved Development Order contains provisions permitting the exchange of land uses within International Plaza. The "Current Development Program" was established in a manner consistent with and permitted by the DRI Development Order. The additional curb cut is requested as a result of the refinement of the development plan for International Plaza necessary to achieve the "Current Development Program." Both the DCA and City of Tampa Transportation Division have reviewed the proposed additional access point and have offered no objections.

Appendix

Roadway Link Identification Number



Revised Table 4
2010 Traffic Analysis[illegible]

Revised Table 4
2010 Traffic Analysis

RLIN	Roadway	From	To	1998 Daily		1998 Peak Hour Background Traffic Volumes	DRI	2010 Pk Hr DRI	% LOS D			LOS D	Service Capacity Model	1995 Site	2010 PSWT	2010 Total PSWT	2010 Bkgnd PSWT	Annual Growth Factor	2010 Peak Hour			2010 Deficient Links Flag (10%)	Link Length (mi.)	Lane Miles Added (Deleted)				
				Bkgnd Traffic Volumes	1998 Peak Hour Traffic Volumes				NB/EB	SB/WB	NB/EB								SB/WB	NB/EB	SB/WB				NB/EB	SB/WB	NB/EB	SB/WB
47	Dale Mabry	Sligh	Waters	74382	4284	2410	0.85	187	101	6.58%	3.81%	2840	2850	81680	2820	74250	71430	1.000	4284	2410	4471	2511	0.99	0.00	0.00			
48	Dale Mabry	Waters	Buech	74382	4418	2278	0.85	155	84	4.13%	2.24%	3750	3750	63600	2210	87950	85440	1.020	5594	2882	5749	2988	0.78	0.00	0.00			
49	Dale Mabry	Buech	Linebaugh	88850	4214	1983	0.85	148	78	3.89%	2.08%	3750	3750	60500	1380	87900	85920	1.008	4513	2124	4659	2202	0.25	0.00	0.00			
50	Dale Mabry	Linebaugh	Lake Carroll	88850	4028	2169	0.85	139	75	3.71%	2.00%	3750	3750	80500	1250	81600	80650	1.000	4038	2173	4175	2248	0.25	0.00	0.00			
51	Dale Mabry	Lake Carroll	Stall	88850	4152	2045	0.85	127	68	3.39%	1.81%	3750	3750	54500	1110	58700	57580	1.004	4339	2137	4488	2205	1.28	0.00	0.00			
52	Dale Mabry	Stall	Fletcher	88850	4152	2045	0.85	111	60	2.88%	1.80%	3750	3750	54100	1000	58500	55500	1.002	4237	2087	4348	2147	0.25	0.00	0.00			
53	Hines	Asalee	Kennedy	10379	430	504	0.35	15	29	2.31%	4.48%	650	650	20800	550	17300	18750	1.000	430	504	445	533	0.25	0.00	0.00			
54	Hines	Columbus	Tampa Bay	27452	1458	1013	0.85	263	142	15.47%	8.35%	1700	1700	22300	1115	28500	27385	1.014	1718	1184	1881	1338	0.52	0.00	0.00			
55	Hines	Tampa Bay	Buffalo	28810	1481	934	0.85	165	89	11.38%	6.14%	1450	1450	17350	715	23150	22435	1.017	1794	1147	1959	1238	Y	0.50	0.00	0.00		
56	Hines	Buffalo	Hillsborough	22389	1350	885	0.85	165	89	9.38%	5.09%	1780	1780	17775	685	28050	27385	1.029	1908	939	2071	1028	del	1.00	-1.00	0.00		
57	Hines	Hillsborough	Lambright	17207	1022	527	0.85	83	34	7.59%	4.10%	830	830	13533	465	19450	18885	1.023	1340	890	1403	724	0.72	0.00	0.00			
58	Hines	Lambright	Waters	17207	978	573	0.85	35	19	4.22%	2.29%	830	830	13300	350	14070	13720	1.002	1000	587	1035	608	1.27	0.00	0.00			
59	Hines	Waters	Buech	14788	772	559	0.85	28	15	3.49%	1.81%	830	830	15650	240	14500	14260	1.000	772	559	801	574	0.75	0.00	0.00			
60	Kennedy	Dale Mabry	Hines	34104	1381	1888	0.85	88	48	5.93%	3.17%	1450	1450	34250	200	38800	38700	1.008	1523	1881	1809	1807	0.25	0.00	0.00			
81	I-275	Hwy Franklin	Kennedy	121380	3884	5828	0.35	87	182	2.35%	4.37%	3710	3710	111800	2990	140900	137810	1.014	4588	8878	4873	7040	0.50	0.00	0.00			
82	I-275	Westshore	Lola	148410	5818	8055	0.85	35	19	0.83%	0.34%	5570	5570	159200	2470	205000	202500	1.018	7052	7340	7087	7359	0.68	0.00	0.00			
83	I-275	Lola	Dale Mabry	155040	8202	8202	0.85	301	182	8.40%	2.91%	5570	5570	154200	990	188700	185710	1.012	7195	7165	7498	7357	0.58	0.00	0.00			
84	I-275	Dale Mabry	Hines	158120	8385	8385	0.85	352	189	8.32%	3.39%	5570	5570	148700	5350	178400	171050	1.009	7118	7118	7470	7307	0.28	0.00	0.00			
85	I-275	Hines	Amenia/Hwyd	172880	7054	8777	0.85	388	198	8.61%	3.55%	5570	5570	189000	5840	188700	180880	1.008	7774	7469	8142	7887	1.01	0.00	0.00			
86	I-275	Amenia/Hwyd	Ashley	158440	8378	8378	0.85	342	184	4.81%	2.48%	7420	7420	188600	8870	211700	204730	1.013	7413	7413	7755	7597	1.18	0.00	0.00			
87	Boy Scout	Lola	Columbus	42313	1878	2133	0.85	447	241	15.74%	8.49%	2840	2840	44100	8800	51900	43000	1.000	1878	2133	2123	2374	0.28	0.00	0.00			
68	Columbus	Boy Scout	Dale Mabry	42313	1904	1804	0.85	404	217	47.95%	25.80%	2240	2240	52300	10730	83600	52870	1.001	1921	1921	2995	2489	Y	0.28	0.00	0.00		
69	Columbus	Dale Mabry	Hines	28375	1809	945	0.85	589	317	50.78%	27.33%	1180	1180	34300	4260	36300	32010	1.000	1809	845	2198	1282	Y	0.25	0.00	0.00		
70	Columbus	Hines	MacDill	25392	1051	1234	0.85	418	225	28.83%	15.52%	1450	1450	17800	3005	24350	21345	1.012	1215	1427	1833	1852	Y	add	0.50	0.50		
71	Columbus	MacDill	Amenia	25789	1253	1088	0.85	338	181	23.17%	12.48%	1450	1450	14030	2930	24000	21370	1.028	1754	1494	2090	1875	Y	add	0.50	0.50		
72	Columbus	Amenia	Howard	19282	888	851	0.85	307	168	28.47%	14.31%	1180	1180	18000	2270	25300	23030	1.017	1078	1038	1385	1202	Y	add	0.12	0.12		
73	Columbus	Howard	Boulevard	17470	802	770	0.85	288	155	38.46%	19.62%	780	780	20080	1910	27700	25780	1.017	979	841	1287	1088	Y	Y	0.93	0.00	0.00	
74	Columbus	Boulevard	Tampa	9220	448	382	0.85	231	125	30.39%	18.45%	780	780	11900	600	12800	12100	1.001	454	387	885	512	del	0.41	-0.41	0.00		
75	Independence	Memorial	Eisenhower	30000	729	1871	0.35	118	219	8.70%	12.44%	1780	1780	27330	870	28170	28300	1.002	750	2027	888	2248	Y	0.72	0.00	0.00		
76	Memorial	Sheldon	Hillsborough	1755	717	1755	0.85	88	53	18.49%	10.00%	530	530	37800	870	48100	48430	1.018	2135	872	2233	925	Y	0.13	0.00	0.00		
77	Memorial	Hillsborough	Independence	45881	1274	2638	0.35	109	203	8.41%	11.94%	1700	1700	38850	1585	43470	41885	1.005	1358	3024	1487	3227	Y	1.98	0.00	0.00		
78	Eisenhower (Vel)	Hillsborough	Memorial	40000	2180	1440	0.85	114	61	3.07%	3.23%	3710	3710	1890	87250	118000	115730	1.037	3333	2222	3447	2283	del	0.95	0.00	0.00		
79	Eisenhower (Vel)	Memorial	Independence	80000	3510	1890	0.85	182	87	8.57%	4.80%	1890	1890	89400	4950	145400	140450	1.031	5038	2712	5198	2799	del	0.34	-0.34	0.00		
80	Eisenhower (Vel)	Independence	CCC	80000	4104	3098	0.85	387	208	10.43%	3.73%	3710	3710	125500	6080	183400	157320	1.015	4818	3709	5303	3917	Y	0.83	0.00	0.00		
81	Memorial	CCC	Alpurt	148940	8232	5283	0.85	482	259	12.89%	4.85%	3710	3710	149300	7820	211200	203580	1.021	10547	8743	11028	7002	Y	0.78	0.00	0.00		
82	Memorial	Spruce	I-275	120870	4887	5673	0.35	39	73	0.70%	1.31%	5570	5570	119600	870	198200	197530	1.034	7283	8802	7322	8875	del	0.90	0.00	0.00		
83	Buffalo (MLK)	Dale Mabry	Hines	34482	1385	1737	0.85	219	118	9.78%	5.27%	2240	2240	47300	680	41800	41140	1.000	1385	1737	1584	1855	0.25	0.00	0.00			
84	Buffalo (MLK)	Hines	MacDill	34482	1368	1708	0.85	143	77	12.33%	8.84%	1180	1180	42750	525	48700	48175	1.008	1538	1877	1879	1854	Y	0.50	0.00	0.00		
85	Buffalo (MLK)	MacDill	Habana	34462	1737	1385	0.85	138	73	9.38%	5.03%	1450	1450	38600	580	45800	45340	1.009	1935	1521	2071	1584	del	0.28	-0.28	0.00		
86	Buffalo (MLK)	Habana	Amenia	34482	1875	1427	0.85	114	61	7.88%	4.21%	1450	1450	37800	330	44800	44270	1.010	1898	1815	2010	1878	0.28	0.00	0.00			
87	Buffalo (MLK)	Amenia	Rome	37234	1810	1541	0.85	111	60	5.87%	3.53%	1880	1700	41750	230	45350	45120	1.005	1925	1840	2038	1700	0.50	0.00	0.00			
88	Buffalo (MLK)	Rome	Boulevard	37234	1877	1474	0.85	95	51	5.59%	3.00%	1700	1700	44600	120	50000	49880	1.007	2052	1812	2147	1883	0.52	0.00	0.00			
89	Buffalo (MLK)	Boulevard	Highland	35508	1780	1408	0.85	114	61	8.83%	3.85%	1870	1870	42500	810	49200	48580	1.008	1992	1595	2108	1828	0.34	0.00	0.00			
90	Hillsborough	Race Track	(W of Memorial)	33860	1181	1848	0.35	34	63	3.82%	7.06%	890	890	43870	1300	60800	59500	1.021	1507	2358	1541	2421	del	0.50	0.00	0.00		

del = deleted (no longer deficient)

add = added (new deficient)

-5.57 -2.07

del = deleted (no longer deficient)

add = added (new deficient)

-8.57 -2.07

Inter: Boy Scout Blvd & Lois Avenue
 Analyst: BCJ/DKS
 Date: 07/14/2000
 E/W St: Boy Scout Blvd

City/St: Tampa, FL
 Proj #: Baseline
 Period: 2010 PM Pk Hr w/o RT Access
 N/S St: Lois Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	1	2	3	1	2	2	1	2	2	1
LG Config	L	T	R	L	T	R	L	T	R	L	T	R
Volume	33	1773	364	342	1438	216	388	509	225	459	672	213
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
EB	Left	A				NB	Left	A	
	Thru		A				Thru	A	
	Right		A				Right	A	
	Peds		X				Peds	X	
WB	Left	A				SB	Left	A	
	Thru		A				Thru	A	
	Right		A				Right	A	
	Peds		X				Peds	X	
NB	Right	A				EB	Right		
SB	Right	A				WB	Right		
Green		12.0	42.0				15.0	21.0	
Yellow		4.0	4.0				4.0	4.0	
All Red		1.0	1.0				1.0	1.0	
Cycle Length:		110.0		secs					

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	209	1770	0.17	0.118	44.0	D		
T	1988	5085	0.94	0.391	38.5	D	37.0	D
R	619	1583	0.62	0.391	28.8	C		
Westbound								
L	406	3433	0.89	0.118	68.2	E		
T	1988	5085	0.76	0.391	28.1	C	34.5	C
R	619	1583	0.37	0.391	24.2	C		
Northbound								
L	499	3433	0.82	0.145	55.9	E		
T	708	3539	0.76	0.200	46.2	D	45.8	D
R	561	1583	0.42	0.355	27.5	C		
Southbound								
L	499	3433	0.97	0.145	78.8	E		
T	708	3539	1.00	0.200	77.4	E	69.9	E
R	561	1583	0.40	0.355	27.2	C		

Intersection Delay = 44.4 (sec/veh) Intersection LOS = D

Inter: Boyscout Blvd & I s Avenue

City/St: Tamp. FL

Analyst: BCJ/DKS

Proj #: Baseline

Date: 07/14/2000

Period: 2010 PM Pk Hr w/ RT Access

E/W St: Boyscout Blvd

N/S St: Lois Avenue

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	1	2	3	1	2	2	1	2	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	33	1773	364	421	1552	216	388	509	225	459	593	99
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	A		
Thru			A		Thru		A	
Right			A		Right		A	
Peds			X		Peds		X	
WB Left	A	A			SB Left	A		
Thru		A	A		Thru		A	
Right		A	A		Right		A	
Peds		X	X		Peds		X	
NB Right	A	A			EB Right			
SB Right	A				WB Right			
Green	5.0	6.0	39.0			17.0	20.0	
Yellow	4.0	4.0	4.0			4.0	4.0	
All Red	0.0	0.0	1.0			1.0	1.0	

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	97	1770	0.36	0.055	52.4	D		
T	1849	5085	1.01	0.364	55.8	E	51.6	D
R	590	1583	0.65	0.373	31.1	C		
Westbound								
L	499	3433	0.89	0.145	63.6	E		
T	2311	5085	0.71	0.455	21.0	C	29.1	C
R	720	1583	0.32	0.455	19.4	B		
Northbound								
L	562	3433	0.73	0.164	48.3	D		
T	676	3539	0.79	0.191	48.9	D	44.1	D
R	590	1583	0.40	0.373	25.9	C		
Southbound								
L	562	3433	0.86	0.164	57.5	E		
T	676	3539	0.92	0.191	62.1	E	57.5	E
R	446	1583	0.23	0.282	30.6	C		

Intersection Delay = 43.9 (sec/veh) Intersection LOS = D

Inter: Boy Scout Blvd & Columbus Dr

City/St: Tampa, FL

Analyst: BCJ/DKS

Proj #:

Date: 07/14/2000

Period: 2010 PM Pk Hr w/o RT Access

E/W St: Boy Scout Blvd

N/S St: Columbus/Met Life Access

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	1	1	3	1	1	1	0	2	1	0
LG Config	L	T	R	L	T	R	L	TR		L	TR	
Volume	18	2392	14	4	1717	364	151	5	54	553	5	111
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination		1	2	3	4	5	6	7	8
EB	Left	A				NB	Left	A	
	Thru		A				Thru	A	
	Right		A				Right	A	
	Peds	X					Peds	X	
WB	Left	A				SB	Left		A
	Thru		A				Thru		A
	Right		A				Right		A
	Peds	X					Peds		
NB	Right					EB	Right		
SB	Right					WB	Right		
Green		5.0	52.0				12.0	21.0	
Yellow		4.0	4.0				4.0	4.0	
All Red		1.0	1.0				1.0	1.0	
Cycle Length:		110.0	secs						

Intersection Performance Summary

Appr/	Lane	Adj Sat	Ratios		Lane Group		Approach	
Lane	Group	Flow Rate						
Grp	Capacity	(s)	v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	97	1770	0.20	0.055	50.7	D		
T	2450	5085	1.03	0.482	48.3	D	48.1	D
R	763	1583	0.02	0.482	14.9	B		
Westbound								
L	97	1770	0.04	0.055	49.4	D		
T	2450	5085	0.74	0.482	19.4	B	19.6	B
R	763	1583	0.50	0.482	20.0+	C		
Northbound								
L	209	1770	0.76	0.118	62.1	E		
TR	190	1606	0.33	0.118	45.5	D	57.4	E
Southbound								
L	687	3433	0.85	0.200	52.1	D		
TR	319	1595	0.38	0.200	38.9	D	49.8	D

Intersection Delay = 37.6 (sec/veh) Intersection LOS = D

Inter: Boy Scout Blvd & C umber Dr City/St: Tampa FL
 Analyst: BCJ/DKS Proj #:
 Date: 07/14/2000 Period: 2010 PM Pk Hr w/ RT Access
 E/W St: Boy Scout Blvd N/S St: Met Life Access

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	1	1	3	1	1	1	0	2	1	0
LG Config	L	T	R	L	T	R	L	TR		L	TR	
Volume	18	2392	14	4	1742	339	151	5	54	553	5	111
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vol			0			0			0			0

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	A				NB Left	A		
Thru		A			Thru	A		
Right		A			Right	A		
Peds	X				Peds	X		
WB Left	A				SB Left		A	
Thru		A			Thru		A	
Right		A			Right		A	
Peds	X				Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	5.0	52.0			12.0	21.0		
Yellow	4.0	4.0			4.0	4.0		
All Red	1.0	1.0			1.0	1.0		

Cycle Length: 110.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	97	1770	0.20	0.055	50.7	D		
T	2450	5085	1.03	0.482	48.3	D	48.1	D
R	777	1583	0.02	0.491	14.4	B		
Westbound								
L	97	1770	0.04	0.055	49.4	D		
T	2450	5085	0.75	0.482	19.6	B	19.7	B
R	763	1583	0.47	0.482	19.5	B		
Northbound								
L	209	1770	0.76	0.118	62.1	E		
TR	190	1606	0.33	0.118	45.5	D	57.4	E
Southbound								
L	687	3433	0.85	0.200	52.1	D		
TR	319	1595	0.38	0.200	38.9	D	49.8	D

Intersection Delay = 37.7 (sec/veh) Intersection LOS = D

LEGAL DESCRIPTION

International Plaza

A Portion of the Northwest 1/4 of Section 16, Township 29 South, Range 18 East and the Northeast 1/4 of Section 17, Township 29 South, Range 18 East, Hillsborough County, Florida, lying within and without the plats of WEST SHORE ESTATES as described in Plat Book 17, Page 43, and WEST SHORE ESTATES REPLAT as described in Plat Book 31, Page 44 of the Public records of Hillsborough County, Florida, being more particularly described as follows:

Commence at the Northwest corner of said Section 16; thence along the West Boundary of said Section 16, S 00° 20' 48" W, for 50.00 feet to a point of intersection with the South right-of-way line of Columbus Drive, said point being the POINT OF BEGINNING; thence along the South right-of-way line of Columbus Drive the following 3 courses; S 89° 28' 10" E, for 1,582.37 feet; thence S 00° 31' 50" W, for 6.06 feet to a point on a curve concave to the Southwest; thence easterly along the arc of said curve having a radius of 536.59 feet, a central angle of 21° 27' 53", an arc length of 201.02 feet and a chord, bearing S 78° 44' 13" E, for 199.85 feet to a point of intersection with the northwesterly right-of-way line of State Road 589, said point being on a curve concave to the Southeast; thence along said right-of-way line the following 4 courses; thence southwesterly along the arc of said curve having a radius of 2,009.86 feet, a central angle of 25° 40' 03", an arc length of 900.38 feet, and a chord bearing S 52° 21' 27" W, for 892.87 feet; thence S 39° 31' 26" W, for 1,496.78 feet to the point of curvature of a curve concave to the Northwest; thence southwesterly along the arc of said curve, having a radius of 1,809.86 feet, a central angle of 51° 42' 45", an arc length of 1,633.50 feet and a chord, bearing S 65° 22' 49" W, for 1,578.61 feet; thence N 88° 45' 49" W, for 617.68 feet to a point on the East right-of-way line of Westshore Boulevard (State Road 587); thence along said right-of-way line the following 10 courses; thence N 01° 14' 31" E, for 50.00 feet; thence N 88° 45' 49" W, for 29.34 feet to a point on a curve concave to the East; thence northerly along the arc of said curve having a radius of 22,878.32 feet, a central angle of 00° 16' 41", an arc length of 111.03 feet and a chord, bearing N 01° 38' 00" E, for 111.03 feet; thence N 01° 46' 20" E, for 390.82 feet to the point of curvature of a curve concave to the West; thence northwesterly along the arc of said curve having a radius of 22,958.32 feet, a central angle of 01° 18' 00", an arc length of 520.91 feet and a chord, bearing N 01° 07' 20" E, for 520.89 feet; thence N 00° 28' 20" E, for 83.85 feet; thence S 89° 31' 40" E, for 24.68 feet; thence N 00° 26' 16" E, for 116.50 feet; thence N 89° 31' 40" W, for 24.61 feet; thence N 00° 28' 20" E, for 1,170.64 feet to a point of intersection with the South right-of-way line of said Columbus Drive; thence along said right-of-way line of Columbus Drive, S 88° 48' 30" E, for 1,925.86 feet to a point of intersection with the East boundary of said Section 17, said point being the POINT OF BEGINNING.

LEGAL DESCRIPTION International Plaza

Together with:

Commence at the Southwest corner of the Northeast 1/4 of Section 17, Township 29 South, Range 18 East, Hillsborough County, Florida; thence along the centerline of said Section 17, N 00° 29' 49" E, for 170.00 feet to the POINT OF BEGINNING on the northerly right-of-way line of Spruce Street (State Road 589); thence along said right-of-way line N 88° 53' 07" W, for 212.03 feet; thence leaving said right-of-way line N 01° 58' 40" E, for 1,078.56 feet; thence N 40° 00' 00" E, for 113.12 feet; thence S 88° 45' 51" E, for 720.69 feet to the westerly right-of-way line of Westshore Boulevard (State Road 587); thence along said right-of-way line the following 3 courses; thence S 00° 32' 03" W, for 10.15 feet; thence S 88° 46' 41" E, for 26.92 feet; thence S 00° 28' 20" W, 75.03 feet, to a point of intersection with the North boundary line extended of the Tampa Bay Buccaneer Training Facility as shown on a survey prepared by West Central Florida Surveyors, Incorporated, dated December 29, 1975; thence along said boundary extension, N 88° 56' 29" W, for 5.86 feet, to a found 4" x 4" concrete monument, being the Northeast corner of said Tampa Bay Buccaneer Training Facility; thence along the boundary of said Tampa Bay Buccaneer Training Facility, for the following 3 courses, N 88° 56' 29" W, for 579.76 feet, to a found 4" x 4" concrete monument, being the Northwest corner of said Tampa Bay Buccaneer Training Facility; thence S 00° 21' 16" W, for 419.89 feet, to a found 4" x 4" concrete monument being the Southwest corner of said Tampa Bay Buccaneer Training Facility; thence S 88° 55' 51" E, for 579.88 feet, to a found 4" x 4" concrete monument, being the Southeast corner of said Tampa Bay Buccaneer Training Facility; continue thence S 88° 55' 51" E, for 4.89 feet, to the point of intersection with said westerly right-of-way line of Westshore Blvd.; thence along said right-of-way line the following 5 courses; thence S 00° 28' 20" W, for 245.69 feet; thence S 01° 46' 20" W, for 253.70 feet to the point of curvature of a curve concave to the Southeast; thence southerly along the arc of said curve having a central angle of 00° 16' 44", a radius of 22,958.32 feet, an arc length of 111.76 feet and a chord, bearing S 01° 37' 58" W, for 111.76 feet; thence N 88° 45' 49" W, for 31.66 feet; thence S 01° 14' 31" W, for 50.00 feet to said northerly right-of-way line of Spruce Street; thence along said right-of-way line N 88° 45' 49" W, for 595.56 feet to the POINT OF BEGINNING.

Subject to any and all existing rights-of-way and easements of record.

Containing 155.09 acres, more or less.



CITY OF TAMPA

Janett S. Martin, City Clerk

Office of City Clerk

January 14, 1999

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

RE: Petition No. DZ84-93, Amending ORD 98-64, incorporating Exhibit 5 to ORD
Ordinance 99-26

Dear Sir:

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

Sincerely,

Janett S. Martin
City Clerk

JM/gg

Enclosure: Certified copy of Ordinance 99-26

Certified Mail

TEKPC

ORDINANCE NO. 99- 26

AN ORDINANCE AMENDING ORDINANCE NO. 98-0064 WHICH APPROVED AN EIGHTH AMENDMENT TO A DEVELOPMENT ORDER RENDERED PURSUANT TO CHAPTER 380, FLORIDA STATUTES, FILED BY THE CONCORDE COMPANIES FOR INTERNATIONAL PLAZA, A PREVIOUSLY APPROVED DEVELOPMENT OF REGIONAL IMPACT TO INCORPORATE EXHIBIT 5 WHICH WAS INADVERTENTLY OMITTED; PROVIDING AN EFFECTIVE DATE.

WHEREAS, on March 19, 1998, the City Council of the City of Tampa passed and ordained Ordinance No. 98-0064; and

WHEREAS, due to a scrivener's error Exhibit 5 was inadvertently omitted thereby making it necessary to amend said Ordinance; and

NOW, THEREFORE,

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

Section 1. That Ordinance No. 98-0064, is hereby amended by incorporating Exhibit 5, a copy of which is attached hereto and by reference made a part hereof, to said Ordinance.

Section 2. That in all other respects said Ordinance is hereby approved, ratified and confirmed.

Section 3. That if any part of this Ordinance shall be declared unconstitutional or invalid, the remaining provisions shall remain in full force and effect.

Section 4. That all ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of any conflict.

Section 5. That this Ordinance shall take effect immediately upon becoming a law.

Certified as true
and correct copy.

1 PASSED AND ORDAINED BY THE CITY COUNCIL OF THE CITY
2 OF TAMPA, FLORIDA, ON FEB 04 1999
3

4 ATTEST:

5 Janett S. Martin
6
7 CITY CLERK
8
9

Queen Kimp
CHAIRMAN, CITY COUNCIL

10 APPROVED BY ME ON FEB 10 1999

11 Dick A. Greco
12
13 DICK A. GRECO, MAYOR
14
15

16 Prepared by:

17 Andrea E. Zelman
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19 ANDREA E. ZELMAN
20 ASSISTANT CITY ATTORNEY
21
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23
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25

H:\ORD\AMEND.ORD

State of Florida
County of Hillsborough

This is to certify that the foregoing is a
true and correct copy of Ordinance 99-26
or file in my office

Witness my hand and official seal this 11 day
of Feb 19 99

Janett S. Martin
CITY CLERK

EXHIBIT 5
Proportionate Share Payout Schedule
Brien Street/Sherrill Street Extensi.

78-0067

Schedule is based on months from election date, January 13, 1999,
pursuant to Section 4.1.3.a. of the Development Order as amended.

Month	Design	Permitting	Right of Way	Construction	Total
13-Feb-99	\$14,500				\$14,500
13-Mar-99	\$14,500				\$14,500
13-Apr-99	\$14,500				\$14,500
13-May-99	\$14,500				\$14,500
13-Jun-99	\$14,500				\$14,500
13-Jul-99	\$14,500				\$14,500
13-Aug-99		\$4,375	\$97,500		\$101,875
13-Sep-99		\$4,375	\$97,500		\$101,875
13-Oct-99		\$4375	\$97,500		\$101,875
13-Nov-99		\$4375	\$97,500		\$101,875
13-Dec-99			\$97,500		\$97,500
13-Jan-00			\$97,500		\$97,500
13-Feb-00			\$97,500		\$97,500
13-Mar-00			\$97,500		\$97,500
13-Apr-00			\$6,220,000		\$6,220,000
13-May-00				\$78,292	\$78,292
13-Jun-00				\$78,292	\$78,292
13-Jul-00				\$78,292	\$78,292
13-Aug-00				\$78,292	\$78,292
13-Sep-00				\$78,292	\$78,292
13-Oct-00				\$78,292	\$78,292
13-Nov-00				\$78,292	\$78,292
13-Dec-00				\$78,292	\$78,292
13-Jan-01				\$78,292	\$78,292
13-Feb-01				\$78,292	\$78,292
13-Mar-01				\$78,292	\$78,292
13-Apr-01				\$78,292	\$78,292
Totals:	\$87,000	\$17,500	\$7,000,000	\$939,500	\$8,044,000

[The remaining pages of the original Exhibit 5 have not been changed as a result of approval of this Order and are attached to the Seventh Amendment to the Development Order, Ordinance No. 97-101.]

Certified as true
a correct copy.

MECHANIK NUCCIO SMITH & WILLIAMS

A PROFESSIONAL ASSOCIATION

ATTORNEYS AND COUNSELORS AT LAW

BARNETT PLAZA, SUITE 1760

101 EAST KENNEDY BOULEVARD

TAMPA, FLORIDA 33602

T. TRUETT GARDNER
CAROLE T. KIRKWOOD
DAVID M. MECHANIK
VINCENT L. NUCCIO, JR.
DAVID L. SMITH
GREGORY L. WILLIAMS

TEL: 813 / 276-1920
FAX: 813 / 276-1560
E-mail: MNSandW@AOL.COM

December 29, 1998

VIA HAND DELIVERY-RECEIPT REQUESTED

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

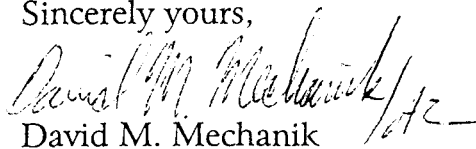
Re: International Plaza DRI #104/ Election to Construct a Regional Mall

Dear Ms. Johnson:

Pursuant to Section 4.I.3. of the Development Order, as amended, for the International Plaza Development of Regional Impact ("DRI") #104, the Developer hereby elects to construct a regional mall on the DRI site. This election does not preclude construction of other uses consistent with the terms and conditions of the Development Order, as amended.

Thank you for your attention in this matter.

Sincerely yours,



David M. Mechanik

(Signed by assistant in
his absence to avoid delay.)

DMM/aaz

cc: Mr. Tom Snelling (via hand delivery-receipt requested)
Mr. Tim Butts (via certified mail/return receipt requested)
Mr. J. Thomas Beck (via certified mail/return receipt requested)



CITY OF TAMPA

Janett S. Martin, City Clerk

Office of City Clerk

March 31, 1998

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

RE: Petition No. DZ94-93, International Plaza, 8th Amendment
Ordinance 98-0064

Dear Sir:

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

Sincerely,



Janett S. Martin
City Clerk

JM/gg

Enclosure: Certified Copy of ORD 98-0064

Certified Mail

CC - TBRPC

DRI

ORDINANCE NO. 98-0064

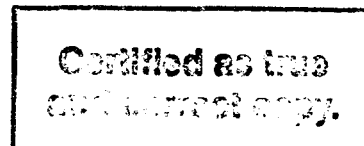
AN ORDINANCE OF THE CITY OF TAMPA, FLORIDA, APPROVING A EIGHTH AMENDMENT TO A DEVELOPMENT ORDER RENDERED PURSUANT TO CHAPTER 380, FLORIDA STATUTES, FILED BY THE CONCORDE COMPANIES, FOR INTERNATIONAL PLAZA, A PREVIOUSLY APPROVED DEVELOPMENT OF REGIONAL IMPACT; PROVIDING AN EFFECTIVE DATE HEREOF.

WHEREAS, Ordinance No. 8905-A, passed and ordained by the City Council of the City of Tampa, Florida (the "City Council"), on June 13, 1985, approved a Development Order for International Plaza (the "Development"), a Development of Regional Impact ("DRI"), (hereinafter said Ordinance shall be referred to as the "Development Order") (the revised legal description for the Development, as adopted by the Fifth Amendment, is attached hereto as Exhibit 2 and incorporated herein by reference); and

WHEREAS, Ordinance No. 88-414, passed and ordained by the City Council on December 15, 1988, approved a first amendment to the Development Order (hereinafter said Ordinance shall be referred to as the "First Amendment"); and

WHEREAS, Ordinance No. 90-07, passed and ordained by the City Council on January 25, 1990, approved a second amendment to the Development Order, as amended by the First Amendment, (hereinafter said Ordinance shall be referred to as the "Second Amendment"); and

WHEREAS, Ordinance No. 90-08, passed and ordained by the City Council on January 25, 1990, approved a third amendment to the Development Order, as amended by the First Amendment and the Second Amendment, (hereinafter said Ordinance shall be referred to as the "Third Amendment"); and



DZ 84-93

WHEREAS, Ordinance No. 94-33, passed and ordained by the City Council on February 24, 1994, approved a fourth amendment to the Development Order, as amended by the First Amendment, Second Amendment and Third Amendment (hereinafter said Ordinance shall be referred to as the "Fourth Amendment"); and

WHEREAS, Ordinance No. 94-269, passed and ordained by the City Council on December 15, 1994, approved a fifth amendment to the Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, and Fourth Amendment (hereinafter said Ordinance shall be referred to as the "Fifth Amendment"); and

WHEREAS, Ordinance No. 96-75, passed and ordained by the City Council on April 4, 1996, approved a sixth amendment to the Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, and Fifth Amendment (hereinafter said Ordinance shall be referred to as the "Sixth Amendment"); and

WHEREAS, Ordinance No. 97-101, passed and ordained by the City Council on May 1, 1997, approved a seventh amendment to the Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, Fifth Amendment, and Sixth Amendment (hereinafter said Ordinance shall be referred to as the "Seventh Amendment"); and

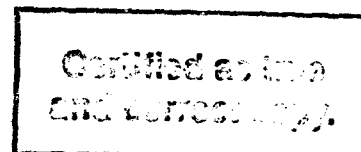
WHEREAS, on December 31, 1997, The Concorde Companies (the "Developer") filed a Notification of Proposed Change to a Previously Approved Development of Regional Impact Subsection 380.06(19), Florida Statutes, for the International Plaza DRI (hereinafter referred to as the "NOPC"); and

WHEREAS, the NOPC proposed to amend the Development Order, as previously amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, Fifth Amendment, Sixth Amendment, and Seventh Amendment to extend by one year to January 13, 1999, the deadline set forth in the Development Order within which it must elect to construct a regional mall on the DRI site; and to extend the other deadlines related to this deadline as follows:

- 1) Extend the deadline for completion of the Sherrill Improvement (if selected) to January 6, 2002;
- 2) extend the deadline for completion of the Westshore/Cypress Improvement (if selected) to August 1, 2001;
- 3) extend the deadline for filing of an NOPC to address the payment of the Proportionate Share Payment in the event that the Developer does not elect to construct a regional mall to January 13, 1999, as more particularly set forth in the NOPC (hereinafter all of the above changes shall be collectively referred to as the "Proposed Changes"); and

WHEREAS, the Proposed Changes to the Development Order, as previously amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, Fifth Amendment, Sixth Amendment, and Seventh Amendment, will constitute the Eighth Amendment to the Development Order; and

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



WHEREAS, the City Council, as the governing body of the local government having jurisdiction pursuant to Chapter 380, Florida Statutes, requires that a development order be amended to reflect the City Council's approval of changes to an adopted development order;

NOW, THEREFORE

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

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

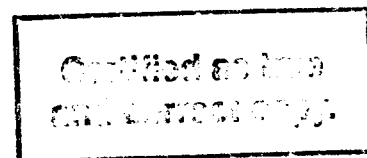
A. That the Developer submitted to the City the NOPC attached hereto and incorporated herein by reference as Composite Exhibit "1" (hereinafter all proposed changes as set forth in the NOPC shall be referred to as the "Proposed Changes");

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

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

D. That the Proposed Changes are consistent with the recommendations of the Tampa Bay Regional Planning Council;

E. That a comprehensive review of the impacts generated by the Proposed Changes has been conducted by the City;



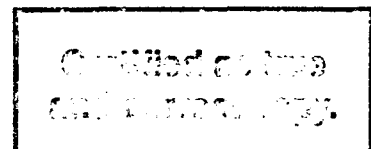
F. That the Proposed Changes do not create additional regional impacts or impacts that were not previously reviewed nor meet or exceed any of the criteria set forth in Subsection 380.06(19)(b), Florida Statutes.

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

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

B. That the review by the City and interested citizens concludes that the impacts of the Proposed Changes are adequately addressed pursuant to the requirements of Chapter 380, Florida Statutes, the Proposed Changes are found not to be a substantial deviation from the previously approved Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, Fifth Amendment, Sixth Amendment, and Seventh Amendment;
and

C. That based on the foregoing and pursuant to Chapter 380.06(19), Florida Statutes, the Proposed Changes are found not to be a Substantial Deviation from the previously approved Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, Fifth Amendment, Sixth Amendment, and Seventh Amendment.



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

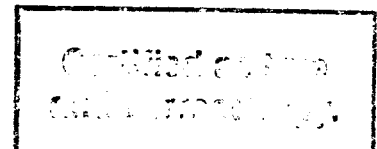
A. That the Proposed Changes are hereby approved and the Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, Fifth Amendment, Sixth Amendment, and Seventh Amendment, is hereby amended to incorporate the NOPC;

B. That the Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, Fifth Amendment, Sixth Amendment, and Seventh Amendment, is hereby amended as follows:

- 1) That Section 4.I. of the Development Order (Ordinance No. 8905-A), as modified by the Second Amendment (Ordinance No. 90-07), as amended and restated in the Fourth Amendment (Ordinance No. 94-33), as amended and restated in the Fifth Amendment (Ordinance No. 94-269), as amended and restated by the Sixth Amendment (Ordinance No. 96-75), as amended and restated by the Seventh Amendment (Ordinance No. 97-101) is hereby amended and restated to read as follows:

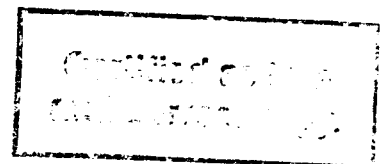
4.I. Transportation Conditions

1. Payment of Impact Fee. In addition to the mitigation measures set forth below for Phase II Transportation Impacts, Developer shall pay City of Tampa transportation impact fees for Phase II, provided however that Developer shall receive credit against such impact fees for any improvements constructed, right-of-way dedicated and cash contributed in accordance with applicable law.
2. Mitigation of transportation impacts of Phase II shall be in accordance with the pipeline mitigation procedures set forth in Rule

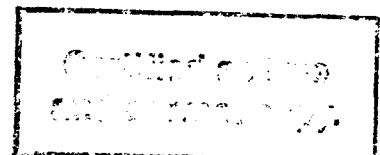


9J-2.0255, Florida Administrative Code, and the pipeline policies of the City of Tampa and the Tampa Bay Regional Planning Council. The pipeline proportionate share calculation for Phase II, in accordance with current adopted methods, procedures and policies of the City of Tampa, TBRPC, the Florida Department of Community Affairs and the Florida Department of Transportation, has been determined to be Six Million Four Hundred Seventy-Four Thousand Seven Hundred Sixty-Three Dollars (\$6,474,763.00) (the "Pipeline Proportionate Share Amount"). The requirements of this condition have been determined to be the appropriate requirements to cure and mitigate the transportation impacts of Phase II on regionally significant transportation highway facilities within the Development's impact area.

3. The Developer shall pay the Phase II Pipeline Proportionate Share Amount, together with a sum based upon the State of Florida, Department of Transportation ("FDOT") Construction Cost Inflation Factors ("FDOT Inflation Factor") toward design, right-of-way acquisition, permitting and construction of the roadway improvement or improvements identified below. In addition, the Developer shall pay a sum which remains unpaid from the Phase I Proportionate Share Amount (hereinafter, the Phase II Pipeline Proportionate Share Amount, together with the FDOT Inflation Factor attributable thereto, together with the sum which remains unpaid from Phase I shall be collectively referred to as the "Proportionate Share Payment"). As of December 31, 1994, the Proportionate Share Payment is \$8,047,336.22, based upon the Payment Analysis dated November 15, 1994 (as modified to reflect the extension approved herein) prepared by Tindale-Oliver and Associates and contained in Composite Exhibit "1." Commencing on January 1, 1995, the FDOT Inflation Factor shall apply to the Proportionate Share Payment. The identified roadway improvement or improvements are from the list of eligible improvements provided in Exhibit "4," attached hereto and incorporated herein, which list contains the improvements identified as eligible to mitigate the transportation impacts for Phase II of the Development.
 - a. In the event that the Developer elects to construct a regional mall (which election shall be made on or before January 13, 1999), it shall implement the following transportation mitigation mechanism: The City shall first apply the Proportionate Share Payment to the design, acquisition of right-of-way, permitting, and construction of the "O'Brien/

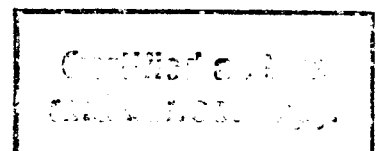


Sherrill Street Extension: Cypress Street to Spruce Street" project, described in Exhibit "5," attached hereto and incorporated herein, (the "Sherrill Improvement") and shall construct such improvement in accordance with the "Construction Schedule" set forth in Exhibit "5." The Developer shall pay the Proportionate Share Payment to the City of Tampa, pursuant to the "Payment Schedule" set forth in Exhibit "5" with the first payment being due upon the commencement of design of the Sherrill Improvement. [The modified "Payment Schedule," which reflects the change to the election date and subsequent payment dates, is attached hereto as Exhibit "5" and incorporated herein by reference. The remainder of Exhibit "5" to the Fifth Amendment remains unchanged and is therefore not attached.] In the event that excess funds are available from the Proportionate Share Payment after having determined the final cost of the Sherrill Improvement, the City shall apply such excess funds to the design, acquisition of right-of-way, permitting and construction of the portion of the "Lois Avenue: Boy Scout Boulevard to Interstate 275" project, described in Exhibit "6," attached hereto and incorporated herein (the "Lois Improvement") and shall construct such improvement in accordance with the "Construction Schedule" set forth in Exhibit "6." The Developer shall pay the Proportionate Share Payment to the City of Tampa, pursuant to the "Payment Schedule" set forth in Exhibit "6," with the first payment being due upon the commencement of design of the Lois Improvement, should excess funds from the Proportionate Share Payment be available to implement this improvement. In the event that the Sherrill Improvement is selected, such improvement shall be completed by January 6, 2002. In the event that the City and Developer jointly determine that an improvement to the intersection of Westshore Boulevard and Cypress Street (the "Westshore/Cypress Improvement") would be a more desirable improvement than the Sherrill Improvement, the Developer shall submit such proposal through the filing of a Notice of Proposed Change to a Previously Approved Development of Regional Impact (DRI) Section 380.06(19), Florida Statutes, (Westshore/Cypress "NOPC"); provided that the completion of construction of the Westshore/Cypress Improvement shall be established at a date which is no later than August 1, 2001 and provided further that such proposal shall not operate to relieve the Developer



and the City from their obligations under this Section 4.I.3. unless the development order issued in response to the Westshore/Cypress NOPC so provides [Note: The Westshore/Cypress Improvement is from the list of eligible improvements set forth in Exhibit "4"].

- b. In the event that the Developer does not elect to construct a regional mall, the Developer shall address the payment of the Proportionate Share Payment pursuant to a development order issued as a result of a ninth Notification of Proposed Change (the "Ninth NOPC"), and, if necessary, a roadway construction agreement ("Roadway Construction Agreement") subject to the following terms and conditions:
 - (I) The Developer shall file the Ninth NOPC on or before January 13, 1999, to address the payment of the Proportionate Share Payment. The development order issued in response to the Ninth NOPC and, if necessary, the Roadway Construction Agreement, shall identify the selected roadway improvement(s) from the list set forth on Exhibit "4," attached hereto and incorporated herein, shall identify the schedule of completion for such improvement(s), and shall address the timing of the Developer's payments toward design, right-of-way acquisition, permitting and construction of the selected roadway improvement(s). Failure to file such NOPC within such time frame shall constitute a violation of the Development Order.
 - (ii) The specific nature and scope of the selected improvement(s) shall be set forth in the Development Order issued pursuant to the Ninth NOPC, and, if necessary, the Roadway Construction Agreement;
 - (iii) The development order issued pursuant to the Ninth NOPC, and, if necessary, the Roadway Construction Agreement, shall address the timing of the Developer's payment toward design, right-of-way acquisition, permitting and construction of the selected improvement(s);

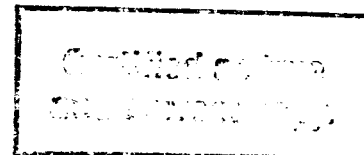


- (iv) The Roadway Construction Agreement, if necessary, shall be subject to the review and approval of the City, the State of Florida Department of Community Affairs (DCA) and FDOT based upon the requirements set forth in this Section 4.I.b.
- c. No building permits in Phase II of the Development shall be issued until either (I) the implementation mechanism set forth under Section 4.I.3.a., above, is commenced; or (ii) the development order issued as a result of the Ninth NOPC is adopted.

Section 4. Development Order, as Amended. This Ordinance shall constitute the Eighth Amendment to Ordinance No. 8905-A, as previously amended by Ordinance No. 88-414, Ordinance No. 90-07, Ordinance 90-08, Ordinance 94-33, Ordinance No. 94-269, Ordinance No. 96-75, and Ordinance No. 97-101, which shall constitute, collectively, the Development Order for the Development as passed and ordained by the City Council. All provisions of the Development Order, except those provisions specifically modified herein, shall remain in full force and effect and shall be considered conditions of the Development unless inconsistent with the terms and conditions of this Ordinance, in which case the terms and conditions of this Ordinance shall govern.

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

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



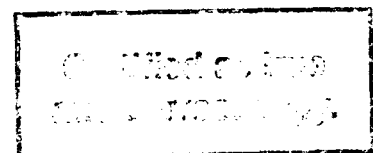
Section 7. Governmental Agencies. That it is understood that any reference herein to any governmental agency shall be construed to mean any future instrumentality which may be created or designated as successor in interest to, or which otherwise possesses any of the powers and duties of any referenced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

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

Section 9. Transmittals. That the City Clerk is directed to send copies of this Ordinance, within five (5) days of its becoming a law to the Developer, The Concorde Companies, 2227 N. Westshore Boulevard, Tampa, Florida 33607, the Florida Department of Community Affairs (Bureau of State Planning), and the Tampa Bay Regional Planning Council.

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

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



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

PASSED AND ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAMPA,
FLORIDA, ON MAR 19 1998

Dorenda Miller
ACTING CHAIRPERSON, CITY COUNCIL

APPROVED by me MAR 30 1998

Nick B. Greco
MAYOR

Janett S. Martin
CITY CLERK

APPROVED as to form by:

Gina K. Greco
ASSISTANT CITY ATTORNEY

State of Florida
County of Hillsborough

This is to certify that the foregoing is a
true and correct copy of Ordinance 98-0064
on file in my office
Witness my hand and official seal this 31st day
of Mar 1998

Janett S. Martin
CITY CLERK

STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS
DIVISION OF RESOURCE PLANNING AND MANAGEMENT
BUREAU OF STATE PLANNING
2740 Centerview Drive
Tallahassee, FL 32399
904/488-4925

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

Subsection 380.06(19), Florida Statutes, requires that submittal of a proposed change to a previously approved DRI be made to the local government, the regional planning agency¹, and the state land planning agency according to this form.

1. I, David M. Mechanik, the undersigned authorized representative of The Concorde Companies, hereby give notice of a proposed change to a previously approved Development of Regional Impact in accordance with Subsection 380.06(19), Florida Statutes. In support thereof, I submit the following information concerning the International Plaza development, which information is true and correct to the best of my knowledge. I have submitted today, under separate cover, copies of this completed notification to the City of Tampa and to the Bureau of Resource Management, Department of Community Affairs.

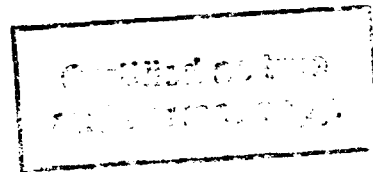
December 31, 1997
(Date)

David M. Mechanik
(Signature)

David M. Mechanik, Authorized Agent
for The Concorde Companies

2. Applicant (name, address, phone)

Mr. Richard A. Corbett
The Concorde Companies
2227 N. Westshore Boulevard
Tampa, Florida 33607
Phone: (813)870-1194



¹ Pursuant to the Sustainable Communities Agreement between the City of Tampa and the Florida Department of Community Affairs, the Applicant is not required to file this Notification of Proposed Change with the regional planning council.

3. Authorized Agent (name, address, phone)

David M. Mechanik
Mechanik Nuccio Smith & Williams
101 E. Kennedy Blvd. Suite 1760
Tampa, Florida 33602
(813) 276-1920

4. Location (City, County, Township/Range/Section) of approved DRI and proposed change.

City of Tampa, Sections 16 and 17, Township 29 South, Range 18 East, Hillsborough County, Florida.

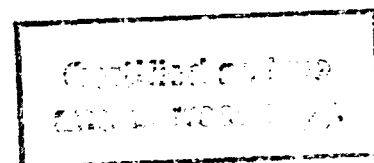
5. Indicate such changes on the project master site plan, supplementing with other detailed maps, as appropriate. Additional information may be requested by the Department or any reviewing agency to clarify the nature of the change or the resulting impacts.

Prior to listing the proposed changes, a history of the development order and its amendments will be provided to clarify what is being requested. The Development Order for the International Plaza DRI, Ordinance No. 8905-A, was adopted by the City of Tampa on June 13, 1985 (the "Original Development Order").

On December 15, 1988, the Tampa City Council approved a second amendment to the Development Order, Ordinance No. 90-07, which provided an updated transportation analysis for original Phases II and III, effectively combined original Phases II and III into a revised phase II ("revised Phase II"), refined the project site plan, modified the tradeoff mechanism to allow for increased retail development totals while decreasing office totals, and clarified the amount of retail development approved in terms of gross floor area and gross leasable area (the "Second Amendment").

On January 25, 1990, the Tampa City Council approved a third amendment to the Development Order, Ordinance No. 90-08, which extended the build out date of Phase II by two (2) years, eleven (11) months and fifteen (15) days from December 31, 1990 to December 15, 1993 (the "Third Amendment").

On February 24, 1994, the Tampa City Council approved a fourth amendment to the Development Order, Ordinance No. 94-33, which extended Phase I by an additional two years (December 15, 1993 to December 15, 1995); extended Revised Phase II one (1) year,

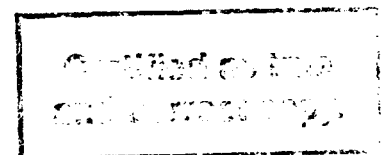


eleven (11) months, and fifteen (15) days (December 31, 1997 to December 15, 1999); revised the project site plan; and addressed Phase II transportation mitigation (the "Fourth Amendment").

On December 15, 1994, the Tampa City Council approved a fifth amendment to the Development Order, Ordinance No. 94-269, which consolidated Phase I and Phase II of the Development into a single phase and extended the date of build out of the Development to December 15, 2002; incorporated an additional 1.5 acres m.o.l. into the approved DRI site; amended the legal description of the Development to include the additional 1.5 acres m.o.l. incorporated into the site; authorized an additional access point to the Development; and provided a revised Site Development Plan, Exhibit H-1, dated September 30, 1994 and bearing the latest revision date November 11, 1994 (which Revised Site Development Plan reflects the above-described changes); extended the termination date of the Development Order to December 31, 2007; and addressed the requirements for the Pipeline Proportionate Share Amount and construction of the Pipeline Improvement for Phase II by identifying certain selected roadway improvement(s) and identifying the construction schedule and payment schedule for such improvements (the "Fifth Amendment").

On April 4, 1996, the Tampa City Council approved a sixth amendment to the Development Order, Ordinance No. 96-75, which extended by one year (to January 6, 1997) the deadline set forth in the Development Order within which it must elect to construct a regional mall on the DRI site; extended the deadline for completion of the Sherrill Improvement (if selected) to January 6, 2000; extended the deadline for completion of the Westshore/Cypress Improvement (if selected) to August 1, 1999; and extended to January 6, 1997, the deadline for filing of an NOPC to address the payment of the Proportionate Share Payment in the event that the Developer does not elect to construct a regional mall (hereinafter, the Development Order, as amended by the First, Second, Third, Fourth, Fifth, and Sixth Amendments, shall be referred to as the "Development Order" unless the context indicates otherwise).

On May 1, 1997, the Tampa City Council approved a seventh amendment to the Development Order, Ordinance No. 97-101, which extended by one year (to January 7, 1998) the deadline set forth in the Development Order within which it must elect to construct a regional mall on the DRI site; extended the deadline for completion of the Sherrill Improvement (if selected) to January 6, 2001; extended the deadline for completion of the Westshore/Cypress Improvement (if selected) to August 1, 2000; and extended to January 7, 1998, the deadline for filing of an NOPC to address the payment of the Proportionate Share Payment in the event that the Developer does not elect to construct a regional mall (hereinafter, the Development Order, as amended by the First, Second, Third, Fourth, Fifth, Sixth, and Seventh Amendments, shall be referred to as the "Development Order" unless the context indicates otherwise).



The current proposed changes to the Development Order which are the subject of this Notification of Proposed Change are as follows (the requested changes are followed by a discussion and rationale for the change):

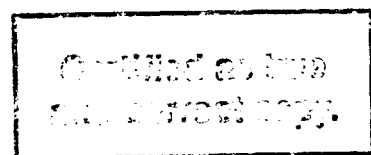
- A. The Developer proposes to extend by one year to January 13, 1999, the deadline set forth in the Development Order within which it must elect to construct a regional mall on the DRI site. In addition, the Developer proposes to extend the other deadlines related to this deadline as follows:
- 1) Extend the deadline for completion of the Sherrill Improvement (if selected) to January 6, 2002.
 - 2) Extend the deadline for completion of the Westshore/Cypress Improvement (if selected) to August 1, 2001.
 - 3) Extend the deadline for filing of an NOPC to address the payment of the Proportionate Share Payment in the event that the Developer does not elect to construct a regional mall to January 13, 1999.

Discussion/Rationale

The Developer's ability to make the elections addressed above are dependent upon the decision of the retail mall developer to proceed on the subject DRI site. Conditions in the retail industry remain uncertain; however, sufficient progress has been made on the plans for a retail mall on the subject property that all parties are optimistic. The requested extensions are necessary to allow sufficient time to determine whether the regional mall can proceed. It should be noted that all of the above deadlines relate to Phase II transportation mitigation and the Development Order provides that no building permits in Phase II of the Development shall be issued until either (I) the implementation mechanism set forth under Section 4.I.3.a. of the Development Order is commenced; or (II) the Development Order issued as a result of the [Eighth] NOPC is adopted. Accordingly, no Phase II impacts can occur until one of the above elections is made (See Section 4.I.3.c. of the Development Order).

6. Complete the attached Substantial Deviation Determination Chart for all land use types approved in the development. If no change is proposed or has occurred, please indicate no change.

No change in land use types or amounts is proposed. Accordingly, the chart has been omitted as an attachment to this Notice of Proposed Change.



7. List all the dates and resolution numbers (or other appropriate identification numbers) of all modifications or amendments to the originally approved DRI development order that have been adopted by the local government, and provide a brief description of the previous changes (i.e., any information not already addressed in the Substantial Deviation Determination Chart). Has there been a change in local government jurisdiction for any portion of the development since the last approval or development order was issued? If so, has the annexing local government adopted a new DRI Development Order for the project?

Please see response to item 5 above for the history of the development order and its amendments.

There has not been a change in local government jurisdiction for any portion of the development since the last approval or development order was issued.

8. Describe any lands purchased or optioned within 1/4 mile of the original DRI site subsequent to the original approval or issuance of the DRI development order. Identify such land, its size, intended use, and adjacent non-project land uses within 1/2 mile on a project master site plan or other map.

Additional property was incorporated into the Developer's lease; this property was identified and included within the DRI site pursuant to the Fifth Amendment.

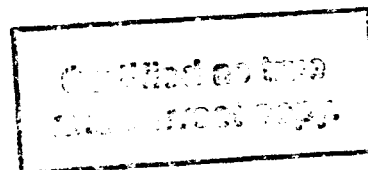
9. Indicate if the proposed change is less than 40% (cumulatively with other previous changes) of any of the criteria listed in Paragraph 380.06(19)(b), Florida Statutes.

The proposed changes are less than 40% (cumulatively with other previous changes) of any of the criteria listed in Paragraph 380.06(19)(b), Florida Statutes.

Do you believe this notification of change proposes a change which meets the criteria of Subparagraph 380.06(19)(e)2., F. S.?

Yes _____

No X _____



10. Does the proposed change result in a change to the build out date or any phasing date of the project? If so, indicate the proposed new build out or phasing dates.

No, the proposed changes will not result in a new build out date for the total project or any change to the phasing date of the project.

11. Will the proposed change require an amendment to the local government comprehensive plan?

No amendment to the Future of Hillsborough Comprehensive Plan for the City of Tampa will be required by the proposed changes.

12. Provide the following for incorporation into such an amended development order, pursuant to Subsections 380.06(15), F.S., and 9J-2.025, Florida Administrative Code:

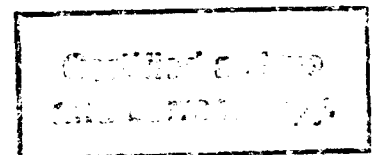
An updated master site plan or other map of the development portraying and distinguishing the proposed changes to the previously approved DRI or development order conditions.

No changes to the master site plan or any other map are proposed.

13. Pursuant to Subsection 380.06(19)(f), F.S., include the precise language that is being proposed to be deleted or added as an amendment to the development order. This language should address and quantify:

- a. All proposed specific changes to the nature, phasing, and build-out date of the development; to development order conditions and requirements; to commitments and representations in the Application for Development Approval; to the acreage attributable to each described proposed change of land use, open space, areas for preservation, green belts; to structures or to other improvements including locations, square footage, number of units; and other major characteristics or components of the proposed change;

The specific language is included in the proposed Amended Development Order for the International Plaza DRI, provided in Appendix "A" of this Notice of Proposed Change.



- b. **An updated legal description of the property, if any project acreage is/has been added or deleted to the previously approved plan of development;**

No change in legal description is proposed.

- c. **A proposed amended development order deadline for commencing physical development of the proposed changes, if applicable;**

Not applicable.

- d. **A proposed amended development order termination date that reasonably reflects the time required to complete the development;**

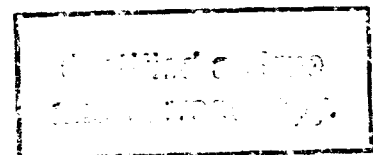
Not applicable.

- e. **A proposed amended development order date until which the local government agrees that the changes to the DRI shall not be subject to down-zoning, unit density reduction, or intensity reduction, if applicable;**

Not applicable.

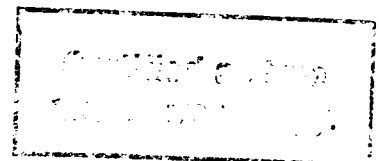
- f. **Proposed amended development order specifications for the annual report, including the date of submission, contents, and parties to whom the report is submitted as specified in Subsection 9J-2.025(7), F.A.C.**

Not applicable.



LIST OF APPENDICES

Appendix A: Draft Amended Development Order



ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF TAMPA, FLORIDA, APPROVING A EIGHTH AMENDMENT TO A DEVELOPMENT ORDER RENDERED PURSUANT TO CHAPTER 380, FLORIDA STATUTES, FILED BY THE CONCORDE COMPANIES, FOR INTERNATIONAL PLAZA, A PREVIOUSLY APPROVED DEVELOPMENT OF REGIONAL IMPACT; PROVIDING AN EFFECTIVE DATE HEREOF.

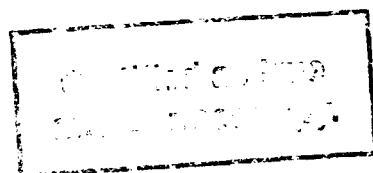
WHEREAS, Ordinance No. 8905-A, passed and ordained by the City Council of the City of Tampa, Florida (the "City Council"), on June 13, 1985, approved a Development Order for International Plaza (the "Development"), a Development of Regional Impact ("DRI"), (hereinafter said Ordinance shall be referred to as the "Development Order") (the revised legal description for the Development, as adopted by the Fifth Amendment, is attached hereto as Exhibit 2 and incorporated herein by reference); and

WHEREAS, Ordinance No. 88-414, passed and ordained by the City Council on December 15, 1988, approved a first amendment to the Development Order (hereinafter said Ordinance shall be referred to as the "First Amendment"); and

WHEREAS, Ordinance No. 90-07, passed and ordained by the City Council on January 25, 1990, approved a second amendment to the Development Order, as amended by the First Amendment, (hereinafter said Ordinance shall be referred to as the "Second Amendment"); and

WHEREAS, Ordinance No. 90-08, passed and ordained by the City Council on January 25, 1990, approved a third amendment to the Development Order, as amended by the First Amendment and the Second Amendment, (hereinafter said Ordinance shall be referred to as the "Third Amendment"); and

APPENDIX "A"



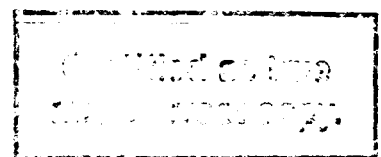
WHEREAS, Ordinance No. 94-33, passed and ordained by the City Council on February 24, 1994, approved a fourth amendment to the Development Order, as amended by the First Amendment, Second Amendment and Third Amendment (hereinafter said Ordinance shall be referred to as the "Fourth Amendment"); and

WHEREAS, Ordinance No. 94-269, passed and ordained by the City Council on December 15, 1994, approved a fifth amendment to the Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, and Fourth Amendment (hereinafter said Ordinance shall be referred to as the "Fifth Amendment"); and

WHEREAS, Ordinance No. 96-75, passed and ordained by the City Council on April 4, 1996, approved a sixth amendment to the Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, and Fifth Amendment (hereinafter said Ordinance shall be referred to as the "Sixth Amendment"); and

WHEREAS, Ordinance No. 97-101, passed and ordained by the City Council on May 1, 1997, approved a seventh amendment to the Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, Fifth Amendment, and Sixth Amendment (hereinafter said Ordinance shall be referred to as the "Seventh Amendment"); and

WHEREAS, on _____ 1997, The Concorde Companies (the "Developer") filed a Notification of Proposed Change to a Previously Approved Development of Regional Impact Subsection 380.06(19), Florida Statutes, for the International Plaza DRI (hereinafter referred to as the "NOPC"); and

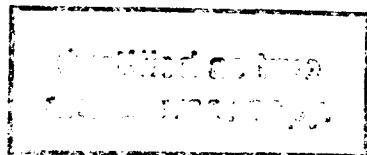


WHEREAS, the NOPC proposed to amend the Development Order, as previously amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, Fifth Amendment, Sixth Amendment, and Seventh Amendment to extend by one year to January 13, 1999, the deadline set forth in the Development Order within which it must elect to construct a regional mall on the DRI site; and to extend the other deadlines related to this deadline as follows:

- 1) Extend the deadline for completion of the Sherrill Improvement (if selected) to January 6, 2002;
- 2) extend the deadline for completion of the Westshore/Cypress Improvement (if selected) to August 1, 2001;
- 3) extend the deadline for filing of an NOPC to address the payment of the Proportionate Share Payment in the event that the Developer does not elect to construct a regional mall to January 13, 1999, as more particularly set forth in the NOPC (hereinafter all of the above changes shall be collectively referred to as the "Proposed Changes"); and

WHEREAS, the Proposed Changes to the Development Order, as previously amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, Fifth Amendment, Sixth Amendment, and Seventh Amendment, will constitute the Eighth Amendment to the Development Order; and

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



WHEREAS, the City Council, as the governing body of the local government having jurisdiction pursuant to Chapter 380, Florida Statutes, requires that a development order be amended to reflect the City Council's approval of changes to an adopted development order;

NOW, THEREFORE

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

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

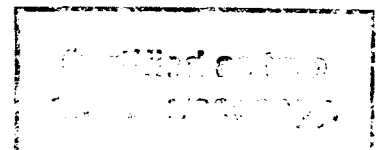
A. That the Developer submitted to the City the NOPC attached hereto and incorporated herein by reference as Composite Exhibit "1" (hereinafter all proposed changes as set forth in the NOPC shall be referred to as the "Proposed Changes");

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

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

D. That the Proposed Changes are consistent with the recommendations of the Tampa Bay Regional Planning Council;

E. That a comprehensive review of the impacts generated by the Proposed Changes has been conducted by the City;



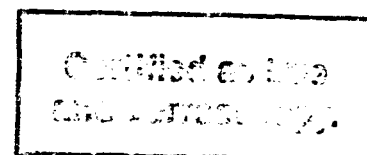
F. That the Proposed Changes do not create additional regional impacts or impacts that were not previously reviewed nor meet or exceed any of the criteria set forth in Subsection 380.06(19)(b), Florida Statutes.

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

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

B. That the review by the City and interested citizens concludes that the impacts of the Proposed Changes are adequately addressed pursuant to the requirements of Chapter 380, Florida Statutes, the Proposed Changes are found not to be a substantial deviation from the previously approved Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, Fifth Amendment, Sixth Amendment, and Seventh Amendment; and

C. That based on the foregoing and pursuant to Chapter 380.06(19), Florida Statutes, the Proposed Changes are found not to be a Substantial Deviation from the previously approved Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, Fifth Amendment, Sixth Amendment, and Seventh Amendment.



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

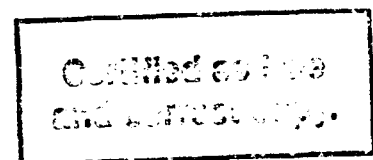
A. That the Proposed Changes are hereby approved and the Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, Fifth Amendment, Sixth Amendment, and Seventh Amendment, is hereby amended to incorporate the NOPC;

B. That the Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, Fifth Amendment, Sixth Amendment, and Seventh Amendment, is hereby amended as follows:

- 1) That Section 4.I. of the Development Order (Ordinance No. 8905-A), as modified by the Second Amendment (Ordinance No. 90-07), as amended and restated in the Fourth Amendment (Ordinance No. 94-33), as amended and restated in the Fifth Amendment (Ordinance No. 94-269), as amended and restated by the Sixth Amendment (Ordinance No. 96-75), as amended and restated by the Seventh Amendment (Ordinance No. 97-101) is hereby amended and restated to read as follows:

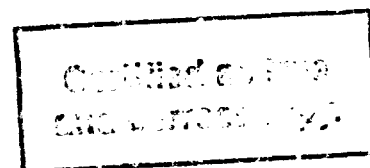
4.I. Transportation Conditions

1. Payment of Impact Fee. In addition to the mitigation measures set forth below for Phase II Transportation Impacts, Developer shall pay City of Tampa transportation impact fees for Phase II, provided however that Developer shall receive credit against such impact fees for any improvements constructed, right-of-way dedicated and cash contributed in accordance with applicable law.
2. Mitigation of transportation impacts of Phase II shall be in accordance with the pipeline mitigation procedures set forth in Rule

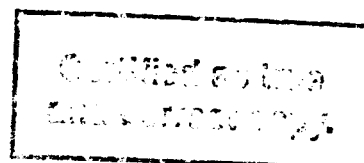


9J-2.0255, Florida Administrative Code, and the pipeline policies of the City of Tampa and the Tampa Bay Regional Planning Council. The pipeline proportionate share calculation for Phase II, in accordance with current adopted methods, procedures and policies of the City of Tampa, TBRPC, the Florida Department of Community Affairs and the Florida Department of Transportation, has been determined to be Six Million Four Hundred Seventy-Four Thousand Seven Hundred Sixty-Three Dollars (\$6,474,763.00) (the "Pipeline Proportionate Share Amount"). The requirements of this condition have been determined to be the appropriate requirements to cure and mitigate the transportation impacts of Phase II on regionally significant transportation highway facilities within the Development's impact area.

3. The Developer shall pay the Phase II Pipeline Proportionate Share Amount, together with a sum based upon the State of Florida, Department of Transportation ("FDOT") Construction Cost Inflation Factors ("FDOT Inflation Factor") toward design, right-of-way acquisition, permitting and construction of the roadway improvement or improvements identified below. In addition, the Developer shall pay a sum which remains unpaid from the Phase I Proportionate Share Amount (hereinafter, the Phase II Pipeline Proportionate Share Amount, together with the FDOT Inflation Factor attributable thereto, together with the sum which remains unpaid from Phase I shall be collectively referred to as the "Proportionate Share Payment"). As of December 31, 1994, the Proportionate Share Payment is \$8,047,336.22, based upon the Payment Analysis dated November 15, 1994 (as modified to reflect the extension approved herein) prepared by Tindale-Oliver and Associates and contained in Composite Exhibit "1." Commencing on January 1, 1995, the FDOT Inflation Factor shall apply to the Proportionate Share Payment. The identified roadway improvement or improvements are from the list of eligible improvements provided in Exhibit "4," attached hereto and incorporated herein, which list contains the improvements identified as eligible to mitigate the transportation impacts for Phase II of the Development.
 - a. In the event that the Developer elects to construct a regional mall (which election shall be made on or before January 13, 1999), it shall implement the following transportation mitigation mechanism: The City shall first apply the Proportionate Share Payment to the design, acquisition of right-of-way, permitting, and construction of the "O'Brien/



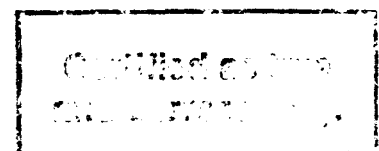
Sherrill Street Extension: Cypress Street to Spruce Street" project, described in Exhibit "5," attached hereto and incorporated herein, (the "Sherrill Improvement") and shall construct such improvement in accordance with the "Construction Schedule" set forth in Exhibit "5." The Developer shall pay the Proportionate Share Payment to the City of Tampa, pursuant to the "Payment Schedule" set forth in Exhibit "5" with the first payment being due upon the commencement of design of the Sherrill Improvement. [The modified "Payment Schedule," which reflects the change to the election date and subsequent payment dates, is attached hereto as Exhibit "5" and incorporated herein by reference. The remainder of Exhibit "5" to the Fifth Amendment remains unchanged and is therefore not attached.] In the event that excess funds are available from the Proportionate Share Payment after having determined the final cost of the Sherrill Improvement, the City shall apply such excess funds to the design, acquisition of right-of-way, permitting and construction of the portion of the "Lois Avenue: Boy Scout Boulevard to Interstate 275" project, described in Exhibit "6," attached hereto and incorporated herein (the "Lois Improvement") and shall construct such improvement in accordance with the "Construction Schedule" set forth in Exhibit "6." The Developer shall pay the Proportionate Share Payment to the City of Tampa, pursuant to the "Payment Schedule" set forth in Exhibit "6," with the first payment being due upon the commencement of design of the Lois Improvement, should excess funds from the Proportionate Share Payment be available to implement this improvement. In the event that the Sherrill Improvement is selected, such improvement shall be completed by January 6, 2002. In the event that the City and Developer jointly determine that an improvement to the intersection of Westshore Boulevard and Cypress Street (the "Westshore/Cypress Improvement") would be a more desirable improvement than the Sherrill Improvement, the Developer shall submit such proposal through the filing of a Notice of Proposed Change to a Previously Approved Development of Regional Impact (DRI) Section 380.06(19), Florida Statutes, (Westshore/Cypress "NOPC"); provided that the completion of construction of the Westshore/Cypress Improvement shall be established at a date which is no later than August 1, 2001 and provided further that such proposal shall not operate to relieve the Developer



and the City from their obligations under this Section 4.I.3. unless the development order issued in response to the Westshore/Cypress NOPC so provides [Note: The Westshore/Cypress Improvement is from the list of eligible improvements set forth in Exhibit "4"].

- b. In the event that the Developer does not elect to construct a regional mall, the Developer shall address the payment of the Proportionate Share Payment pursuant to a development order issued as a result of a ninth Notification of Proposed Change (the "Ninth NOPC"), and, if necessary, a roadway construction agreement ("Roadway Construction Agreement") subject to the following terms and conditions:

- (I) The Developer shall file the Ninth NOPC on or before January 13, 1999, to address the payment of the Proportionate Share Payment. The development order issued in response to the Ninth NOPC and, if necessary, the Roadway Construction Agreement, shall identify the selected roadway improvement(s) from the list set forth on Exhibit "4," attached hereto and incorporated herein, shall identify the schedule of completion for such improvement(s), and shall address the timing of the Developer's payments toward design, right-of-way acquisition, permitting and construction of the selected roadway improvement(s). Failure to file such NOPC within such time frame shall constitute a violation of the Development Order.
- (ii) The specific nature and scope of the selected improvement(s) shall be set forth in the Development Order issued pursuant to the Ninth NOPC, and, if necessary, the Roadway Construction Agreement;
- (iii) The development order issued pursuant to the Ninth NOPC, and, if necessary, the Roadway Construction Agreement, shall address the timing of the Developer's payment toward design, right-of-way acquisition, permitting and construction of the selected improvement(s);

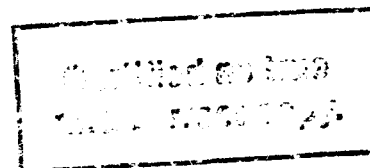


- (iv) The Roadway Construction Agreement, if necessary, shall be subject to the review and approval of the City, the State of Florida Department of Community Affairs (DCA) and FDOT based upon the requirements set forth in this Section 4.I.b.
- c. No building permits in Phase II of the Development shall be issued until either (I) the implementation mechanism set forth under Section 4.I.3.a., above, is commenced; or (ii) the development order issued as a result of the Ninth NOPC is adopted.

Section 4. Development Order, as Amended. This Ordinance shall constitute the Eighth Amendment to Ordinance No. 8905-A, as previously amended by Ordinance No. 88-414, Ordinance No. 90-07, Ordinance 90-08, Ordinance 94-33, Ordinance No. 94-269, Ordinance No. 96-75, and Ordinance No. 97-101, which shall constitute, collectively, the Development Order for the Development as passed and ordained by the City Council. All provisions of the Development Order, except those provisions specifically modified herein, shall remain in full force and effect and shall be considered conditions of the Development unless inconsistent with the terms and conditions of this Ordinance, in which case the terms and conditions of this Ordinance shall govern.

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

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



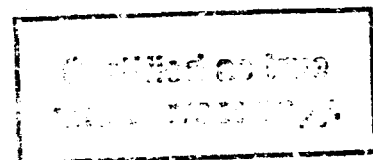
Section 7. Governmental Agencies. That it is understood that any reference herein to any governmental agency shall be construed to mean any future instrumentality which may be created or designated as successor in interest to, or which otherwise possesses any of the powers and duties of any referenced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

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

Section 9. Transmittals. That the City Clerk is directed to send copies of this Ordinance, within five (5) days of its becoming a law to the Developer, The Concorde Companies, 2227 N. Westshore Boulevard, Tampa, Florida 33607, the Florida Department of Community Affairs (Bureau of State Planning), and the Tampa Bay Regional Planning Council.

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

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



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

PASSED AND ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAMPA,
FLORIDA, ON _____.

CHAIRPERSON, CITY COUNCIL

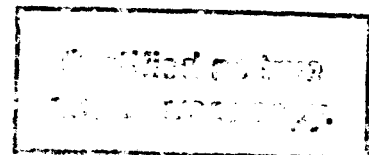
APPROVED by me _____

CITY CLERK

MAYOR

APPROVED as to form by:

ASSISTANT CITY ATTORNEY



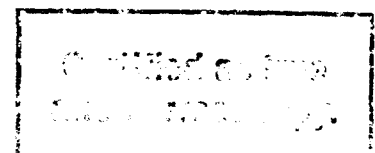
LEGAL DESCRIPTION

International Plaza

A Portion of the Northwest 1/4 of Section 16, Township 29 South, Range 18 East and the Northeast 1/4 of Section 17, Township 29 South, Range 18 East, Hillsborough County, Florida, lying within and without the plats of WEST SHORE ESTATES as described in Plat Book 17, Page 43, and WEST SHORE ESTATES REPLAT as described in Plat Book 31, Page 44 of the Public records of Hillsborough County, Florida, being more particularly described as follows:

Commence at the Northwest corner of said Section 16; thence along the West Boundary of said Section 16, S 00° 20' 48" W, for 50.00 feet to a point of intersection with the South right-of-way line of Columbus Drive, said point being the POINT OF BEGINNING; thence along the South right-of-way line of Columbus Drive the following 3 courses; S 89° 28' 10" E, for 1,582.37 feet; thence S 00° 31' 50" W, for 6.06 feet to a point on a curve concave to the Southwest; thence easterly along the arc of said curve having a radius of 536.59 feet, a central angle of 21° 27' 53", an arc length of 201.02 feet and a chord, bearing S 78° 44' 13" E, for 199.85 feet to a point of intersection with the northwesterly right-of-way line of State Road 589, said point being on a curve concave to the Southeast; thence along said right-of-way line the following 4 courses; thence southwesterly along the arc of said curve having a radius of 2,009.86 feet, a central angle of 25° 40' 03", an arc length of 900.38 feet, and a chord bearing S 52° 21' 27" W, for 892.87 feet; thence S 39° 31' 26" W, for 1,496.78 feet to the point of curvature of a curve concave to the Northwest; thence southwesterly along the arc of said curve, having a radius of 1,809.86 feet, a central angle of 51° 42' 45", an arc length of 1,633.50 feet and a chord, bearing S 65° 22' 49" W, for 1,578.61 feet; thence N 88° 45' 49" W, for 617.68 feet to a point on the East right-of-way line of Westshore Boulevard (State Road 587); thence along said right-of-way line the following 10 courses; thence N 01° 14' 31" E, for 50.00 feet; thence N 88° 45' 49" W, for 29.34 feet to a point on a curve concave to the East; thence northerly along the arc of said curve having a radius of 22,878.32 feet, a central angle of 00° 16' 41", an arc length of 111.03 feet and a chord, bearing N 01° 38' 00" E, for 111.03 feet; thence N 01° 46' 20" E, for 390.82 feet to the point of curvature of a curve concave to the West; thence northwesterly along the arc of said curve having a radius of 22,958.32 feet, a central angle of 01° 18' 00", an arc length of 520.91 feet and a chord, bearing N 01° 07' 20" E, for 520.89 feet; thence N 00° 28' 20" E, for 83.85 feet; thence S 89° 31' 40" E, for 24.68 feet; thence N 00° 26' 16" E, for 116.50 feet; thence N 89° 31' 40" W, for 24.61 feet; thence N 00° 28' 20" E, for 1,170.64 feet to a point of intersection with the South right-of-way line of said Columbus Drive; thence along said right-of-way line of Columbus Drive, S 88° 48' 30" E, for 1,925.86 feet to a point of intersection with the East boundary of said Section 17, said point being the POINT OF BEGINNING.

EXHIBIT 2
TO THE EIGHTH AMENDED DEVELOPMENT ORDER



LEGAL DESCRIPTION International Plaza

Together with:

Commence at the Southwest corner of the Northeast 1/4 of Section 17, Township 29 South, Range 18 East, Hillsborough County, Florida; thence along the centerline of said Section 17, N 00° 29' 49" E, for 170.00 feet to the POINT OF BEGINNING on the northerly right-of-way line of Spruce Street (State Road 589); thence along said right-of-way line N 88° 53' 07" W, for 212.03 feet; thence leaving said right-of-way line N 01° 58' 40" E, for 1,078.56 feet; thence N 40° 00' 00" E, for 113.12 feet; thence S 88° 45' 51" E, for 720.69 feet to the westerly right-of-way line of Westshore Boulevard (State Road 587); thence along said right-of-way line the following 3 courses; thence S 00° 32' 03" W, for 10.15 feet; thence S 88° 46' 41" E, for 26.92 feet; thence S 00° 28' 20" W, 75.03 feet, to a point of intersection with the North boundary line extended of the Tampa Bay Buccaneer Training Facility as shown on a survey prepared by West Central Florida Surveyors, Incorporated, dated December 29, 1975; thence along said boundary extension, N 88° 56' 29" W, for 5.86 feet, to a found 4" x 4" concrete monument, being the Northeast corner of said Tampa Bay Buccaneer Training Facility; thence along the boundary of said Tampa Bay Buccaneer Training Facility, for the following 3 courses, N 88° 56' 29" W, for 579.76 feet, to a found 4" x 4" concrete monument, being the Northwest corner of said Tampa Bay Buccaneer Training Facility; thence S 00° 21' 16" W, for 419.89 feet, to a found 4" x 4" concrete monument being the Southwest corner of said Tampa Bay Buccaneer Training Facility; thence S 88° 55' 51" E, for 579.88 feet, to a found 4" x 4" concrete monument, being the Southeast corner of said Tampa Bay Buccaneer Training Facility; continue thence S 88° 55' 51" E, for 4.89 feet, to the point of intersection with said westerly right-of-way line of Westshore Blvd.; thence along said right-of-way line the following 5 courses; thence S 00° 28' 20" W, for 245.69 feet; thence S 01° 46' 20" W, for 253.70 feet to the point of curvature of a curve concave to the Southeast; thence southerly along the arc of said curve having a central angle of 00° 16' 44", a radius of 22,958.32 feet, an arc length of 111.76 feet and a chord, bearing S 01° 37' 58" W, for 111.76 feet; thence N 88° 45' 49" W, for 31.66 feet; thence S 01° 14' 31" W, for 50.00 feet to said northerly right-of-way line of Spruce Street; thence along said right-of-way line N 88° 45' 49" W, for 595.56 feet to the POINT OF BEGINNING.

Subject to any and all existing rights-of-way and easements of record.

Containing 155.09 acres, more or less.

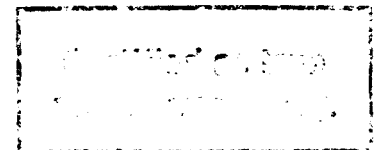


EXHIBIT 3
TO AMENDED DEVELOPMENT ORDER
Site Development Plan

[Exhibit 3 entitled "Site Development Plan" has not changed as a result of approval of this Order. The original Exhibit 3 is attached to the Seventh Amendment to the Development Order, Ordinance No. 97-101.]

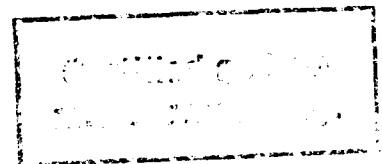


EXHIBIT 4
TO AMENDED DEVELOPMENT ORDER
Descriptions of Candidate Road Improvements

[Exhibit 4 entitled "Descriptions of Candidate Road Improvements" has not changed as a result of approval of this Order. The original Exhibit 4 is attached to the Fifth Amendment to the Development Order, Ordinance No. 94-269.]

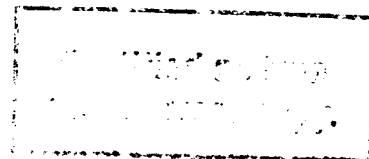
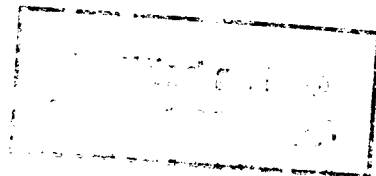


**EXHIBIT 6
TO AMENDED DEVELOPMENT ORDER**

[Exhibit 6, entitled "A Portion of the 'Lois Avenue: Boy Scout Boulevard to Interstate 275' Project" has not changed as a result of approval of this Order. The original Exhibit 6 is attached to the Fifth Amendment to the Development Order, Ordinance No. 94-269.]





CITY OF TAMPA

Janett S. Martin, City Clerk

Office of City Clerk

May 6, 1997

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

RE: Petition No. DZ84-93
Ordinance 97-101

Dear Sir:

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

Sincerely,



Janett S. Martin
City Clerk

JM/gg

Enclosure: Certified Copy Ord 97-101

Certified Mail

TKR-

ORDINANCE NO. 97-101

AN ORDINANCE OF THE CITY OF TAMPA, FLORIDA,
APPROVING A SEVENTH AMENDMENT TO A
DEVELOPMENT ORDER RENDERED PURSUANT TO
CHAPTER 380, FLORIDA STATUTES, FILED BY
CONCORDE COMPANIES FOR INTERNATIONAL PLAZA,
A PREVIOUSLY APPROVED DEVELOPMENT OF
REGIONAL IMPACT; PROVIDING AN EFFECTIVE DATE
HEREOF.

WHEREAS, Ordinance No. 8905-A, passed and ordained by the City Council of the City of Tampa, Florida (the "City Council"), on June 13, 1985, approved a Development Order for International Plaza (the "Development"), a Development of Regional Impact ("DRI"), (hereinafter said Ordinance shall be referred to as the "Development Order") (the revised legal description for the Development, as adopted by the Fifth Amendment, is attached hereto as Exhibit 2 and incorporated herein by reference); and

WHEREAS, Ordinance No. 88-414, passed and ordained by the City Council on December 15, 1988, approved a first amendment to the Development Order (hereinafter said Ordinance shall be referred to as the "First Amendment"); and

WHEREAS, Ordinance No. 90-07, passed and ordained by the City Council on January 25, 1990, approved a second amendment to the Development Order, as amended by the First Amendment, (hereinafter said Ordinance shall be referred to as the "Second Amendment"); and

WHEREAS, Ordinance No. 90-08, passed and ordained by the City Council on January 25, 1990, approved a third amendment to the Development Order, as amended by the First Amendment and the Second Amendment, (hereinafter said Ordinance shall be referred to as the "Third Amendment"); and

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MAY 08 1997

Tampa Bay Regional
Planning Council

WHEREAS, Ordinance No. 94-33, passed and ordained by the City Council on February 24, 1994, approved a fourth amendment to the Development Order, as amended by the First Amendment, Second Amendment and Third Amendment (hereinafter said Ordinance shall be referred to as the "Fourth Amendment"); and

WHEREAS, Ordinance No. 94-269, passed and ordained by the City Council on December 15, 1994, approved a fifth amendment to the Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, and Fourth Amendment (hereinafter said Ordinance shall be referred to as the "Fifth Amendment"); and

WHEREAS, Ordinance No. 96-75, passed and ordained by the City Council on April 4, 1996, approved a sixth amendment to the Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, and Fifth Amendment (hereinafter said Ordinance shall be referred to as the "Sixth Amendment"); and

WHEREAS, on January 6, 1997, Concorde Companies (the "Developer") filed a Notification of Proposed Change to a Previously Approved Development of Regional Impact Subsection 380.06(19), Florida Statutes, for the International Plaza DRI (hereinafter referred to as the "Notification"); and

WHEREAS, on March 27, 1997, the Developer filed a modification to the Notification (hereinafter the Notification together with this modification shall collectively be referred to as the "NOPC"); and

WHEREAS, the NOPC proposed to amend the Development Order, as previously amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, Fifth Amendment, and Sixth Amendment to extend by one year to January 7, 1998, the deadline

set forth in the Development Order within which it must elect to construct a regional mall on the DRI site; and to extend the other deadlines related to this deadline as follows: 1) extend the deadline for completion of the Sherrill Improvement (if selected) to January 6, 2001; 2) extend the deadline for completion of the Westshore/Cypress Improvement (if selected) to August 1, 2000; 3) extend the deadline for filing of an NOPC to address the payment of the Proportionate Share Payment in the event that the Developer does not elect to construct a regional mall to January 7, 1998, as more particularly set forth in the NOPC; to delete language requiring commencement of development of one or more retail stores within three (3) years of the date of the Second Amendment; and to correct a typographical error contained in the Fifth Amendment regarding the latest revision date of the Revised Site Development Plan (hereinafter all of the above changes shall be collectively referred to as the "Proposed Changes"); and

WHEREAS, the Proposed Changes to the Development Order, as previously amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, Fifth Amendment, and Sixth Amendment, will constitute the Seventh Amendment to the Development Order; and

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

WHEREAS, the City Council, as the governing body of the local government having jurisdiction pursuant to Chapter 380, Florida Statutes, requires that a development order be amended to reflect the City Council's approval of changes to an adopted development order;

NOW, THEREFORE

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

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

A. That the Developer submitted to the City the NOPC attached hereto and incorporated herein by reference as Composite Exhibit "1" (hereinafter all proposed modifications as set forth in the NOPC shall be referred to as the "Proposed Changes");

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

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

D. That the Proposed Changes are consistent with the recommendations of the Tampa Bay Regional Planning Council;

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

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

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

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

B. That the review by the City, the Tampa Bay Regional Planning Council and other participating agencies and interested citizens concludes that the impacts of the Proposed Changes are adequately addressed pursuant to the requirements of Chapter 380, Florida Statutes, the Proposed Changes are found not to be a substantial deviation from the previously approved Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, Fifth Amendment, and Sixth Amendment; and

C. That based on the foregoing and pursuant to Chapter 380.06(19), Florida Statutes, the Proposed Changes are found not to be a Substantial Deviation from the previously approved Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, Fifth Amendment, and Sixth Amendment.

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

A. That the Proposed Changes are hereby approved and the Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, Fifth Amendment, and Sixth Amendment, is hereby amended to incorporate the NOPC;

B. That the Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, Fifth Amendment, and Sixth Amendment, is hereby amended as follows:

- 1) that Section 4.I. of the Development Order (Ordinance No. 8905-A), as modified by the Second Amendment (Ordinance No. 90-07), as amended and restated in the Fourth Amendment (Ordinance No. 94-33), as amended and restated in the Fifth Amendment (Ordinance No. 94-269), as amended and restated by the Sixth Amendment (Ordinance No. 96-75), is hereby amended and restated to read as follows:

4.I. Transportation Conditions

1. Payment of Impact Fee. In addition to the mitigation measures set forth below for Phase II Transportation Impacts, Developer shall pay City of Tampa transportation impact fees for Phase II, provided however that Developer shall receive credit against such impact fees for any improvements constructed, right-of-way dedicated and cash contributed in accordance with applicable law.
2. Mitigation of transportation impacts of Phase II shall be in accordance with the pipeline mitigation procedures set forth in Rule 9J-2.0255, Florida Administrative Code, and the pipeline policies of the City of Tampa and the Tampa Bay Regional Planning Council. The pipeline proportionate share calculation for Phase II, in

accordance with current adopted methods, procedures and policies of the City of Tampa, TBRPC, the Florida Department of Community Affairs and the Florida Department of Transportation, has been determined to be Six Million Four Hundred Seventy-Four Thousand Seven Hundred Sixty-Three Dollars (\$6,474,763.00) (the "Pipeline Proportionate Share Amount"). The requirements of this condition have been determined to be the appropriate requirements to cure and mitigate the transportation impacts of Phase II on regionally significant transportation highway facilities within the Development's impact area.

3. The Developer shall pay the Phase II Pipeline Proportionate Share Amount, together with a sum based upon the State of Florida, Department of Transportation ("FDOT") Construction Cost Inflation Factors ("FDOT Inflation Factor") toward design, right-of-way acquisition, permitting and construction of the roadway improvement or improvements identified below. In addition, the Developer shall pay a sum which remains unpaid from the Phase I Proportionate Share Amount (hereinafter, the Phase II Pipeline Proportionate Share Amount, together with the FDOT Inflation Factor attributable thereto, together with the sum which remains unpaid from Phase I shall be collectively referred to as the

“Proportionate Share Payment”). As of December 31, 1994, the Proportionate Share Payment is \$8,047,336.22, based upon the Payment Analysis dated November 15, 1994 (as modified to reflect the extension approved herein) prepared by Tindale-Oliver and Associates and contained in Composite Exhibit “1.” Commencing on January 1, 1995, the FDOT Inflation Factor shall apply to the Proportionate Share Payment. The identified roadway improvement or improvements are from the list of eligible improvements provided in Exhibit “4,” attached hereto and incorporated herein, which list contains the improvements identified as eligible to mitigate the transportation impacts for Phase II of the Development.

- a. In the event that the Developer elects to construct a regional mall (which election shall be made on or before January 6, 1998), it shall implement the following transportation mitigation mechanism: The City shall first apply the Proportionate Share Payment to the design, acquisition of right-of-way, permitting, and construction of the “O’Brien/ Sherrill Street Extension: Cypress Street to Spruce Street” project, described in Exhibit “5,” attached hereto and incorporated herein, (the “Sherrill

Improvement”) and shall construct such improvement in accordance with the “Construction Schedule” set forth in Exhibit “5.” The Developer shall pay the Proportionate Share Payment to the City of Tampa, pursuant to the “Payment Schedule” set forth in Exhibit “5” with the first payment being due upon the commencement of design of the Sherrill Improvement. [The modified “Payment Schedule,” which reflects the change to the election date and subsequent payment dates, is attached hereto as Exhibit 5 and incorporated herein by reference. The remainder of Exhibit 5 to the Fifth Amendment remains unchanged and is therefore not attached.] In the event that excess funds are available from the Proportionate Share Payment after having determined the final cost of the Sherrill Improvement, the City shall apply such excess funds to the design, acquisition of right-of-way, permitting and construction of the portion of the “Lois Avenue: Boyscout Boulevard to Interstate 275” project, described in Exhibit “6,” attached hereto and incorporated herein (the “Lois Improvement”) and shall construct such improvement in accordance with the “Construction Schedule” set forth in Exhibit “6.” The Developer shall pay the Proportionate Share Payment to the

City of Tampa, pursuant to the "Payment Schedule" set forth in Exhibit "6," with the first payment being due upon the commencement of design of the Lois Improvement, should excess funds from the Proportionate Share Payment be available to implement this improvement. In the event that the Sherrill Improvement is selected, such improvement shall be completed by January 6, 2001. In the event that the City and Developer jointly determine that an improvement to the intersection of Westshore Boulevard and Cypress Street would be a more desirable improvement than the Sherrill improvement, the Developer shall submit such proposal through the filing of a Notice of Proposed Change to a Previously Approved DRI; pursuant to Section 380.06(19), Florida Statutes, (Westshore/Cypress "NOPC"); provided that the completion of construction of the Westshore/Cypress improvement shall be established at a date which is no later than August 1, 2000 and provided further that such proposal shall not operate to relieve the Developer and the City from their obligations under this Section 4.I.3. unless the development order issued in response to the Westshore/Cypress NOPC so provides

[Note: the Westshore/Cypress improvement is from the list of eligible improvements set forth in Exhibit "4"].

- b. In the event that the Developer does not elect to construct a regional mall, the Developer shall address the payment of the Proportionate Share Payment pursuant to a development order issued as a result of an eighth Notification of Proposed Change (the "Eighth NOPC"), and, if necessary, a roadway construction agreement ("Roadway Construction Agreement") subject to the following terms and conditions:

- (I) The Developer shall file the Eighth NOPC on or before January 6, 1998, to address the payment of the Proportionate Share Payment. The development order issued in response to the Eighth NOPC and, if necessary, the Roadway Construction Agreement, shall identify the selected roadway improvement(s) from the list set forth on Exhibit "4," attached hereto and incorporated herein, shall identify the schedule of completion for such improvement(s), and shall address the timing of the Developer's payments toward design, right-of-way; acquisition, permitting and construction of the selected roadway

improvement(s). Failure to file such NOPC within such time frame shall constitute a violation of the Development Order.

- (ii) The specific nature and scope of the selected improvement(s) shall be set forth in the Development Order issued pursuant to the Eighth NOPC, and, if necessary, the Roadway Construction Agreement;
- (iii) The development order issued pursuant to the Eighth NOPC, and, if necessary, the Roadway Construction Agreement, shall address the timing of the Developer's payment toward design, right-of-way acquisition, permitting and construction of the selected improvement(s);
- (iv) The Roadway Construction Agreement, if necessary, shall be subject to the review and approval of the City, the State of Florida Department of Community Affairs (DCA) and FDOT based upon the requirements set forth in this Section 4.I.b.

- c. No building permits in Phase II of the Development shall be issued until either (I) the implementation mechanism set forth under Section 4.I.3.a., above, is commenced; or (ii) the development order issued as a result of the Eighth NOPC is adopted.
- 2) That Subsection 4.K. of the Second Amendment (also Subsection 4.K. of the Development Order) is hereby deleted.
- 3) That Subsection 3.B.3) and Subsection 3.B.4) of the Fifth Amendment to the Development Order are hereby modified to reflect that the Site Development Plan, approved under the Fifth Amendment and attached thereto as Exhibit 3, should be referred to as "Map H-1, dated September 30, 1994, with latest revision date of November 22, 1994" and is attached hereto as Exhibit 3.

Section 4. Development Order, as Amended. This Ordinance shall constitute the Seventh Amendment to Ordinance No. 8905-A, as previously amended by Ordinance No. 88-414, Ordinance No. 90-07, Ordinance 90-08, Ordinance 94-33, Ordinance No. 94-269, and Ordinance No. 96-75, which shall constitute, collectively, the Development Order for the Development as passed and ordained by the City Council. All provisions of the Development Order, except those

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

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

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

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

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

Section 9. Transmittals. That the City Clerk is directed to send copies of this Ordinance, within five (5) days of its becoming a law to the Developer, Concorde Companies, 2227 N. Westshore Boulevard, Tampa, Florida 33607, the Florida Department of Community Affairs (Bureau of state Planning), and the Tampa Bay Regional Planning Council.

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

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

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

PASSED AND ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAMPA,
FLORIDA, ON MAY 01 1997

Ronnie Mason
CHAIRPERSON, CITY COUNCIL

Janett S. Martin
CITY CLERK

APPROVED by me MAY 05 1997
Phil A. Pharo
MAYOR

APPROVED as to form by:

ASSISTANT CITY ATTORNEY

State of Florida
County of Hillsborough

This is to certify that the foregoing is a
true and correct copy of Ordinance 97-101
on file in my office
Witness my hand and official seal this 6th day
of May 19 97
Janett S. Martin
CITY CLERK

Exhibits 1 & 2 in

#104 NOPC file (5/97).

FLORIDA, ON MAY 01 1997

CHAIRPERSON, CITY COUNCIL

APPROVED by me MAY 05 1997

CITY CLERK

MAYOR

ASSISTANT CITY ATTORNEY

This is to certify that the foregoing is a true and correct copy of Ordinance 97-101 or file in my office.
Witness my hand and official seal this 6th day of May 19 97.
Janette Martin
CITY CLERK

Exhibits 1 & 2 in

#104 NOPC file (5/97).



CITY OF TAMPA

Janett S. Martin, City Clerk

Office of City Clerk

April 11, 1996

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

RE: Petition No. DZ84-93
Ordinance No. 96-75

Dear Sir:

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

Sincerely,

Janett S. Martin
City Clerk

JM/gg

Enclosure: Ordinance No. 96-75

cc: Land Development Coordination

ORDINANCE NO. 96-25

AN ORDINANCE OF THE CITY OF TAMPA, FLORIDA, APPROVING A SIXTH AMENDMENT TO A DEVELOPMENT ORDER RENDERED PURSUANT TO CHAPTER 380, FLORIDA STATUTES, FILED BY CONCORDE COMPANIES FOR INTERNATIONAL PLAZA, A PREVIOUSLY APPROVED DEVELOPMENT OF REGIONAL IMPACT; PROVIDING AN EFFECTIVE DATE HEREOF.

WHEREAS, Ordinance No. 8905-A, passed and ordained by the City Council of the City of Tampa, Florida (the "City Council"), on June 13, 1985, approved a Development Order for International Plaza (the "Development"), a Development of Regional Impact ("DRI"), (hereinafter said Ordinance shall be referred to as the "Development Order"); and

WHEREAS, Ordinance No. 88-414, passed and ordained by the City Council on December 15, 1988, approved a first amendment to the Development Order (hereinafter said Ordinance shall be referred to as the "First Amendment"); and

WHEREAS, Ordinance No. 90-07, passed and ordained by the City Council on January 25, 1990, approved a second amendment to the Development Order, as amended by the First Amendment, (hereinafter said Ordinance shall be referred to as the "Second Amendment"); and

WHEREAS, Ordinance No. 90-08, passed and ordained by the City Council on January 25, 1990, approved a third amendment to the Development Order, as amended by the First Amendment and the Second Amendment, (hereinafter said Ordinance shall be referred to as the "Third Amendment"); and

WHEREAS, Ordinance No. 94-33, passed and ordained by the City Council on February 24, 1994, approved a fourth amendment to the Development Order, as amended by the First Amendment, Second Amendment and Third Amendment (hereinafter said Ordinance shall be referred to as the "Fourth Amendment"); and

WHEREAS, Ordinance No. 94-269, passed and ordained by the City Council on December 15, 1994, approved a fifth amendment to the Development Order, as amended by the First Amendment, Second Amendment, Third Amendment and Fourth

Certified as true
and correct copy.

Amendment (hereinafter said Ordinance shall be referred to as the "Fifth Amendment"); and

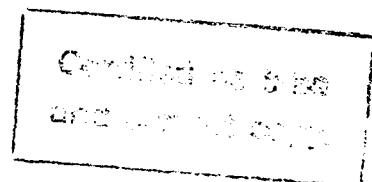
WHEREAS, on _____, 1996, Concorde Companies (the "Developer") filed a Notification of Proposed Change to a Previously Approved Development of Regional Impact Subsection 380.06(19), Florida Statutes, for the International Plaza DRI (hereinafter referred to as the "NOPC"); and

WHEREAS, the NOPC proposed to amend the Development Order, as previously amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, and Fifth Amendment to extend by one (1) year to January 6, 1997, the deadline set forth in the Development Order within which it must elect to construct a regional mall on the DRI site; and to extend the other deadlines related to this deadline as follows: 1) completion of the Sherrill Improvement (if selected) to January 6, 2000; 2) completion of the Westshore/Cypress Improvement (if selected) to August 1, 1999; and 3) the deadline for filing of an NOPC to address the payment of the Proportionate Share Payment in the event that the Developer does not elect to construct a regional mall to January 6, 1997, all as more particularly set forth in the NOPC (hereinafter all of the above changes shall be collectively referred to as the "Proposed Changes"); and

WHEREAS, the Proposed Changes to the Development Order, as previously amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, and Fifth Amendment, shall constitute the Sixth Amendment to the Development Order; and

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

WHEREAS, the City Council, as the governing body of the local government



having jurisdiction pursuant to Chapter 380, Florida Statutes, is authorized and empowered to consider the Proposed Changes and to amend the Development Order, as previously amended by the First Amendment, Second Amendment, Third Amendment, and Fourth Amendment; and

WHEREAS, the public notice requirements have been fulfilled; and

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

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

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

NOW, THEREFORE

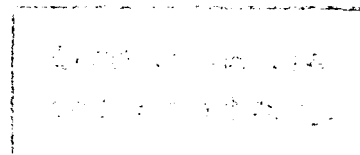
BE IT ORDAINED BY THE CITY COUNCIL

OF THE CITY OF TAMPA, FLORIDA:

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

A. That the Developer submitted to the City the NOPC attached hereto and incorporated herein by reference as Composite Exhibit "1" (hereinafter all proposed modifications as set forth in the NOPC shall be referred to as the "Proposed Changes").

B. That the Proposed Changes are consistent with all local land



development regulations and the local comprehensive plan.

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

D. That the Proposed Changes are consistent with the recommendations of the Tampa Bay Regional Planning Council.

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

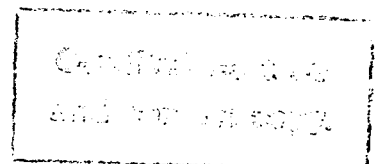
F. That the Proposed Changes do not create additional regional impacts or impacts that were not previously reviewed nor meet or exceed any of the criteria set forth in Subsection 380.06(19)(b), Florida Statutes.

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

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

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

C. That based on the foregoing and pursuant to Chapter 380.06(19), Florida Statutes, the Proposed Changes are found not to be a substantial deviation to the previously approved Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment and Fifth Amendment.



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

A. That the Proposed Changes are hereby approved and the Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, and Fifth Amendment, is hereby amended to incorporate the NOPC.

B. That the Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, Fourth Amendment, and Fifth Amendment, is hereby amended as follows [For ease of reference, the changes to Section 4.I are prepared in redline format]:

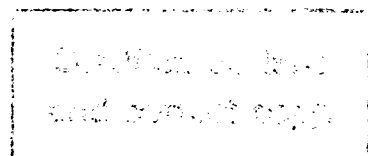
- 1) that Section 4.I. of the Development Order (Ordinance No. 8905-A), as modified by the Second Amendment (Ordinance No. 90-07), as amended and restated in the Fourth Amendment (Ordinance No. 94-33), as amended and restated in the Fifth Amendment (Ordinance No. 94-269), is hereby amended and restated to read as follows:

4.I. Transportation Conditions

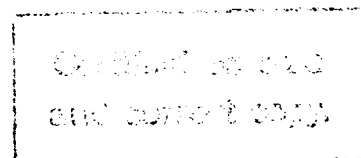
1. Payment of Impact Fee. In addition to the mitigation measures set forth below for Phase II Transportation Impacts, Developer shall pay City of Tampa transportation impact fees for Phase II, provided however that Developer shall receive credit against such impact fees for any improvements constructed, right-of-way dedicated and cash contributed in accordance with applicable law.
2. Mitigation of transportation impacts of Phase II shall be in

accordance with the pipeline mitigation procedures set forth in Rule 9J-2.0255, Florida Administrative Code, and the pipeline policies of the City of Tampa and the Tampa Bay Regional Planning Council. The pipeline proportionate share calculation for Phase II, in accordance with current adopted methods, procedures and policies of the City of Tampa, TBRPC, the Florida Department of Community Affairs and the Florida Department of Transportation, has been determined to be Six Million Four Hundred Seventy-Four Thousand Seven Hundred Sixty-Three Dollars (\$6,474,763.00) (the "Pipeline Proportionate Share Amount"). The requirements of this condition have been determined to be the appropriate requirements to cure and mitigate the transportation impacts of Phase II on regionally significant transportation highway facilities within the Development's impact area.

3. The Developer shall pay the Phase II Pipeline Proportionate Share Amount, together with a sum based upon the State of Florida, Department of Transportation ("FDOT") Construction Cost Inflation Factors ("FDOT Inflation Factor") toward design, right-of-way acquisition, permitting and construction of the roadway improvement or improvements identified below. In addition, the Developer shall pay a sum which remains unpaid from the Phase I Proportionate Share Amount



"Sherrill Improvement") and shall construct such improvement in accordance with the "Construction Schedule" set forth in Exhibit "5". The Developer shall pay the Proportionate Share Payment to the City of Tampa, pursuant to the "Payment Schedule" set forth on Exhibit "5" with the first payment being due upon the commencement of design of the Sherrill Improvement. In the event that excess funds are available from the Proportionate Share Payment after having determined the final cost of the Sherrill Improvement, the City shall apply such excess funds to the design, acquisition of right-of-way, permitting and construction of the portion of the "Lois Avenue: Boy Scout Boulevard to Interstate 275" project, described in Exhibit "6", attached hereto and incorporated herein, (the "Lois Improvement") and shall construct such improvement in accordance with the "Construction Schedule" set forth in Exhibit "6". The Developer shall pay the Proportionate Share Payment to the City of Tampa, pursuant to the "Payment Schedule" set forth on Exhibit "6"; with the first payment being due upon the commencement of design of the Lois Improvement, should excess funds from the Proportionate Share Payment be available to implement this improvement. In the event that the



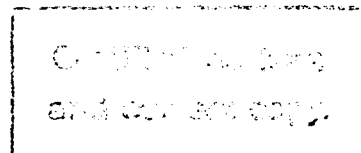
Sherrill Improvement is selected, such improvement shall be completed by January 6, ~~1999~~2000. In the event that the City and Developer jointly determine that an improvement to the intersection of Westshore Boulevard and Cypress Street would be a more desirable improvement than the Sherrill Improvement, the Developer shall submit such proposal through the filing of a Notice of Proposed Change to a Previously Approved DRI pursuant to Section 380.06(19) Florida Statutes, (Westshore/Cypress "NOPC"); provided that the completion of construction of the Westshore/Cypress improvement shall be established at a date which is no later than August 1, ~~1998~~1999 and provided further that such proposal shall not operate to relieve the Developer and the City from their obligations under this Section 4.1.3 unless the development order issued in response to the Westshore/Cypress NOPC so provides [Note: the Westshore/Cypress improvement is from the list of eligible improvements set forth on Exhibit "4"].

- b. In the event that the Developer does not elect to construct a regional mall, the Developer shall address the payment of the Proportionate Share Payment pursuant to a development order issued as a result of a ~~sixth~~seventh Notification of Proposed

Change (a "SixthSeventh NOPC"), and, if necessary, a roadway construction agreement ("Roadway Construction Agreement") subject to the following terms and conditions:

(i) The Developer shall file the SixthSeventh NOPC on or before January 6, ~~1996~~1997, to address the payment of the Proportionate Share Payment. The development order issued in response to the SixthSeventh NOPC and, if necessary, the Roadway Construction Agreement, shall identify the selected roadway improvement(s) from the list set forth on Exhibit "4" attached hereto and incorporated herein, shall identify the schedule of completion for such improvement(s), and shall address the timing of the Developer's payments toward design, right-of-way, acquisition, permitting and construction of the selected roadway improvement(s). Failure to file such NOPC within such time frame shall constitute a violation of the Development Order.

(ii) The specific nature and scope of the selected improvement(s) shall be set forth in the Development Order issued pursuant to the



~~Sixth~~Seventh NOPC, and, if necessary, the
Roadway Construction Agreement;

(iii) The development order issued pursuant to
the ~~Sixth~~Seventh NOPC, and, if necessary,
the Roadway Construction Agreement, shall
address the timing of the Developer's
payment toward design, right-of-way
acquisition, permitting and construction of
the selected improvement(s);

(iv) The Roadway Construction Agreement, if
necessary, shall be subject to the review and
approval of the City, the State of Florida
Department of Community Affairs (DCA) and
FDOT based upon the requirements set forth
in this Section 4.I.b.

c. No building permits in Phase II of the Development
shall be issued until either (i) the implementation
mechanism set forth under Section 4.I.3.a., above,
is commenced; or (ii) the development order issued
as a result of the ~~Sixth~~Seventh NOPC is adopted.

Section 4. Development Order, as Amended. This Ordinance shall
constitute the Sixth Amendment to Ordinance No. 8905-A, as previously amended by

Ordinance No. 88-414, Ordinance No. 90-07, Ordinance 90-08, Ordinance 94-33, and Ordinance 94-269, which shall constitute, collectively, the Development Order for the Development as passed and ordained by the City Council. All provisions of the Development Order, except those provisions specifically modified herein, shall remain in full force and effect and shall be considered conditions of the Development unless inconsistent with the terms and conditions of this Ordinance, in which case the terms and conditions of this Ordinance shall govern.

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

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

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

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

Section 9. Transmittals. That the City Clerk is directed to send copies of this Ordinance, within five (5) days of its becoming a law to the Developer, Concorde Companies, 2227 N. Westshore Boulevard, Tampa, Florida 33607, the Florida Department of Community Affairs (Bureau of State Planning), and the Tampa

Bay Regional Planning Council.

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

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

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

PASSED AND ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAMPA,
FLORIDA, ON APR 04 1996.

Ronnie Mason
CHAIRMAN, CITY COUNCIL

APPROVED by me

APR 10 1996

ATTEST:

Janeth L. Martin
CITY CLERK

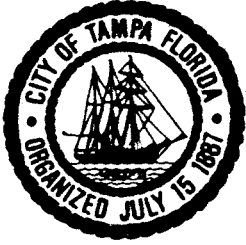
Phil A. Lucas
MAYOR

APPROVED as to form by:

Gina K. Grimes
ASSISTANT CITY ATTORNEY

State of Florida
County of Hillborough

This is to certify that the foregoing is a
true and correct copy of Ordinance 96-95
on file in my office.
Witness my hand and official seal this 10th day
of April 19 96
Janeth L. Martin
CITY CLERK



CITY OF TAMPA

Janett S. Martin, City Clerk

Office of City Clerk

December 19, 1994

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

RE: Petition No. DZ84-93
Ordinance No. 94-269

Dear Sir:

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

If further information is needed, please contact the office of Land Development Coordination,
(813) 223-8405.

Sincerely,

Janett S. Martin
City Clerk

JM/gg

Enclosure: Certified Copy of Ordinance No. 94-269

CERTIFIED MAIL

cc: Land Development Coordination



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

Printed on Recycled Paper

exhibits 1 & 2
with original

11
TPT -

ORDINANCE NO. 94-269

AN ORDINANCE OF THE CITY OF TAMPA, FLORIDA, APPROVING A FIFTH AMENDMENT TO A DEVELOPMENT ORDER RENDERED PURSUANT TO CHAPTER 380, FLORIDA STATUTES, FILED BY CONCORDE COMPANIES FOR INTERNATIONAL PLAZA, A PREVIOUSLY APPROVED DEVELOPMENT OF REGIONAL IMPACT; PROVIDING AN EFFECTIVE DATE HEREOF.

WHEREAS, Ordinance No. 8905-A, passed and ordained by the City Council of the City of Tampa, Florida (the "City Council"), on June 13, 1985, approved a Development Order for International Plaza (the "Development"), a Development of Regional Impact ("DRI"), (hereinafter said Ordinance shall be referred to as the "Development Order"); and

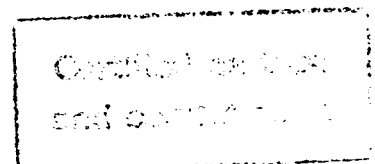
WHEREAS, Ordinance No. 88-414, passed and ordained by the City Council on December 15, 1988, approved a first amendment to the Development Order (hereinafter said Ordinance shall be referred to as the "First Amendment"); and

WHEREAS, Ordinance No. 90-07, passed and ordained by the City Council on January 25, 1990, approved a second amendment to the Development Order, as amended by the First Amendment, (hereinafter said Ordinance shall be referred to as the "Second Amendment"); and

WHEREAS, Ordinance No. 90-08, passed and ordained by the City Council on January 25, 1990, approved a third amendment to the Development Order, as amended by the First Amendment and the Second Amendment, (hereinafter said Ordinance shall be referred to as the "Third Amendment"); and

WHEREAS, Ordinance No. 94-33, passed and ordained by the City Council on February 24, 1994, approved a fourth amendment to the Development Order, as amended by the First Amendment, Second Amendment and Third Amendment (hereinafter said Ordinance shall be referred to as the "Fourth Amendment"); and

WHEREAS, on October 19, 1994, Concorde Companies (the "Developer") filed a Notification of Proposed Change to a Previously Approved Development of Regional Impact Subsection 380.06(19), Florida Statutes, for the International Plaza DRI



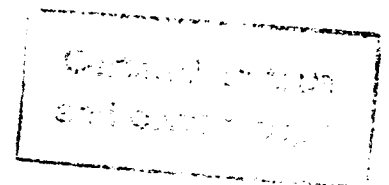
(hereinafter referred to as the "NOPC"); and

WHEREAS, the NOPC proposed to amend the Development Order, as previously amended by the First Amendment, Second Amendment, Third Amendment, and Fourth Amendment, to consolidate Phase I and Phase II of the Development into a single phase and to extend the date of buildout of the Development to December 15, 2003; to incorporate an additional 1.5 acres m.o.l. into the approved DRI site; to amend the legal description of the Development to include the additional 1.5 acres m.o.l. incorporated into the site; to authorize an additional access point to the Development; and to provide a revised Site Development Plan, Exhibit H-1, dated September 30, 1994, attached thereto as Exhibit 3 and incorporated herein by reference, (which Revised Site Development Plan reflects the above-described changes); to extend the termination date of the Development Order to December 31, 2008; and to address the requirements for the Pipeline Proportionate Share Amount and construction of the Pipeline Improvement for Phase II by identifying certain selected roadway improvement(s) and identifying the construction schedule and payment schedule for such improvement(s) (hereinafter all of the above changes shall be collectively referred to as the "Proposed Changes"); and

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

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

WHEREAS, the City Council, as the governing body of the local government having jurisdiction pursuant to Chapter 380, Florida Statutes, is authorized and



empowered to consider the Proposed Changes and to amend the Development Order, as previously amended by the First Amendment, Second Amendment, Third Amendment, and Fourth Amendment; and

WHEREAS, the public notice requirements have been fulfilled; and

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

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

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

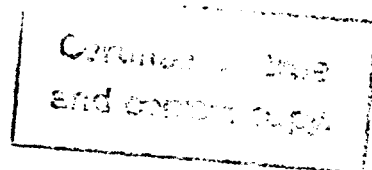
NOW, THEREFORE

BE IT ORDAINED BY THE CITY COUNCIL

OF THE CITY OF TAMPA, FLORIDA:

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

A. That the Developer submitted to the City the NOPC attached hereto and incorporated herein by reference as Composite Exhibit 1 and sufficiency responses dated November 15, 1994 and November 18, 1994 also attached hereto and incorporated by reference into Composite Exhibit 1 (hereinafter all proposed modifications as set forth in the NOPC and the sufficiency responses shall be referred to as the "Proposed Changes").



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

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

D. That the Proposed Changes are consistent with the recommendations of the Tampa Bay Regional Planning Council.

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

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

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

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

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

C. That based on the foregoing and pursuant to Chapter 380.06(19), Florida Statutes, the Proposed Changes are found not to be a substantial deviation to the previously approved Development Order, as amended by the First Amendment,

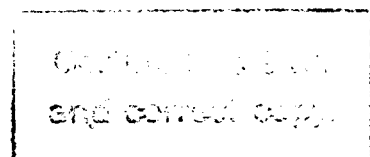
Second Amendment, Third Amendment and Fourth Amendment.

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

A. That the Proposed Changes are hereby approved and the Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, and Fourth Amendment, is hereby amended to incorporate the NOPC and sufficiency responses thereto.

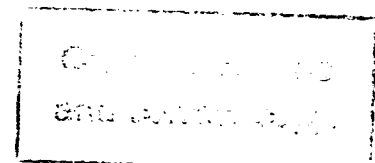
B. That the Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, and Fourth Amendment, (hereinafter referred to collectively as the "Development Order", unless the context indicates otherwise) is hereby amended as follows:

- 1) Phase I and Phase II are hereby consolidated into a single phase and the date of buildout of the resulting single phase of development is hereby extended to December 15, 2002. It is the intent of this Order that all existing references to "Phase I" or "Phase II" in the Development Order as well as all references to "Phase I" or "Phase II" in this Order shall indicate at what level of development, within the approved Development totals, a development order condition or conditions, as identified in the Development Order, must be met in order to mitigate off-site impacts rather than to signify a time frame within which a portion of the Development must be completed;
- 2) the legal description of the real property which is the subject of this Development is hereby amended to incorporate an additional 1.5 acres m.o.l. of real property ("Additional



Property")), and the revised legal description for the Development is attached hereto as Exhibit 2 and incorporated herein by reference;

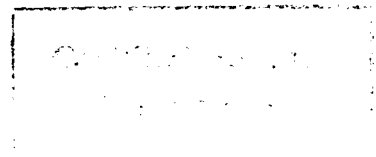
- 3) an additional access driveway is hereby authorized and approved, as generally depicted on the revised Site Development Plan, Exhibit H-1, dated September 30, 1994 and bearing latest revision date November 11, 1994, attached hereto as Exhibit 3 and incorporated herein by reference;
- 4) the revised Site Development Plan, Exhibit H-1, dated September 30, 1994 and bearing latest revision date November 11, 1994 is hereby approved, and is attached hereto as Exhibit 3 and incorporated herein by reference, which revised Site Development Plan reflects the consolidation of Phase I and Phase II into a single phase and the revised buildout date of Development of December 15, 2002, the Additional Property incorporated into the approved DRI site and the additional authorized access driveway;
- 5) Section 6 of the Development Order (Ordinance No. 8905-A) is hereby amended to extend the termination date of the Development Order to December 31, 2007;
- 6) that Section 4.I. of the Development Order (Ordinance No. 8905-A), as modified by the Second Amendment (Ordinance No. 90-07), as amended and restated in the Fourth Amendment (Ordinance No. 94-33), is hereby amended and restated to read as follows:



4.I. Transportation Conditions

1. Payment of Impact Fee. In addition to the mitigation measures set forth below for Phase II Transportation Impacts, Developer shall pay City of Tampa transportation impact fees for Phase II, provided however that Developer shall receive credit against such impact fees for any improvements constructed, right-of-way dedicated and cash contributed in accordance with applicable law. [The foregoing language was approved as part of the Second Amendment, approved on January 25, 1990 and is incorporated herein for purposes of clarity.]

2. Mitigation of transportation impacts of Phase II shall be in accordance with the pipeline mitigation procedures set forth in Rule 9J-2.0255, Florida Administrative Code, and the pipeline policies of the City of Tampa and the Tampa Bay Regional Planning Council. The pipeline proportionate share calculation for Phase II, in accordance with current adopted methods, procedures and policies of the City of Tampa, TBRPC, the Florida Department of Community Affairs and the Florida Department of Transportation, has been determined to be Six Million Four Hundred Seventy-Four Thousand Seven Hundred Sixty-Three Dollars (\$6,474,763.00) (the "Pipeline Proportionate Share Amount"). The requirements of this condition have been determined to be the appropriate requirements to

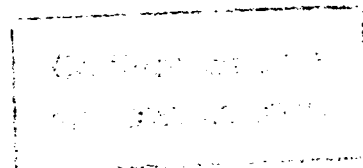


cure and mitigate the transportation impacts of Phase II on regionally significant transportation highway facilities within the Development's impact area. [The foregoing language was approved as part of the Second Amendment, approved on January 25, 1990 and is incorporated herein for purposes of clarity.]

3. The Developer shall pay the Phase II Pipeline Proportionate Share Amount, together with a sum based upon the State of Florida, Department of Transportation ("FDOT") Construction Cost Inflation Factors ("FDOT Inflation Factor") toward design, right-of-way acquisition, permitting and construction of the roadway improvement or improvements identified below. In addition, the Developer shall pay a sum which remains unpaid from the Phase I Proportionate Share Amount (hereinafter, the Phase II Pipeline Proportionate Share Amount, together with the FDOT Inflation Factor attributable thereto, together with the sum which remains unpaid from Phase I shall be collectively referred to as the "Proportionate Share Payment).". As of December 31, 1994, the Proportionate Share Payment is \$8,047,336.22, based upon the Payment Analysis dated November 15, 1994 prepared by Tindale - Oliver and Associates and contained in Composite Exhibit 1. Commencing on January 1, 1995, the FDOT Inflation Factor shall apply to the Proportionate

Share Payment. The identified roadway improvement or improvements are from the list of eligible improvements provided in Exhibit 4, attached hereto and incorporated herein, which list contains the improvements identified as eligible to mitigate the transportation impacts for Phase II of the Development.

- a. In the event that the Developer elects to construct a regional mall, (which election shall be made on or before January 6, 1996), it shall implement the following transportation mitigation mechanism: The City shall first apply the Proportionate Share Payment to the design, acquisition of right-of-way, permitting, and construction of the "O'Brien/Sherrill Street Extension: Cypress Street to Spruce Street" project, described in Exhibit "5", attached hereto and incorporated herein, (the "Sherrill Improvement") and shall construct such improvement in accordance with the "Construction Schedule" set forth in Exhibit 5. The Developer shall pay the Proportionate Share Payment to the City of Tampa, pursuant to the "Payment Schedule" set forth on Exhibit 5 with the first payment being due upon the commencement of design of the Sherrill Improvement. In the event that excess funds are available from the Proportionate Share Payment

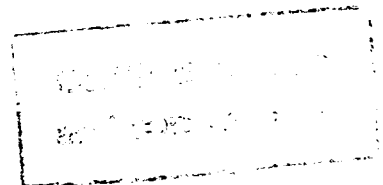


after having determined the final cost of the Sherrill Improvement , the City shall apply such excess funds to the design, acquisition of right-of-way, permitting and construction of the portion of the "Lois Avenue: Boy Scout Boulevard to Interstate 275" project, described in Exhibit "6", attached hereto and incorporated herein, (the "Lois Improvement") and shall construct such improvement in accordance with the "Construction Schedule" set forth in Exhibit 6. The Developer shall pay the Proportionate Share Payment to the City of Tampa, pursuant to the "Payment Schedule" set forth on Exhibit 6; with the first payment being due upon the commencement of design of the Lois Improvement, should excess funds from the Proportionate Share Payment be available to implement this improvement. In the event that the Sherrill Improvement is selected, such improvement shall be completed by January 6, 1999. In the event that the City and Developer jointly determine that an improvement to the intersection of Westshore Boulevard and Cypress Street would be a more desirable improvement than the Sherill Improvement, the Developer shall submit such proposal through the filing of a Notice of Proposed Change to a Previously Approved DRI pursuant to

§380.06(19) Florida Statutes, (Westshore/ Cypress "NOPC"); provided that the completion of construction of the Westshore/Cypress improvement shall be established at a date which is no later than August 1, 1998 and provided further that such proposal shall not operate to relieve the Developer and the City from their obligations under this Section 4.I.3 unless the development order issued in response to the Westshore/Cypress NOPC so provides [Note: the Westshore/Cypress improvement is from the list of eligible improvements set forth on Exhibit 4] .

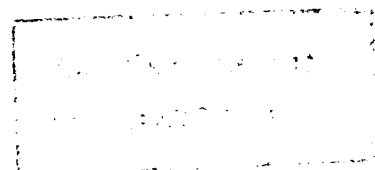
- b. In the event that the Developer does not elect to construct a regional mall, the Developer shall address the payment of the Proportionate Share Payment pursuant to a development order issued as a result of a sixth Notification of Proposed Change (a "Sixth NOPC"), and, if necessary, a roadway construction agreement ("Roadway Construction Agreement") subject to the following terms and conditions:

- (i) The Developer shall file the Sixth NOPC on or before January 6, 1996, to address the payment of the Proportionate Share Payment. The development order issued in response to



the Sixth NOPC and, if necessary, the Roadway Construction Agreement, shall identify the selected roadway improvement(s) from the list set forth on Exhibit 4 attached hereto and incorporated herein, shall identify the schedule of completion for such improvement(s), and shall address the timing of the Developer's payments toward design, right-of-way, acquisition, permitting and construction of the selected roadway improvement(s). Failure to file such NOPC within such time frame shall constitute a violation of the Development Order.

- (ii) The specific nature and scope of the selected improvement(s) shall be set forth in the development order issued pursuant to the Sixth NOPC, and, if necessary, the Roadway Construction Agreement;
- (iii) The development order issued pursuant to the Sixth NOPC, and, if necessary, the Roadway Construction Agreement, shall address the timing of the Developer's payment toward design, right-of-way acquisition, permitting and construction of



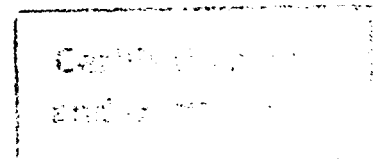
the selected improvement(s);

(iv) The Roadway Construction Agreement, if necessary, shall be subject to the review and approval of the City, the State of Florida Department of Community Affairs (DCA) and FDOT based upon the requirements set forth in this Section 4.I.b.

c. No building permits in Phase II of the Development shall be issued until either (i) the implementation mechanism set forth under Section 4.I.3.a., above, is commenced; or (ii) the development order issued as a result of the Sixth NOPC is adopted.

Section 4. Development Order, as Amended. This Ordinance shall constitute the Fifth Amendment to Ordinance No. 8905-A, as previously amended by Ordinance No. 88-414, Ordinance No. 90-07, Ordinance 90-08, and Ordinance 94-33, which shall constitute, collectively, the Development Order for the Development as passed and ordained by the City Council. All provisions of the Development Order, except those provisions specifically modified herein, shall remain in full force and effect and shall be considered conditions of the Development unless inconsistent with the terms and conditions of this Ordinance, in which case the terms and conditions of this Ordinance shall govern.

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



this Ordinance.

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

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

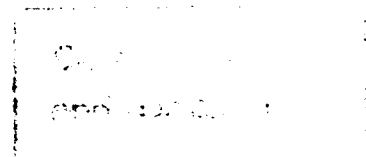
Section 8. Severance. That in the event that any portion or section of this Ordinance is determined to be invalid, illegal, or unconstitutional by a court or agency of competent jurisdiction, such decision shall in no manner affect the remaining portions or sections of this Ordinance which shall remain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

Section 9. Transmittals. That the City Clerk is directed to send copies of this Ordinance, within five (5) days of its becoming a law to the Developer, Concorde Companies, 2227 N. Westshore Boulevard, Tampa, Florida 33607, the Florida Department of Community Affairs (Bureau of State Planning), and the Tampa Bay Regional Planning Council.

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

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

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



PASSED AND ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAMPA,
FLORIDA, ON DEC 15 1994.

Ronnie Mason
CHAIRMAN, CITY COUNCIL

APPROVED by me DEC 16 1994

ATTEST:
Janett S. Martin
CITY CLERK

Sandra W. Friedman
MAYOR

APPROVED as to form by:

Gina K. G.
ASSISTANT CITY ATTORNEY

intl-plza\ado\6thamend\ado5.cln
11/30/94

State of Florida
County of Hillsborough

This is to certify that the foregoing is a
true and correct copy of Ordinance 94-269
as file in my office.

Witness my hand and official seal this 19th day
of Dec 19 94.

Gail A. Anderson
JANETT S. MARTIN, CITY CLERK
CITY CLERK

BY:
GAIL A. ANDERSON, DEPUTY CITY CLERK

**COMPOSITE EXHIBIT 1
TO AMENDED DEVELOPMENT ORDER**

NOPC

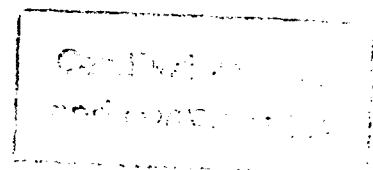
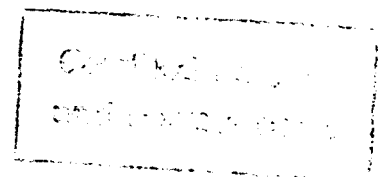


**EXHIBIT 2
TO AMENDED DEVELOPMENT ORDER**

Revised Site Development Plan, Exhibit H-1



ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF TAMPA, FLORIDA, APPROVING A FIFTH AMENDMENT TO A DEVELOPMENT ORDER RENDERED PURSUANT TO CHAPTER 380, FLORIDA STATUTES, FILED BY CONCORDE COMPANIES FOR INTERNATIONAL PLAZA, A PREVIOUSLY APPROVED DEVELOPMENT OF REGIONAL IMPACT; PROVIDING AN EFFECTIVE DATE HEREOF.

WHEREAS, Ordinance No. 8905-A, passed and ordained by the City Council of the City of Tampa, Florida (the "City Council"), on June 13, 1985, approved a Development Order for International Plaza (the "Development"), a Development of Regional Impact ("DRI"), (hereinafter said Ordinance shall be referred to as the "Development Order"); and

WHEREAS, Ordinance No. 88-414, passed and ordained by the City Council on December 15, 1988, approved a first amendment to the Development Order (hereinafter said Ordinance shall be referred to as the "First Amendment"); and

WHEREAS, Ordinance No. 90-07, passed and ordained by the City Council on January 25, 1990, approved a second amendment to the Development Order, as amended by the First Amendment, (hereinafter said Ordinance shall be referred to as the "Second Amendment"); and

WHEREAS, Ordinance No. 90-08, passed and ordained by the City Council on January 25, 1990, approved a third amendment to the Development Order, as amended by the First Amendment and the Second Amendment, (hereinafter said Ordinance shall be referred to as the "Third Amendment"); and

WHEREAS, Ordinance No. 94-33, passed and ordained by the City Council on February 24, 1994, approved a fourth amendment to the Development Order, as amended by the First Amendment, Second Amendment and Third Amendment (hereinafter said Ordinance shall be referred to as the "Fourth Amendment"); and

WHEREAS, on October 19, 1994, Concorde Companies (the "Developer") filed a Notification of Proposed Change to a Previously Approved Development of Regional Impact Subsection 380.06(19), Florida Statutes, for the International Plaza DRI

Certified as true

(hereinafter referred to as the "NOPC"); and

WHEREAS, the NOPC proposed to amend the Development Order, as previously amended by the First Amendment, Second Amendment, Third Amendment, and Fourth Amendment, to consolidate Phase I and Phase II of the Development into a single phase and to extend the date of buildout of the Development to December 15, 2003; to incorporate an additional 1.5 acres m.o.l. into the approved DRI site; to amend the legal description of the Development to include the additional 1.5 acres m.o.l. incorporated into the site; to authorize an additional access point to the Development; and to provide a revised Site Development Plan, Exhibit H-1, dated September 30, 1994, attached thereto as Exhibit 3 and incorporated herein by reference, (which Revised Site Development Plan reflects the above-described changes); to extend the termination date of the Development Order to December 31, 2008; and to address the requirements for the Pipeline Proportionate Share Amount and construction of the Pipeline Improvement for Phase II by identifying certain selected roadway improvement(s) and identifying the construction schedule and payment schedule for such improvement(s) (hereinafter all of the above changes shall be collectively referred to as the "Proposed Changes"); and

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

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

WHEREAS, the City Council, as the governing body of the local government having jurisdiction pursuant to Chapter 380, Florida Statutes, is authorized and

empowered to consider the Proposed Changes and to amend the Development Order, as previously amended by the First Amendment, Second Amendment, Third Amendment, and Fourth Amendment; and

WHEREAS, the public notice requirements have been fulfilled; and

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

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

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

NOW, THEREFORE

BE IT ORDAINED BY THE CITY COUNCIL

OF THE CITY OF TAMPA, FLORIDA:

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

A. That the Developer submitted to the City the NOPC attached hereto and incorporated herein by reference as Composite Exhibit 1 and sufficiency responses dated November 15, 1994 and November 18, 1994 also attached hereto and incorporated by reference into Composite Exhibit 1 (hereinafter all proposed modifications as set forth in the NOPC and the sufficiency responses shall be referred to as the "Proposed Changes").

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

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

D. That the Proposed Changes are consistent with the recommendations of the Tampa Bay Regional Planning Council.

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

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

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

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

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

C. That based on the foregoing and pursuant to Chapter 380.06(19), Florida Statutes, the Proposed Changes are found not to be a substantial deviation to the previously approved Development Order, as amended by the First Amendment,

Second Amendment, Third Amendment and Fourth Amendment.

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

A. That the Proposed Changes are hereby approved and the Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, and Fourth Amendment, is hereby amended to incorporate the NOPC and sufficiency responses thereto.

B. That the Development Order, as amended by the First Amendment, Second Amendment, Third Amendment, and Fourth Amendment, (hereinafter referred to collectively as the "Development Order", unless the context indicates otherwise) is hereby amended as follows:

- 1) Phase I and Phase II are hereby consolidated into a single phase and the date of buildout of the resulting single phase of development is hereby extended to December 15, 2002. It is the intent of this Order that all existing references to "Phase I" or "Phase II" in the Development Order as well as all references to "Phase I" or "Phase II" in this Order shall indicate at what level of development, within the approved Development totals, a development order condition or conditions, as identified in the Development Order, must be met in order to mitigate off-site impacts rather than to signify a time frame within which a portion of the Development must be completed;
- 2) the legal description of the real property which is the subject of this Development is hereby amended to incorporate an additional 1.5 acres m.o.l. of real property ("Additional

Property"), and the revised legal description for the Development is attached hereto as Exhibit 2 and incorporated herein by reference;

- 3) an additional access driveway is hereby authorized and approved, as generally depicted on the revised Site Development Plan, Exhibit H-1, dated September 30, 1994 and bearing latest revision date November 11, 1994, attached hereto as Exhibit 3 and incorporated herein by reference;
- 4) the revised Site Development Plan, Exhibit H-1, dated September 30, 1994 and bearing latest revision date November 11, 1994 is hereby approved, and is attached hereto as Exhibit 3 and incorporated herein by reference, which revised Site Development Plan reflects the consolidation of Phase I and Phase II into a single phase and the revised buildout date of Development of December 15, 2002, the Additional Property incorporated into the approved DRI site and the additional authorized access driveway;
- 5) Section 6 of the Development Order (Ordinance No. 8905-A) is hereby amended to extend the termination date of the Development Order to December 31, 2007;
- 6) that Section 4.I. of the Development Order (Ordinance No. 8905-A), as modified by the Second Amendment (Ordinance No. 90-07), as amended and restated in the Fourth Amendment (Ordinance No. 94-33), is hereby amended and restated to read as follows:

4.I. Transportation Conditions

1. Payment of Impact Fee. In addition to the mitigation measures set forth below for Phase II Transportation Impacts, Developer shall pay City of Tampa transportation impact fees for Phase II, provided however that Developer shall receive credit against such impact fees for any improvements constructed, right-of-way dedicated and cash contributed in accordance with applicable law. [The foregoing language was approved as part of the Second Amendment, approved on January 25, 1990 and is incorporated herein for purposes of clarity.]

2. Mitigation of transportation impacts of Phase II shall be in accordance with the pipeline mitigation procedures set forth in Rule 9J-2.0255, Florida Administrative Code, and the pipeline policies of the City of Tampa and the Tampa Bay Regional Planning Council. The pipeline proportionate share calculation for Phase II, in accordance with current adopted methods, procedures and policies of the City of Tampa, TBRPC, the Florida Department of Community Affairs and the Florida Department of Transportation, has been determined to be Six Million Four Hundred Seventy-Four Thousand Seven Hundred Sixty-Three Dollars (\$6,474,763.00) (the "Pipeline Proportionate Share Amount"). The requirements of this condition have been determined to be the appropriate requirements to

cure and mitigate the transportation impacts of Phase II on regionally significant transportation highway facilities within the Development's impact area. [The foregoing language was approved as part of the Second Amendment, approved on January 25, 1990 and is incorporated herein for purposes of clarity.]

3. The Developer shall pay the Phase II Pipeline Proportionate Share Amount, together with a sum based upon the State of Florida, Department of Transportation ("FDOT") Construction Cost Inflation Factors ("FDOT Inflation Factor") toward design, right-of-way acquisition, permitting and construction of the roadway improvement or improvements identified below. In addition, the Developer shall pay a sum which remains unpaid from the Phase I Proportionate Share Amount (hereinafter, the Phase II Pipeline Proportionate Share Amount, together with the FDOT Inflation Factor attributable thereto, together with the sum which remains unpaid from Phase I shall be collectively referred to as the "Proportionate Share Payment). As of December 31, 1994, the Proportionate Share Payment is \$8,047,336.22, based upon the Payment Analysis dated November 15, 1994 prepared by Tindale - Oliver and Associates and contained in Composite Exhibit 1. Commencing on January 1, 1995, the FDOT Inflation Factor shall apply to the Proportionate

Share Payment. The identified roadway improvement or improvements are from the list of eligible improvements provided in Exhibit 4, attached hereto and incorporated herein, which list contains the improvements identified as eligible to mitigate the transportation impacts for Phase II of the Development.

- a. In the event that the Developer elects to construct a regional mall, (which election shall be made on or before January 6, 1996), it shall implement the following transportation mitigation mechanism: The City shall first apply the Proportionate Share Payment to the design, acquisition of right-of-way, permitting, and construction of the "O'Brien/Sherrill Street Extension: Cypress Street to Spruce Street" project, described in Exhibit "5", attached hereto and incorporated herein, (the "Sherrill Improvement") and shall construct such improvement in accordance with the "Construction Schedule" set forth in Exhibit 5. The Developer shall pay the Proportionate Share Payment to the City of Tampa, pursuant to the "Payment Schedule" set forth on Exhibit 5 with the first payment being due upon the commencement of design of the Sherrill Improvement. In the event that excess funds are available from the Proportionate Share Payment

after having determined the final cost of the Sherrill Improvement , the City shall apply such excess funds to the design, acquisition of right-of-way, permitting and construction of the portion of the "Lois Avenue: Boy Scout Boulevard to Interstate 275" project, described in Exhibit "6", attached hereto and incorporated herein, (the "Lois Improvement") and shall construct such improvement in accordance with the "Construction Schedule" set forth in Exhibit 6. The Developer shall pay the Proportionate Share Payment to the City of Tampa, pursuant to the "Payment Schedule" set forth on Exhibit 6; with the first payment being due upon the commencement of design of the Lois Improvement, should excess funds from the Proportionate Share Payment be available to implement this improvement. In the event that the Sherrill Improvement is selected, such improvement shall be completed by January 6, 1999. In the event that the City and Developer jointly determine that an improvement to the intersection of Westshore Boulevard and Cypress Street would be a more desirable improvement than the Sherill Improvement, the Developer shall submit such proposal through the filing of a Notice of Proposed Change to a Previously Approved DRI pursuant to

§380.06(19) Florida Statutes, (Westshore/ Cypress "NOPC"); provided that the completion of construction of the Westshore/Cypress improvement shall be established at a date which is no later than August 1, 1998 and provided further that such proposal shall not operate to relieve the Developer and the City from their obligations under this Section 4.1.3 unless the development order issued in response to the Westshore/Cypress NOPC so provides [Note: the Westshore/Cypress improvement is from the list of eligible improvements set forth on Exhibit 4] .

- b. In the event that the Developer does not elect to construct a regional mall, the Developer shall address the payment of the Proportionate Share Payment pursuant to a development order issued as a result of a sixth Notification of Proposed Change (a "Sixth NOPC"), and, if necessary, a roadway construction agreement ("Roadway Construction Agreement") subject to the following terms and conditions:

- (i) The Developer shall file the Sixth NOPC on or before January 6, 1996, to address the payment of the Proportionate Share Payment. The development order issued in response to

the Sixth NOPC and, if necessary, the Roadway Construction Agreement, shall identify the selected roadway improvement(s) from the list set forth on Exhibit 4 attached hereto and incorporated herein, shall identify the schedule of completion for such improvement(s), and shall address the timing of the Developer's payments toward design, right-of-way, acquisition, permitting and construction of the selected roadway improvement(s). Failure to file such NOPC within such time frame shall constitute a violation of the Development Order.

- (ii) The specific nature and scope of the selected improvement(s) shall be set forth in the development order issued pursuant to the Sixth NOPC, and, if necessary, the Roadway Construction Agreement;
- (iii) The development order issued pursuant to the Sixth NOPC, and, if necessary, the Roadway Construction Agreement, shall address the timing of the Developer's payment toward design, right-of-way acquisition, permitting and construction of

the selected improvement(s);

(iv) The Roadway Construction Agreement, if necessary, shall be subject to the review and approval of the City, the State of Florida Department of Community Affairs (DCA) and FDOT based upon the requirements set forth in this Section 4.I.b.

c. No building permits in Phase II of the Development shall be issued until either (i) the implementation mechanism set forth under Section 4.I.3.a., above, is commenced; or (ii) the development order issued as a result of the Sixth NOPC is adopted.

Section 4. Development Order, as Amended. This Ordinance shall constitute the Fifth Amendment to Ordinance No. 8905-A, as previously amended by Ordinance No. 88-414, Ordinance No. 90-07, Ordinance 90-08, and Ordinance 94-33, which shall constitute, collectively, the Development Order for the Development as passed and ordained by the City Council. All provisions of the Development Order, except those provisions specifically modified herein, shall remain in full force and effect and shall be considered conditions of the Development unless inconsistent with the terms and conditions of this Ordinance, in which case the terms and conditions of this Ordinance shall govern.

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

this Ordinance.

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

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

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

Section 9. Transmittals. That the City Clerk is directed to send copies of this Ordinance, within five (5) days of its becoming a law to the Developer, Concorde Companies, 2227 N. Westshore Boulevard, Tampa, Florida 33607, the Florida Department of Community Affairs (Bureau of State Planning), and the Tampa Bay Regional Planning Council.

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

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

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

PASSED AND ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAMPA,
FLORIDA, ON _____.

CHAIRMAN, CITY COUNCIL

APPROVED by me _____

ATTEST:

CITY CLERK

MAYOR

APPROVED as to form by:

ASSISTANT CITY ATTORNEY

intl-plza\ado\6thamend\ado5.cln
11/30/94

COMPOSITE EXHIBIT 1
TO AMENDED DEVELOPMENT ORDER

NOPC

**EXHIBIT 2
TO AMENDED DEVELOPMENT ORDER**

Revised Site Development Plan, Exhibit H-1

TINDALE

OLIVER *and Associates, Inc.*

November 15, 1994

Ms. Marina Pennington
Florida Department of Community Affairs
2740 Centerview Drive
Tallahassee, Florida 32399

Re: International Plaza Notice of Proposed Change, October 1994

Dear Marina:

Pursuant to your request during our meeting in your offices on Friday, October 28, 1994, transmitted herewith is an analysis worksheet summarizing the proportionate share dollar amounts that will become payable as development proceeds in the International Plaza DRL.

In accordance with the development order, International Plaza has already made two payments totalling \$937,000 for mitigation of transportation impacts. A third payment of \$551,200 was due on June 13, 1988, against which a payment of \$294,000 was made on February 7, 1989. The City has used these payments by applying them to the widening of Boy Scout Boulevard to six lanes even though no transportation impacts have resulted from International Plaza.

Pursuant to a Road Improvement Agreement between International Plaza and the City, the unpaid portion of the \$551,200 payment was to accrue interest at the rate the City of Tampa earned in its "Pooled Cash Fund". The Road Improvement Agreement calculated this interest amount from the time the payment was due through February 7, 1989 on the full \$551,200 as \$29,252.40, bringing the balance due to \$286,452.40 (\$551,200 + \$29,252.40 - \$294,000). This sum is identified in the Road Improvement Agreement as the "Base Amount".

The "base amount" accrues interest beginning on February 8, 1989 through the date the payment is made. By December 31, 1994, this amount will have increased to \$429,453.76.

An additional \$612,300 is also due on Phase One, as noted on the attached worksheet.

Also, in accordance with the Development Order, the Phase Two proportionate share payment is to be adjusted continuously based on the Florida DOT's Construction Cost Inflation Factor (CCIF) index. The Phase Two payment analysis on the attached worksheet indicates that the current payment amount would be \$7,005,582.

Certified as true
and correct copy.

TINDALE

OLIVER and Associates, Inc.

Ms. Marina Pennington
Florida Dept. Of Community Affairs
Page 2

Thus, the sum of remaining payments by International Plaza through its buildout, adjusted in accordance with applicable agreements, is \$8,047,336.22, as of December 31, 1994. This dollar amount will be adjusted for inflation in the future pursuant to Development Order Conditions.

I have attached to this letter correspondence from the Florida DOT regarding its Construction Cost Inflation Factor, and from the City of Tampa regarding the City of Tampa's Pooled Cash Fund interest rates. Should you have any questions regarding the attached worksheets, please contact me.

Very truly yours,

TINDALE-OLIVER AND ASSOCIATES, INC.



William E. Oliver, P.E.
Vice President

WEO:aaf

cc: Mr. Mike Loar, Florida Department of Community Affairs
Mr. Jay Rick, The Taubman Company
Mr. Dave Mechanik, MacFarlane, Ausley, et al
Mr. John Eggert, The Concorde Companies
Mr. Randy Coen, Greiner Engineering, Inc.

**International Plaza
Phase 1 Payment Analysis**

15-Nov-94
13001.94

City of Tampa's Pooled Cash								Payment Amount at End of
Year	Fund APR	Dally Rate	From Date	To Date	Number of Days	Interest Factor	From/To Date Period	
								\$286,452.40
1989	8.176%	0.02153%	02/08/89	12/31/89	327	1.072945		\$307,347.74
1990	8.224%	0.02166%	01/01/90	12/31/90	365	1.082240		\$332,624.02
1991	8.096%	0.02133%	01/01/91	12/31/91	365	1.080960		\$359,553.26
1992	6.781%	0.01793%	01/01/92	12/31/92	366	1.067810		\$383,934.57
1993	5.817%	0.01549%	01/01/93	12/31/93	365	1.058170		\$406,268.04
1994	5.707%	0.01521%	01/01/94	12/31/94	365	1.057070		\$429,453.76

"Base amount" of \$286,452.40 represents Phase One payment due on Feb 7, 1989, per April 28, 1989 Road Improvement Agreement.

Additional Payments for Phase One, per D.O.:	\$306,300
	\$306,000
Total:	\$612,300

Phase 2 Payment Analysis:

FDOT		
Fiscal Year	CCIF (1) Index	Payment Amount
1989/1990	104.9	\$6,474,763.00
1990/1991	106.5	\$6,573,520.11
1991/1992	106.4	\$6,567,347.79
1992/1993	107.3	\$6,622,898.66
1993/1994	109.4	\$6,752,517.37
1994/1995	113.5	\$7,005,582.46

Note: 1. CCIF = Construction Cost Inflation Factor

Total of all payments as of 12-31-94:
\$8,047,336.22

Source: Tindale-Oliver and Associates, Inc.

FLORIDA

LANTON CHILDS
GOVERNOR



DEPARTMENT OF TRANSPORTATION

605 Governor Street, Tallahassee, Florida 32399-0450

BEN G. WATTS
SECRETARY

October 3, 1994

Bill Oliver
TINDALE, OLIVER, & ASSOC.
1000 N. Ashley Dr. Suite 316
Tampa Florida
33602

Dear Mr Oliver:

As you requested by telephone this morning, I am sending by Fax the following documents:

- Construction Cost Inflation Forecast dated October 26, 1992 (issued by cover dated October 27), prepared by the FDOT Office of Policy Planning. This forecast is currently being used by the department in its current edition of Work Program Instructions.
- Lotus spreadsheet prepared by me to summarize historical inflation factors. You will note it contains those used as the basis for the 1989 edition of Work Program Instructions, as well as the most recent forecast.

You will note that the base year has changed for the two forecasts. You will note also my treatment of the base data in the October 27 report.

Sincerely,

C. Mark Hopkins,
P.E. Administrator

Post-It™ Fax Note	7671	Date	10/3/94	# of pages	3
To		From			
Co./Dept.		Co.			
Phone #		Phone #			
Fax #	(813) 226 2106	Fax #			

FLORIDA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION COST INFLATION FORECAST

OCTOBER 26, 1992

← Still current

FISCAL YEAR	INDEX HISTORY "Actual"	INDEX FORECAST	ANNUAL RATE
1974/75	49.6		
1975/76	51.7	51.7	4.2%
1976/77	52.8	52.6	2.1%
1977/78	57.2	57.0	8.5%
1978/79	66.6	66.3	16.4%
1979/80	76.6	77.0	15.1%
1980/81	84.9	84.6	10.8%
1981/82	83.8	84.4	-1.3%
1982/83	84.5	84.8	0.9%
1983/84	84.8	84.9	0.3%
1984/85	90.5	90.6	6.8%
1985/86	96.3	96.0	6.3%
1986/87	98.5	98.3	2.3%
1987/88	100.6	100.2	2.2%
1988/89	104.0	103.8	3.4%
1989/90	104.9	104.8	0.9%
1990/91	106.5	106.4	1.5%
1991/92	106.4	107.0	0.6%
1992/93		107.3	0.3%
1993/94		109.4	1.9%
1994/95		113.5	3.8%
1995/96		116.9	3.0%
1996/97		118.8	1.6%
1997/98		121.5	2.3%
1998/99		126.0	3.7%
1999/00		130.5	3.6%
2000/01		135.1	3.5%
2001/02		140.0	3.7%
2002/03		145.4	3.8%

PREPARED BY:

FLORIDA DEPARTMENT OF TRANSPORTATION

OFFICE OF POLICY PLANNING

ECONOMIC AND DEMOGRAPHIC RESEARCH AND ANALYSIS

TINDALE

OLIVER *and Associates, Inc.*

November 9, 1994

Mr. Ron Ibarra
City of Tampa
Internal Audit Department
306 East Jackson Street
Tampa, Florida 33602

Re: City of Tampa Pooled Cash Earnings Rate -- February 7, 1989 through November 9, 1994

Dear Mr. Ibarra:

I am in receipt of your telephone message indicating the City of Tampa's cash earning rates during the above referenced time period, and I appreciate the information. In as much as I am working with regulatory agencies, they will probably desire to see written confirmation of the earning rates which you have relayed to me by telephone. To that end, I am indicating here that the average annual earnings rate for the calendar years 1989 through 1994 were as follows:

1989:	8.176%
1990:	8.224%
1991:	8.096%
1992:	6.781%
1993:	5.817%
1994:	5.707%

Please indicate in the above the date through which the 1994 earnings rate was determined, or if the rate is the anticipated rate through the end of the calendar year. In addition, if you would indicate your confirmation of the above information by signing this letter in the space provided below and returning it to me, I would appreciate it greatly.

TINDALE

OLIVER and Associates, Inc.

Mr. Ron Ibarra

November 9, 1994

Page 2

Should you have any questions regarding this request, please contact me.

Very truly yours,

TINDALE-OLIVER AND ASSOCIATES, INC.



William E. Oliver, P.E.

Vice President

Accepted: Mr. Ron Ibarra
City of Tampa

WEO:aaf

cc: Mr. John Eggert, Concorde Companies Ltd

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TINDALE

OLIVER *and Associates, Inc.*

November 18, 1994

Mr. Mahdi Mansour, P.E.
City of Tampa Transportation Division
306 E. Jackson Street 4 East
Tampa, Florida 33602

Re: Sherrill Street Extension -- Cypress Street to Spruce Street

Dear Mr. Mansour:

Tindale-Oliver and Associates, Inc. is pleased to present two (2) copies of a traffic study regarding the above-referenced subject.

If you have any questions concerning the above, please contact us.

Very Truly Yours,

TINDALE-OLIVER AND ASSOCIATES, INC.



Robert Agrusa, P.E.
Senior Transportation Engineer

RA:aaf

Enclosures

cc: Mr. Jay Rick, The Taubman Company
Mr. Dave Mechanik, MacFarlane, Ausley, et al
Mr. Randy Coen, Greiner Engineering, Inc.
Ms. Susan Johnson, City of Tampa

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SHERRILL STREET EXTENSION
CYPRESS STREET TO SPRUCE STREET
TRAFFIC STUDY

Prepared for:

THE TAUBMAN COMPANY, INC.

TINDALE
OLIVER *and Associates, Inc.*

NOVEMBER, 1994
13001.94

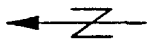
**SHERRILL STREET EXTENSION
CYPRESS STREET TO SPRUCE STREET
TRAFFIC STUDY**

1.0 INTRODUCTION

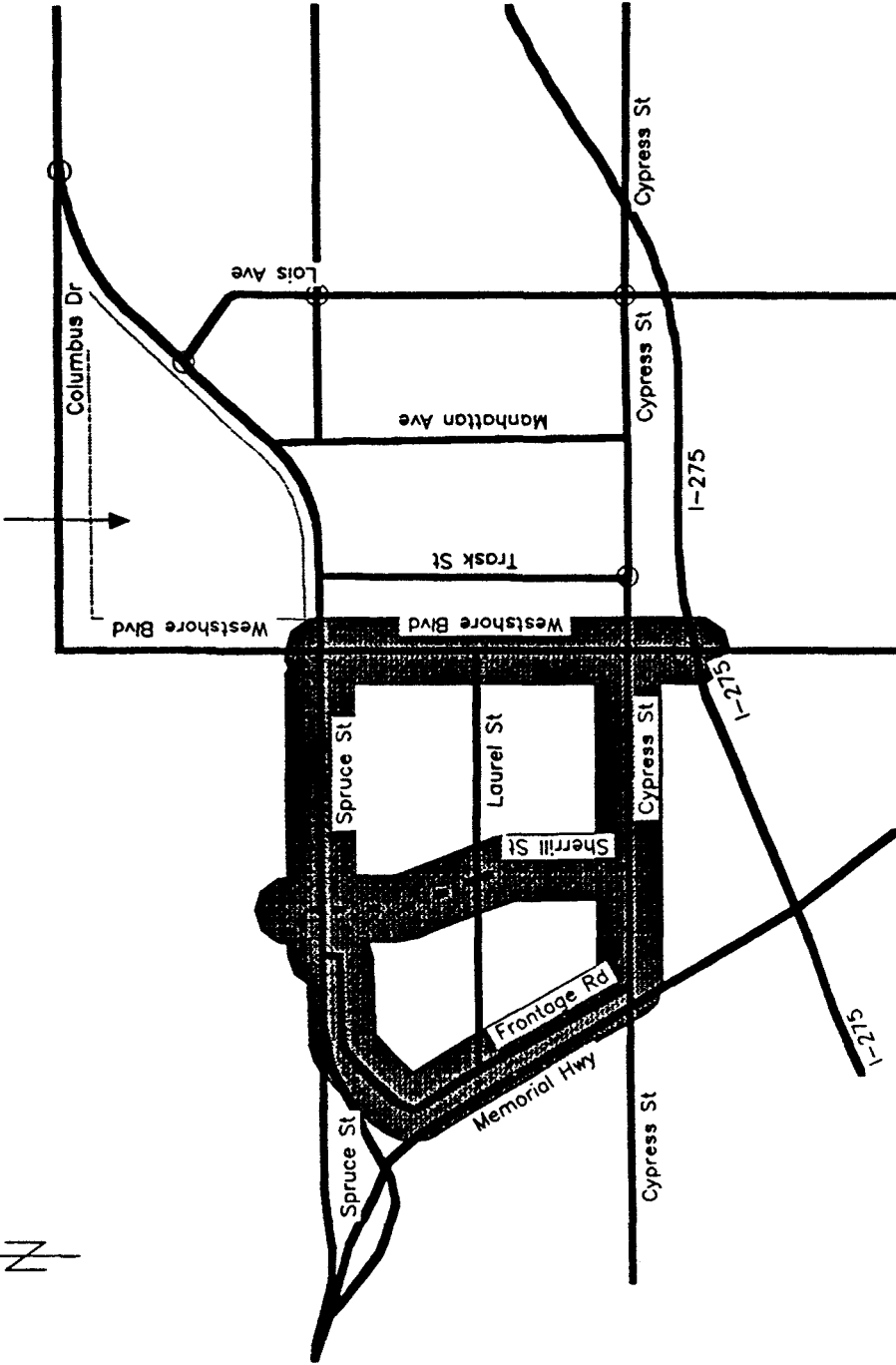
The purpose of this report is to document a traffic analysis which evaluates the proposed extension of Sherrill Street from Cypress Street to Spruce Street in Tampa, Florida. This extension has been proposed as a traffic mitigation, or "pipeline" improvement in conjunction with a Notice of Proposed Change (NOPC) filed in October, 1994, for the International Plaza Development of Regional Impact (DRI). This DRI is a multi-land use development located on the northeast corner of the Spruce Street at Westshore Boulevard intersection.

The improvements associated with this extension include the construction of Sherrill Street as a two-lane road from Nassau Street to the Airport Service Road (a distance of 0.4 miles), signalizing the intersections of Spruce Street at Sherrill Street and Cypress Street at Sherrill Street, and removing the existing signal at Spruce Street and East Frontage Road, and reconfiguring this location as a right-turn in/right-turn out intersection. Currently, Sherrill Street runs from Cypress Street north only to Nassau Street, a distance of approximately 0.2 miles. Figure 1 illustrates the location of the project site, including the adjacent external roadway system.

As part of this analysis, two traffic scenarios will be evaluated; one scenario without the extension or International Plaza project trips; and the second scenario with the extension and project trips. In addition, this report will present methodologies, procedures, and findings of the analysis. The findings of the analysis will justify the construction of the Sherrill Street extension.



Project Site



Source: Tindale-Oliver & Associates
Date: 11/18/94

Legend

-  Site Boundary
-  Study Network
-  Existing Road
-  Proposed Road
-  Existing Signals

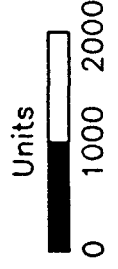


Figure 1
Study Area Network

2.0 STUDY AREA NETWORK

The study area network to be considered in this analysis was based on roadways near the International Plaza development site which will be directly affected by the proposed Sherrill Street extension. These roadways are listed below and shown in Figure 1.

- Spruce Street - East Frontage Road to Westshore Boulevard
- Cypress Street - East Frontage Road to Westshore Boulevard
- Westshore Boulevard - I-275 to Spruce Street
- East Frontage Road - Cypress Street to Spruce Street

The following sections will present the methodologies and findings of the analysis for the above-referenced study area.

3.0 FUTURE VOLUME PROJECTIONS

As previously stated, the analysis was undertaken for two traffic scenarios -- one scenario without the Sherrill Street extension or International Plaza project trips, and the second scenario with the extension and project trips. Both scenarios evaluated 1998 traffic conditions because this time period is the expected buildout date of the regional shopping center component of International Plaza and the completion of the "pipeline" improvement. The procedures to estimate 1998 traffic volumes for both scenarios are discussed below.

Existing annual average daily traffic (AADT) volumes were first obtained from the City of Tampa Transportation Division for all roadway segments within the study area. These volumes were then adjusted to reflect 1998 peak-season daily estimates by applying a seasonal adjustment factor of 0.94 and a two-percent annual growth rate to the existing volumes. The seasonal adjustment factor was

based on recent information provided by the Florida Department of Transportation (FDOT) for Hillsborough County. The growth rate was based on historic traffic growth trends on roadways near the project site.

The estimated 1998 daily volumes were then compared to 1998 daily volumes generated by the Florida Standard Urban Transportation Model Structure (FSUTMS) computer program. The 1998 socio-economic data used in this "base" model run was based on the interpolation of 1980 and 2010 socio-economic data provided by Hillsborough County. The 1998 socio-economic data for this model run did not consider the International Plaza development. In addition, the highway network in this "base" model run did not include the recently-opened Veterans Expressway or the Sherrill Street extension. Based on a review of existing counts adjusted to 1998 conditions and the model-generated volumes, an adjustment factor was developed for each roadway segment. These factors were used to appropriately adjust and calibrate model-generated volumes for other model runs in this analysis. Table 1 shows the comparison of these two sets of 1998 volumes and the associated adjustment factors.

The transportation model was then run two additional times. Both model runs reflected 1998 traffic conditions and included the Veterans Expressway. The second run did not include the Sherrill Street extension or International Plaza traffic, whereas the third run included these two items. Using the adjustment factors in Table 1, these two latter sets of model-generated volumes were adjusted to reflect estimated 1998 daily volumes. The volumes for both scenarios are identified in Table 2. It should be noted that the volume on the segment of Westshore Boulevard north of Spruce Street was developed using a different procedure for the traffic scenario with the Sherrill Street extension. This procedure involved using the difference in vehicular traffic between the existing count (adjusted to 1998 conditions) and the model-generated volume from the "base" run for this segment. This difference was then subtracted from the model run with the Sherrill Street extension to yield the appropriate volume. This procedure was used because one of the main entrances into International Plaza will connect into this segment and, since a majority of future trips on this segment will be project-related (existing volumes are low), this segment will operate as a project driveway connecting to the Spruce Street at Westshore Boulevard intersection.

Table 1
Comparison of 1998 Daily Volumes Using Existing Counts Versus Model Volumes

ON STREET	FROM	TO	Existing AADT	Existing Pk. Season Vol.	1998 Vol.	1998 Model Vol.	Adj. Factor
Spruce St.	Airport Exit	Frontage Rd. E.	34171	36352	40136	61703	0.650
Spruce St.	Frontage Rd. E.	Sherrill St.	30147	32071	35409	60358	0.587
Spruce St.	Sherrill St.	Westshore Blvd.	30147	32071	35409	60358	0.587
Boy Scout Blvd.	Westshore Blvd.	Trask St.	26366	28049	31588	37384	0.845
Cypress St.	Frontage Rd. W.	Frontage Rd. E.	16568	17626	19460	26418	0.737
Cypress St.	E. Frontage Rd.	Sherrill St.	16331	17373	19182	25035	0.766
Cypress St.	Sherrill St.	Westshore Blvd.	16331	17373	19182	25035	0.766
Cypress St.	Westshore Blvd.	Trask St.	15393	16376	18080	24110	0.750
Frontage Rd. E.	Spruce St.	Cypress St.	6890	7330	8093	6835	1.184
Sherrill St.	Airport Frontage Rd.	Spruce St.	----	----	----	----	----
Sherrill St.	Spruce St.	Cypress St.	----	----	----	----	----
I-275	Memorial Hwy.	Westshore Blvd.	96636	102804	115774	115735	1.000
I-275	Westshore Blvd.	Lois Ave.	112599	119786	134899	145554	0.927
Westshore Blvd.	Kennedy Blvd.	I-275 Ramp South	30320	32255	35612	37347	0.954
Westshore Blvd.	I-275 Ramp South	I-275 Ramp North	34295	36484	40281	43101	0.935
Westshore Blvd.	I-275 Ramp North	Cypress St.	31222	33215	36672	44542	0.823
Westshore Blvd.	Cypress St.	Laurel St.	23851	25373	28014	42233	0.663
Westshore Blvd.	Laurel St.	Spruce St.	21618	22998	25392	37213	0.682
Westshore Blvd.	N. of Spruce St.		5000	5319	5758	11425	0.504

Source: Tindale - Oliver and Associates, Inc., 1994

Table 2
1998 Estimated Daily Volumes -- With and Without Sherrill St.

ON STREET	FROM	TO	Adj. Factor	W/O Sherrill St		W/ Sherrill St	
				1998 Model Vol.	1998 Est. Vol.	1998 Model Vol.	1998 Est. Vol.
Spruce St.	Airport Exit	Frontage Rd. E.	0.650	63001	40980	64273	41807
Spruce St.	Frontage Rd. E.	Sherrill St.	0.587	59217	34740	62071	36414
Spruce St.	Sherrill St.	Westshore Blvd.	0.587	59217	34740	58366	34241
Boy Scout Blvd.	Westshore Blvd.	Trask St.	0.845	42439	35859	41900	35403
Cypress St.	Frontage Rd. W.	Frontage Rd. E.	0.737	26998	19887	29075	21417
Cypress St.	E. Frontage Rd.	Sherrill St.	0.766	22142	16965	26849	20572
Cypress St.	Sherrill St.	Westshore Blvd.	0.766	29422	22543	14776	11321
Cypress St.	Westshore Blvd.	Trask St.	0.750	21260	15943	17997	13496
Frontage Rd. E.	Spruce St.	Cypress St.	1.184	6554	7760	2227	2637
Sherrill St.	Airport Frontage Rd	Spruce St.	0.750	---	---	8308	6231
Sherrill St.	Spruce St.	Cypress St.	0.750	---	---	10265	7699
I-275	Memorial Hwy.	Westshore Blvd.	1.000	102940	102975	102017	102052
I-275	Westshore Blvd.	Lois Ave.	0.927	136921	126898	134879	125005
Westshore Blvd.	Kennedy Blvd.	I-275 Ramp South	0.954	37631	35883	43896	41857
Westshore Blvd.	I-275 Ramp South	I-275 Ramp North	0.935	43767	40903	51222	47871
Westshore Blvd.	I-275 Ramp North	Cypress St.	0.823	45214	37225	53985	44446
Westshore Blvd.	Cypress St.	Laurel St.	0.663	39015	25880	39902	26468
Westshore Blvd.	Laurel St.	Spruce St.	0.682	34963	23856	35881	24483
Westshore Blvd.	N. of Spruce St.		0.504	13350	6728	30203	24536

Source: Tindale - Oliver and Associates, Inc., 1994

The estimated 1998 daily volumes for both scenarios, as shown in Table 2, were then converted to p.m. peak-hour traffic to estimate 1998 traffic conditions within the study area. P.M. peak-hour traffic was developed using the following steps. A peak-hour volume to daily volume ratio (K factor) of 9.10 percent was applied to the daily volumes to estimate p.m. peak-hour, two-way volumes. The K factor was based on information provided in the FDOT Generalized Service Volume Tables. Directional distribution factors (D factors) were applied to the peak-hour volumes to estimate peak-hour, directional link volumes. The D factors were based on 1994 intersection turning movement counts conducted by Barton-Aschman Associates, Inc. for locations within the study area. These counts are provided in Appendix A. Using the above K and D factors, 1998 p.m. peak-hour directional link volumes were developed for both scenarios and are indicated in Tables 3 and 4.

Based on the current turning movement volumes at impacted intersections, future link approach volumes, as determined above, and an iteration procedure of factoring existing turning volumes based on 1998 intersection approach volume estimates (TURNPRO program), future turning movement volumes were estimated at critical intersections in the study area. These intersections included the following:

- Westshore Boulevard @ Spruce Street;
- Westshore Boulevard @ Laurel Street;
- Westshore Boulevard @ Cypress Street;
- Westshore Boulevard @ I-275 Ramps;
- Spruce Street @ East Frontage Road;
- Spruce Street @ Sherrill Street; and
- Cypress Street @ Sherrill Street.

The Spruce Street at East Frontage Road intersection was analyzed only for the traffic scenario without the Sherrill Street extension because this location will be an unsignalized, right-turn in/right-turn out (from cross street) intersection. The intersections of Sherrill Street with Spruce Street and Cypress Street were analyzed only for the scenario with the extension.

TABLE 3
1998 Traffic Volumes Without Sherrill Street

ON STREET	FROM	TO	1998 Est. Vol.	PM Peak - Hour Vol.	
				NB/EB	SB/WB
Spruce St.	Airport Exit	Frontage Rd. E.	40980	1678	2051
Spruce St.	Frontage Rd. E.	Sherrill St.	34740	1359	1802
Spruce St.	Sherrill St.	Westshore Blvd.	34740	1359	1802
Boy Scout Blvd.	Westshore Blvd.	Trask St.	35859	1403	1860
Cypress St.	Frontage Rd. W.	Frontage Rd E.	19887	1032	778
Cypress St.	E. Frontage Rd.	Sherrill St.	16965	880	664
Cypress St.	Sherrill St.	Westshore Blvd.	22543	1169	882
Cypress St.	Westshore Blvd.	Trask St.	15943	653	798
Frontage Rd. E.	Spruce St.	Cypress St.	7760	565	141
Sherrill St.	Airport Frontage Rd	Spruce St.	---	0	0
Sherrill St.	Spruce St.	Cypress St.	---	0	0
I-275	Memorial Hwy.	Westshore Blvd.	102975	4029	5341
I-275	Westshore Blvd.	Lois Ave.	126898	4966	6582
Westshore Blvd.	Kennedy Blvd.	I-275 Ramp South	35883	1404	1861
Westshore Blvd.	I-275 Ramp South	I-275 Ramp North	40903	1005	2717
Westshore Blvd.	I-275 Ramp North	Cypress St.	37225	1084	2303
Westshore Blvd.	Cypress St.	Laurel St.	25880	942	1413
Westshore Blvd.	Laurel St.	Spruce St.	23856	1411	760
Westshore Blvd.	N. of Spruce St.		6728	190	422

Source: Tindale - Oliver and Associates, Inc., 1994

TABLE 4
1998 Traffic Volumes With Sherrill Street

ON STREET	FROM	TO	1998 Est. Vol.	PM Peak – Hour Vol.	
				NB/EB	SB/WB
Spruce St.	Airport Exit	Frontage Rd. E.	41807	1636	2169
Spruce St.	Frontage Rd. E.	Sherrill St.	36414	1425	1889
Spruce St.	Sherrill St.	Westshore Blvd.	34241	1340	1776
Boy Scout Blvd.	Westshore Blvd.	Trask St.	35403	1385	1836
Cypress St.	Frontage Rd. W.	Frontage Rd E.	21417	1111	838
Cypress St.	E. Frontage Rd.	Sherrill St.	20572	1067	805
Cypress St.	Sherrill St.	Westshore Blvd.	11321	587	443
Cypress St.	Westshore Blvd.	Trask St.	13496	553	675
Frontage Rd. E.	Spruce St.	Cypress St.	2637	192	48
Sherrill St.	Airport Frontage Rd	Spruce St.	6231	113	454
Sherrill St.	Spruce St.	Cypress St.	7699	560	140
I – 275	Memorial Hwy.	Westshore Blvd.	102052	5108	4179
I – 275	Westshore Blvd.	Lois Ave.	125005	6257	5119
Westshore Blvd.	Kennedy Blvd.	I – 275 Ramp South	41857	1638	2171
Westshore Blvd.	I – 275 Ramp South	I – 275 Ramp North	47871	1176	3180
Westshore Blvd.	I – 275 Ramp North	Cypress St.	44446	1294	2750
Westshore Blvd.	Cypress St.	Laurel St.	26468	963	1445
Westshore Blvd.	Laurel St.	Spruce St.	24483	1448	780
Westshore Blvd.	N. of Spruce St.		24536	692	1541

Source: Tindale – Oliver and Associates, Inc., 1994

Computer printout results of the TURNPRO program are included in Appendix B.

4.0 CAPACITY ANALYSIS

Roadway operating conditions were evaluated for both traffic scenarios using the traffic estimates described in the previous section. The levels of service were compared to the standards adopted in the City of Tampa's Comprehensive Plan to determine if either traffic scenario (with and without Sherrill Street) will maintain acceptable operating standards on the roadway network within the study area.

As part of the analysis, impacted intersections within the study area were evaluated. These intersections have been previously identified in this report. Intersection analysis procedures included use of the Highway Capacity Software (HCS) program for signalized intersections and existing intersection geometry.

In addition to the intersection analyses, roadway link analyses were conducted for sections of Westshore Boulevard, Spruce Street, Cypress Street, and Sherrill Street near the project site. The roadway link analyses involved the use of the HCS program for urban and suburban arterials. This procedure considered all roadways as Class II arterials with one exception. The exception was Westshore Boulevard which was considered a Class III arterial based on signal spacing density, roadside development intensity, and other issues listed in Table 11-2 of the 1985 Highway Capacity Manual (HCM). In addition, this road is classified as a minor arterial based on the City of Tampa's Comprehensive Plan. Based on the above, the road best fits in the Intermediate Design Category. Table 11-3 of the 1985 HCM indicates an Intermediate Design minor arterial as a Class III arterial.

1998 Conditions Without Sherrill Street and International Plaza

In this traffic scenario, the results of the intersection analyses indicated that all affected intersections will operate at or above the adopted performance standards of level-of-service (LOS) D. However, at the intersection of Westshore Boulevard at Cypress Street, several individual movements will experience LOS E conditions.

TABLE 5
Comparison of 1998 Intersection Analyses Results

INTERSECTION	W/O SHERRILL ST.		W/ SHERRILL ST.	
	P.M. PEAK-HOUR LOS		P.M. PEAK-HOUR LOS	
Westshore Blvd. @ Spruce St.	D		D	
Westshore Blvd. @ Laurel St.	B		B	
Westshore Blvd. @ Cypress St.	D		D	
Westshore Blvd. @ I-275 Ramps	B		C	
Spruce St. @ E. Frontage Rd.	C		---	
Spruce St. @ Sherrill St.	---		D	
Cypress St. @ Sherrill St.	---		B	

TABLE 6
Comparison of 1998 Arterial Analyses Results

ARTERIAL LINK	DIRECTION	W/O SHERRILL ST.		W/ SHERRILL ST.	
		P.M. PEAK-HOUR		P.M. PEAK-HOUR	
		LOS		LOS	
Westshore Blvd. - Spruce to Laurel	NB	C		C	
	SB	B		B	
Westshore Blvd. - Laurel to Cypress	NB	A		A	
	SB	D		D	
Westshore Blvd. - Cypress to I-275	NB	D		D	
	SB	C		C	
Spruce St. - E. Frontage/Sherrill to Westshore	EB	C		D	
	WB	B		D	
Cypress St. - E. Frontage/Sherrill to Westshore	EB	D		D	
	WB	---		C	
Sherrill St. - Spruce to Cypress	NB	---		C	
	SB	---		C	

In addition, a review of several methods to measure traffic congestion, including vehicle-miles traveled (VMT) and vehicle-hours traveled (VHT), was conducted for both scenarios within the study area network. This review also considered a third scenario which included the Sherrill Street extension without International Plaza trips. This review, which is summarized in Table 7, indicates that traffic congestion, in terms of VMT, will decrease significantly if the Sherrill Street extension is constructed without including International Plaza trips. Also, the estimated VMT for the scenario with the Sherrill Street extension and International Plaza trips will be lower than the VMT for the first scenario (without the Sherrill Street extension or International Plaza). Thus, this improvement will mitigate any impacts to the roadway network generated by International Plaza. In addition, this improvement will provide better circulation in the area by providing an alternative route for motorists who are traveling on Westshore Boulevard or on Cypress Street west of Westshore Boulevard and wish to travel north towards Spruce Street.

6.0 CONCLUSION

Based on the results of the analyses presented in Sections 4.0 and 5.0 of this report, the extension of Sherrill Street from Cypress Street to Spruce Street should be considered a viable, traffic mitigation improvement for International Plaza. This improvement will provide better traffic circulation, relieve traffic congestion at critical locations, and help maintain acceptable operating conditions on adjacent roads near the project site.

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TABLE 7
Comparison of Traffic Congestion Analyses Results

SCENARIO	P.M. PEAK-HOUR VMT	P.M. PEAK-HOUR VHT	P.M. PEAK-HOUR SPEED(MPH)
W/O Sherrill St. (W/O International Plaza)	4,705.20	276.10	17.0
W/ Sherrill St. (W/O International Plaza)	3,900.10	N/A	N/A
W/ Sherrill St. (W/ International Plaza)	4,680.40	274.80	17.0

Source: Tindale - Oliver and Associates, Inc., 1994

APPENDIX A

EXISTING TRAFFIC COUNT DATA

APPENDIX B

TURNPRO COMPUTER WORKSHEETS

Job No.:
 Project Name: International Plaza — Without IP Traffic
 Date: 04-Nov-94
 Location: Spruce St. @ West Shore Blvd.
 Analysis Period: 1998
 Analyst: TOA
 Development Volume: (Net external, two-way volume. Directional split must be addressed in assignment percents.)

Forecast Year Approach Total Estimates:

Raw:			Balanced (Goal):		
	IN	OUT		INS	OUTS
NB	1411	190	NB	1286	211
SB	422	760	SB	385	842
EB	1359	1403	EB	1238	1554
WB	1860	1802	WB	1695	1997
Total	5052	4155	Total	4604	4604
				4604	4604

Base Year TMC:

	EB	WB	NB	SB	
L	12	368	753	45	
T	906	1275	47	81	
R	283	19	588	49	
Total Ins:	1201	1662	1388	175	4426
Total Outs:	1539	2077	78	732	4426

Development Traffic Assignment (Percent of Two-Way Net External Traffic)

	EB	WB	NB	SB
L	0.0%	0.0%	0.0%	0.0%
T	0.0%	0.0%	0.0%	0.0%
R	0.0%	0.0%	0.0%	0.0%

Future Year Background Traffic:

	EB	WB	NB	SB
L	34	380	636	101
T	922	1257	120	179
R	283	56	530	104

Future Year Development Traffic:

	EB	WB	NB	SB
L	0	0	0	0
T	0	0	0	0
R	0	0	0	0

Future Year Total Traffic:

	EB	WB	NB	SB
L	34	380	636	101
T	922	1257	120	179
R	283	56	530	104
Total Ins:	1239	1694	1286	384
Total Outs:	1553	1997	210	842

Closure: 99.96%

Job No.:
 Project Name: International Plaza --- Without IP Traffic
 Date: 04-Nov-94
 Location: Laurel St. @ West Shore Blvd.
 Analysis Period: 1998
 Analyst: TOA
 Development Volume: (Net external, two-way volume. Directional split must be addressed in assignment percents.)

Forecast Year Approach Total Estimates:

Raw:			Balanced (Goal):		
	IN	OUT		INS	OUTS
NB	942	1411	NB	1202	1160
SB	760	1419	SB	970	1162
EB	250	0	EB	319	0
WB	0	205	WB	0	169
Total	1952	3029	Total	2491	2491
				2491	2491

Base Year TMC:

	EB	WB	NB	SB	
L	0	0	0	0	
T	0	0	0	0	
R	0	0	0	0	
Total Ins:	0	0	0	0	1
Total Outs:	0	0	0	0	1

Development Traffic Assignment (Percent of Two-Way Net External Traffic)

	EB	WB	NB	SB
L	0.0%	0.0%	0.0%	0.0%
T	0.0%	0.0%	0.0%	0.0%
R	0.0%	0.0%	0.0%	0.0%

Future Year Background Traffic:

	EB	WB	NB	SB
L	123	0	110	0
T	0	0	1064	935
R	198	0	0	60

Future Year Development Traffic:

	EB	WB	NB	SB
L	0	0	0	0
T	0	0	0	0
R	0	0	0	0

Future Year Total Traffic:

	EB	WB	NB	SB
L	123	0	110	0
T	0	0	1064	935
R	198	0	0	60
Total Ins:	321	0	1174	995
Total Outs:	0	170	1187	1133

Closure: 97.83%

Job No.:
 Project Name: International Plaza ---- Without IP Traffic
 Date: 04-Nov-94
 Location: Cypress St. @ West Shore Blvd.
 Analysis Period: 1998
 Analyst: TOA
 Development Volume: (Net external, two-way volume. Directional split must be addressed in assignment percents.)

Forecast Year Approach Total Estimates:

Raw:			Balanced (Goal):		
	IN	OUT		INS	OUTS
NB	1084	842	NB	1122	911
SB	1413	2903	SB	1463	2227
EB	1189	659	EB	1210	631
WB	798	882	WB	826	853
Total	4464	4780	Total	4622	4622
				4622	4622

Base Year TMC:

	EB	WB	NB	SB	
L	911	938	265	224	
T	559	579	656	1980	
R	506	290	146	199	
Total Ins:	1376	1141	1067	1803	5387
Total Outs:	929	1037	1197	2224	5387

Development Traffic Assignment (Percent of Two-Way Net External Traffic)

	EB	WB	NB	SB
L	0.0%	0.0%	0.0%	0.0%
T	0.0%	0.0%	0.0%	0.0%
R	0.0%	0.0%	0.0%	0.0%

Future Year Background Traffic:

	EB	WB	NB	SB
L	194	329	348	107
T	377	385	615	1242
R	641	110	148	124

Future Year Development Traffic:

	EB	WB	NB	SB
L	0	0	0	0
T	0	0	0	0
R	0	0	0	0

Future Year Total Traffic:

	EB	WB	NB	SB
L	194	329	348	107
T	377	385	615	1242
R	641	110	148	124
Total Ins:	1213	825	1111	1473
Total Outs:	632	857	920	2213

Closure: 99.50%

Job No.:
 Project Name: International Plaza --- Without IP Traffic
 Date: 04-Nov-94
 Location: I-275 Ramps @ West Shore Blvd.
 Analysis Period: 1998
 Analyst: TOA
 Development Volume: 0 (Net external, two-way volume. Directional split must be addressed in assignment percents.)

Forecast Year Approach Total Estimates:

Raw:			Balanced (Goal):		
	IN	OUT		INS	OUTS
NB	1005	1084	NB	1149	963
SB	2903	2717	SB	2634	2414
EB	0	1100	EB	0	977
WB	500	0	WB	572	0
Total	3808	4901	Total	4355	4355
				4355	4355

Base Year TMC:

	EB	WB	NB	SB	
L	0	279	0	0	
T	0	0	908	2224	
R	0	169	0	0	
Total Ins:	0	448	908	2224	3581
Total Outs:	0	0	1077	2503	3581

Development Traffic Assignment (Percent of Two-Way Net External Traffic)

	EB	WB	NB	SB
L	0.0%	0.0%	0.0%	0.0%
T	0.0%	0.0%	0.0%	0.0%
R	0.0%	0.0%	0.0%	0.0%

Future Year Background Traffic:

	EB	WB	NB	SB
L	0	351	0	533
T	0	0	728	2082
R	0	221	439	0

Future Year Development Traffic:

	EB	WB	NB	SB
L	0	0	0	0
T	0	0	0	0
R	0	0	0	0

Future Year Total Traffic:

	EB	WB	NB	SB
L	0	351	0	533
T	0	0	728	2082
R	0	221	439	0
Total Ins:	0	572	1167	2616
Total Outs:	972	0	949	2433

Closure: 99.19%

Job No.:
 Project Name: International Plaza — Without IP Traffic
 Date: 04-Nov-94
 Location: Frontage Rd. E. @ Spruce St.
 Analysis Period: 1998
 Analyst: TOA
 Development Volume: (Net external, two-way volume. Directional split must be addressed in assignment percents.)

Forecast Year Approach Total Estimates:

Raw:			Balanced (Goal):		
	IN	OUT		INS	OUTS
NB	585	0	NB	530	0
SB	0	141	SB	0	151
EB	1678	1359	EB	1576	1454
WB	1802	2051	WB	1692	2194
Total	4045	3551	Total	3798	3798

Base Year TMC:

	EB	WB	NB	SB	
L	0	71	630	0	
T	1000	1500	0	0	
R	115	0	108	0	
Total Ins:	1115	1571	738	0	3425
Total Outs:	1108	2130	0	186	3425

Development Traffic Assignment (Percent of Two-Way Net External Traffic)

	EB	WB	NB	SB
L	0.0%	0.0%	0.0%	0.0%
T	0.0%	0.0%	0.0%	0.0%
R	0.0%	0.0%	0.0%	0.0%

Future Year Background Traffic:

	EB	WB	NB	SB
L	0	42	473	0
T	1426	1681	0	0
R	110	0	64	0

Future Year Development Traffic:

	EB	WB	NB	SB
L	0	0	0	0
T	0	0	0	0
R	0	0	0	0

Future Year Total Traffic:

	EB	WB	NB	SB
L	0	42	473	0
T	1426	1681	0	0
R	110	0	64	0
Total Ins:	1536	1723	538	0
Total Outs:	1490	2154	0	153

Closure: 98.05%

Source: Tindale-Oliver and Associates, Inc.

Job No.:
 Project Name: International Plaza --- Without IP Traffic
 Date: 04-Nov-94
 Location: Frontage Rd. E. @ Cypress St.
 Analysis Period: 1998
 Analyst: TOA
 Development Volume: (Net external, two-way volume. Directional split must be addressed in assignment percents.)

Forecast Year Approach Total Estimates:

Raw:		Balanced (Goal):	
	IN OUT		INS OUTS
NB	0 558	NB	0 558
SB	141 0	SB	143 0
EB	1032 880	EB	1046 869
WB	882 664	WB	894 655
Total	2055 2109	Total	2082 2082

Base Year TMC:

	EB	WB	NB	SB	
L	0	0	0	0	
T	0	0	0	0	
R	0	0	0	0	
Total Ins:	0	0	0	0	1
Total Outs:	0	0	0	0	1

Development Traffic Assignment (Percent of Two-Way Net External Traffic)

	EB	WB	NB	SB
L	0.0%	0.0%	0.0%	0.0%
T	0.0%	0.0%	0.0%	0.0%
R	0.0%	0.0%	0.0%	0.0%

Future Year Background Traffic:

	EB	WB	NB	SB
L	270	0	0	83
T	781	600	0	0
R	0	289	0	60

Future Year Development Traffic:

	EB	WB	NB	SB
L	0	0	0	0
T	0	0	0	0
R	0	0	0	0

Future Year Total Traffic:

	EB	WB	NB	SB
L	270	0	0	83
T	781	600	0	0
R	0	289	0	60
Total Ins:	1051	888	0	143
Total Outs:	864	660	558	0

Closure: 99.54%

Job No.:
 Project Name: International Plaza — With IP Traffic
 Date: 04-Nov-94
 Location: Spruce St. @ West Shore Blvd.
 Analysis Period: 1998
 Analyst: TGA
 Development Volume: (Net external, two-way volume. Directional split must be addressed in assignment percents.)

Forecast Year Approach Total Estimates:

Raw:			Balanced (Goal):		
	IN	OUT		INS	OUTS
NB	1448	692	NB	1268	806
SB	1541	780	SB	1350	909
EB	1940	1385	EB	1174	1614
WB	1896	1776	WB	1608	2070
Total	6165	4633	Total	5399	5399
				5399	5399

Base Year TMC:

	EB	WB	NB	SB	
L	12	968	753	45	
T	906	1275	47	81	
R	283	19	588	49	
Total Ins:	1201	1662	1388	175	4426
Total Outs:	1539	2077	78	732	4426

Development Traffic Assignment (Percent of Two-Way Net External Traffic)

	EB	WB	NB	SB
L	0.0%	0.0%	0.0%	0.0%
T	0.0%	0.0%	0.0%	0.0%
R	0.0%	0.0%	0.0%	0.0%

Future Year Background Traffic:

	EB	WB	NB	SB
L	153	229	482	403
T	837	1146	415	503
R	181	235	376	439

Future Year Development Traffic:

	EB	WB	NB	SB
L	0	0	0	0
T	0	0	0	0
R	0	0	0	0

Future Year Total Traffic:

	EB	WB	NB	SB
L	153	229	482	403
T	837	1146	415	503
R	181	235	376	439
Total Ins:	1172	1610	1273	1344
Total Outs:	1616	2067	803	913

Closure: 99.81%

Job No.:
 Project Name: International Plaza --- With IP Traffic
 Date: 04-Nov-94
 Location: Laurel St. @ West Shore Blvd.
 Analysis Period: 1998
 Analyst: TOA
 Development Volume: (Net external, two-way volume. Directional split must be addressed in assignment percents.)

Forecast Year Approach Total Estimates:

Raw:			Balanced (Goal):		
	IN	OUT		INS	OUTS
NB	963	1448	NB	1230	1190
SB	780	1445	SB	996	1187
EB	250	0	EB	319	0
WB	0	205	WB	0	168
Total	1993	3098	Total	2546	2546
				2546	2546

Base Year TMC:

	EB	WB	NB	SB	
L	0	0	0	0	
T	0	0	0	0	
R	0	0	0	0	
Total Ins:	0	0	0	0	1
Total Outs:	0	0	0	0	1

Development Traffic Assignment (Percent of Two-Way Net External Traffic)

	EB	WB	NB	SB
L	0.0%	0.0%	0.0%	0.0%
T	0.0%	0.0%	0.0%	0.0%
R	0.0%	0.0%	0.0%	0.0%

Future Year Background Traffic:

	EB	WB	NB	SB
L	124	0	109	0
T	0	0	1093	961
R	198	0	0	60

Future Year Development Traffic:

	EB	WB	NB	SB
L	0	0	0	0
T	0	0	0	0
R	0	0	0	0

Future Year Total Traffic:

	EB	WB	NB	SB
L	124	0	109	0
T	0	0	1093	961
R	198	0	0	60
Total Ins:	321	0	1202	1021
Total Outs:	0	170	1217	1159

Closure: 97.86%

Job No.:
 Project Name: International Plaza --- With IP Traffic
 Date: 09-Nov-94
 Location: Cypress St. @ West Shore Blvd.
 Analysis Period: 1998
 Analyst: TOA
 Development Volume: (Net external, two-way volume. Directional split must be addressed in assignment percents.)

Forecast Year Approach Total Estimates:

Raw:			Balanced (Goal):		
	IN	OUT		INS	OUTS
NB	1294	969	NB	1408	891
SB	1445	2750	SB	1573	2543
EB	587	559	EB	639	511
WB	675	449	WB	735	410
Total	4001	4709	Total	4355	4355
				4355	4355

Base Year TMC:

	EB	WB	NB	SB	
L	911	938	265	224	
T	559	579	656	1380	
R	506	290	146	199	
Total Ins:	1376	1141	1067	1803	5387
Total Outs:	929	1037	1197	2224	5387

Development Traffic Assignment (Percent of Two-Way Net External Traffic)

	EB	WB	NB	SB
L	0.0%	0.0%	0.0%	0.0%
T	0.0%	0.0%	0.0%	0.0%
R	0.0%	0.0%	0.0%	0.0%

Future Year Background Traffic:

	EB	WB	NB	SB
L	55	328	247	111
T	158	341	808	1309
R	434	75	285	104

Future Year Development Traffic:

	EB	WB	NB	SB
L	0	0	0	0
T	0	0	0	0
R	0	0	0	0

Future Year Total Traffic:

	EB	WB	NB	SB
L	55	328	247	111
T	158	341	808	1309
R	434	75	285	104
Total Ins:	647	744	1339	1524
Total Outs:	553	692	938	2071

Closure: 87.13%

Job No.: [REDACTED]
 Project Name: International Plaza --- With IP Traffic
 Date: 04-Nov-94
 Location: I-275 Ramps @ West Shore Blvd.
 Analysis Period: 1998
 Analyst: TGA
 Development Volume: [REDACTED] (Net external, two-way volume. Directional split must be addressed in assignment percents.)

Forecast Year Approach Total Estimates:

Raw:		Balanced (Goal):	
	IN OUT		INS OUTS
NB	1176 1294	NB	1340 1153
SB	2750 3180	SB	3133 2834
EB	0 1230	EB	0 1096
WB	535 0	WB	610 0
Total	4461 5704	Total	5083 5083

Base Year TMC:

	EB	WB	NB	SB	
L	0	279	0	0	
T	0	0	908	2224	
R	0	169	0	0	
Total Ins:	0	448	908	2224	3581
Total Outs:	0	0	1077	2503	3581

Development Traffic Assignment (Percent of Two-Way Net External Traffic)

	EB	WB	NB	SB
L	0.0%	0.0%	0.0%	0.0%
T	0.0%	0.0%	0.0%	0.0%
R	0.0%	0.0%	0.0%	0.0%

Future Year Background Traffic:

	EB	WB	NB	SB
L	0	363	0	614
T	0	0	886	2495
R	0	247	477	0

Future Year Development Traffic:

	EB	WB	NB	SB
L	0	0	0	0
T	0	0	0	0
R	0	0	0	0

Future Year Total Traffic:

	EB	WB	NB	SB
L	0	363	0	614
T	0	0	886	2495
R	0	247	477	0
Total Ins:	0	610	1363	3109
Total Outs:	1091	0	1133	2858

Closure: 99.09%

Job No.:
 Project Name: International Plaza --- With IP Traffic
 Date: 04-Nov-94
 Location: Sherrill St. @ Spruce St.
 Analysis Period: 1998
 Analyst: TGA
 Development Volume: (Net external, two-way volume. Directional split must be addressed in assignment percents.)

Forecast Year Approach Total Estimates:

Raw:			Balanced (Goal):		
	IN	OUT		INS	OUTS
NB	560	118	NB	511	125
SB	454	140	SB	415	155
EB	1425	1340	EB	1301	1481
WB	1776	1889	WB	1622	2088
Total	4215	3482	Total	3849	3849
				3849	3849

Base Year TMC:

	EB	WB	NB	SB	
L	0	0	0	0	
T	0	0	0	0	
R	0	0	0	0	
Total Ins:	0	0	0	0	1
Total Outs:	0	0	0	0	1

Development Traffic Assignment (Percent of Two-Way Net External Traffic)

	EB	WB	NB	SB
L	0.0%	0.0%	0.0%	0.0%
T	0.0%	0.0%	0.0%	0.0%
R	0.0%	0.0%	0.0%	0.0%

Future Year Background Traffic:

	EB	WB	NB	SB
L	62	81	450	157
T	1145	1518	11	11
R	78	52	195	247

Future Year Development Traffic:

	EB	WB	NB	SB
L	0	0	0	0
T	0	0	0	0
R	0	0	0	0

Future Year Total Traffic:

	EB	WB	NB	SB
L	62	81	450	157
T	1145	1518	11	11
R	78	52	195	247
Total Ins:	1285	1651	656	415
Total Outs:	1497	2214	125	170

Closure: 94.90%

Job No.: [REDACTED]
 Project Name: International Plaza ---- With IP Traffic
 Date: 04-Nov-94
 Location: Sherrill St. @ Cypress St.
 Analysis Period: 1998
 Analyst: TGA
 Development Volume: [REDACTED] (Net external, two-way volume. Directional split must be addressed in assignment percents.)

Forecast Year Approach Total Estimates:

Raw:			Balanced (Goal):		
	IN	OUT		INS	OUTS
NB	20	569	NB	22	517
SB	140	20	SB	153	18
EB	1067	587	EB	1163	542
WB	445	805	WB	483	743
Total	1670	1972	Total	1821	1821
				1821	1821

Base Year TMC:

	EB	WB	NB	SB	
L	0	0	0	0	
T	0	0	0	0	
R	0	0	0	0	
Total Ins:	0	0	0	0	0
Total Outs:	0	0	0	0	0

Development Traffic Assignment (Percent of Two-Way Net External Traffic)

	EB	WB	NB	SB
L	0.0%	0.0%	0.0%	0.0%
T	0.0%	0.0%	0.0%	0.0%
R	0.0%	0.0%	0.0%	0.0%

Future Year Background Traffic:

	EB	WB	NB	SB
L	589	2	20	16
T	564	515	2	0
R	17	95	2	153

Future Year Development Traffic:

	EB	WB	NB	SB
L	0	0	0	0
T	0	0	0	0
R	0	0	0	0

Future Year Total Traffic:

	EB	WB	NB	SB
L	589	2	20	16
T	564	515	2	0
R	17	95	2	153
Total Ins:	1171	612	24	169
Total Outs:	582	688	686	20

Closure: 87.72%

Job No.:
 Project Name: International Plaza --- With IP Traffic
 Date: 04-Nov-94
 Location: Frontage Rd. E. @ Spruce St.
 Analysis Period: 1998
 Analyst: TOA
 Development Volume: (Net external, two-way volume. Directional split must be addressed in assignment percents.)

Forecast Year Approach Total Estimates:

Raw:			Balanced (Goal):		
	IN	OUT		INS	OUTS
NB	192	0	NB	190	0
SB	0	48	SB	0	48
EB	1636	1425	EB	1619	1440
WB	1889	2169	WB	1870	2191
Total	3717	3642	Total	3680	3680
				3680	3680

Base Year TMC:

	EB	WB	NB	SB	
L	0	0	0	0	
T	0	0	0	0	
R	0	0	0	0	
Total Ins:	0	0	0	0	1
Total Outs:	0	0	0	0	1

Development Traffic Assignment (Percent of Two-Way Net External Traffic)

	EB	WB	NB	SB
L	0.0%	0.0%	0.0%	0.0%
T	0.0%	0.0%	0.0%	0.0%
R	0.0%	0.0%	0.0%	0.0%

Future Year Background Traffic:

	EB	WB	NB	SB
L	0	0	0	0
T	1484	1946	0	0
R	34	0	49	0

Future Year Development Traffic:

	EB	WB	NB	SB
L	0	0	0	0
T	0	0	0	0
R	0	0	0	0

Future Year Total Traffic:

	EB	WB	NB	SB
L	0	0	0	0
T	1484	1946	0	0
R	34	0	49	0
Total Ins:	1519	1946	49	0
Total Outs:	1534	1946	0	34

Closure: 91.20%

Job No.: [REDACTED]
 Project Name: International Plaza — With IP Traffic
 Date: 04-Nov-94
 Location: Frontage Rd. E. @ Cypress St.
 Analysis Period: 1998
 Analyst: TOA
 Development Volume: [REDACTED] (Net external, two-way volume. Directional split must be addressed in assignment percents.)

Forecast Year Approach Total Estimates:

Raw:			Balanced (Goal):		
	IN	OUT		INS	OUTS
NB	0	192	NB	0	186
SB	48	0	SB	50	0
EB	1111	1067	EB	1149	1033
WB	805	838	WB	832	811
Total	1964	2097	Total	2031	2031
				2031	2031

Base Year TMC:

	EB	WB	NB	SB	
L	0	0	0	0	
T	0	0	0	0	
R	0	0	0	0	
Total Ins:	0	0	0	0	1
Total Outs:	0	0	0	0	1

Development Traffic Assignment (Percent of Two-Way Net External Traffic)

	EB	WB	NB	SB
L	0.0%	0.0%	0.0%	0.0%
T	0.0%	0.0%	0.0%	0.0%
R	0.0%	0.0%	0.0%	0.0%

Future Year Background Traffic:

	EB	WB	NB	SB
L	25	0	0	23
T	1110	772	0	0
R	0	24	0	27

Future Year Development Traffic:

	EB	WB	NB	SB
L	0	0	0	0
T	0	0	0	0
R	0	0	0	0

Future Year Total Traffic:

	EB	WB	NB	SB
L	25	0	0	23
T	1110	772	0	0
R	0	24	0	27
Total Ins:	1135	796	0	50
Total Outs:	1133	798	49	0

Closure: 91.40%

APPENDIX C

CAPACITY ANALYSES WORKSHEETS --

***WITHOUT* SHERRILL STREET AND INTERNATIONAL PLAZA**

Center For Microcomputers In Transportation

Streets: (E-W) SPRUCE ST.

(N-S) WESTSHORE BLVD.

Analyst: TOA

File Name: SPRWEST.NC9

Area Type: Other

11-9-94 1998 PM

Comment: 1998 TOTAL TRAFFIC VOLUMES(W/O IP & SHERRILL ST)

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	1	2	3	1	2	1	1	1	2	1
Volumes	34	922	283	380	1257	56	636	120	530	101	179	104
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			75			0			150			50

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru			*		Thru	*		
Right			*		Right	*		
Peds					Peds			
WB Left	*	*			SB Left	*		
Thru		*	*		Thru	*		
Right		*	*		Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	15.0A	6.0A	28.0A		Green	32.0A	12.0A	
Yellow/A-R	5.0	5.0	6.0		Yellow/A-	5.0	6.0	
Lost Time	3.0	3.0	3.0		Lost Time	3.0	3.0	

Cycle Length: 120.0 secs Phase combination order: #1 #2 #3 #5 #6

Intersection Performance Summary

Lane Group:		Adj Sat	v/c	g/C	Approach:			
Mvmts	Cap	Flow	Ratio	Ratio	Delay	LOS	Delay	LOS
EB L	256	1805	0.14	0.14	34.3	D	27.3	D
T	1465	5672	0.73	0.26	27.4	D		
R	415	1607	0.53	0.26	25.5	D		
WB L	812	3479	0.52	0.23	31.0	D	24.5	C
T	1985	5672	0.73	0.35	22.9	C		
R	562	1607	0.10	0.35	17.0	C		
NB L	986	3479	0.71	0.28	31.0	D	30.4	D
T	536	1890	0.24	0.28	15.6	C		
R	455	1607	0.88	0.28	33.9	D		
SB L	224	1796	0.47	0.13	38.3	D	27.5	D
T	473	3781	0.42	0.13	23.1	C		
R	201	1607	0.28	0.13	22.6	C		

Intersection Delay = 27.0 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.685

HCM: SIGNALIZED INTERSECTION SUMMARY

11-09-1994

Center For Microcomputers In Transportation

Streets: (E-W) LAUREL ST.

(N-S) WESTSHORE BLVD.

Analyst: TOA

File Name: LURLWEST.HC9

Area Type: Other

11-9-94 1998 PM

Comment: 1998 TOTAL TRAFFIC VOLUMES(W/O IP & SHERRILL ST)

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1		1				1	2		2		
Volumes	123		198				110	1064		935		60
Lane Width	12.0		12.0				12.0	12.0		12.0		
RTOR Vols			50						0			0

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*	*	
Thru					Thru	*	*	
Right	*				Right			
Peds					Peds			
WB Left					SB Left			
Thru					Thru	*		
Right					Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	25.0A				Green	15.0A	64.0A	
Yellow/A-R	5.0				Yellow/A-	5.0	6.0	
Lost Time	3.0				Lost Time	3.0	3.0	

Cycle Length: 120.0 secsPhase combination order: #1 #5 #6

Intersection Performance Summary

Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	Delay	LOS
Mvmts	Cap	Flow	Ratio	Ratio					
EB L	406	1805	0.32	0.22	29.7	D		27.8	D
R	362	1607	0.43	0.22	26.2	D			
NB L	254	1796	0.00	0.73	0.0	A		2.9	A
T	2741	3781	0.43	0.73	3.1	A			
SB TR	2092	3747	0.53	0.56	7.9	B		7.9	B

Intersection Delay = 7.6 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.429

HCM: SIGNALIZED INTERSECTION SUMMARY

11-09-1994

Center For Microcomputers In Transportation

Streets: (E-W) CYPRESS ST.

(N-S) WESTSHORE BLVD.

Analyst: TOA

File Name: CYPREST.HC9

Area Type: Other

11-9-94 1998 PM

Comment: 1998 TOTAL TRAFFIC VOLUMES(W/O IP & SHERRILL ST)

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	2	<	2	2	<	1	2	<
Volumes	194	377	641	329	385	110	348	615	148	107	1242	124
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vols			200			0			0			0

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*	*			NB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
WB Left		*	*		SB Left	*		
Thru			*		Thru	*		
Right			*		Right	*		
Peds					Peds			
NB Right					EB Right	*		
SB Right					WB Right			
Green	18.0A	23.0A			Green	15.0A	42.0A	
Yellow/A-R	5.0	6.0			Yellow/A-	5.0	6.0	
Lost Time	3.0	3.0			Lost Time	3.0	3.0	
Cycle Length: 120.0 secsPhase combination order: #1 #2 #5 #6								

Intersection Performance Summary

Lane Group:		Adj Sat	v/c	g/C	Approach:				
Mvmts	Cap	Flow	Ratio	Ratio	Delay	LOS	Delay	LOS	
EB L	301	1805	0.43	0.41	20.0	C	34.0	D	
T	410	1890	0.97	0.22	53.1	E			
R	616	1607	0.75	0.38	23.8	C			
WB L	299	1796	0.96	0.41	55.5	E	39.6	D	
TR	792	3656	0.69	0.22	29.5	D			
NB L	493	3479	0.74	0.14	41.7	E	24.3	C	
TR	1377	3673	0.61	0.38	16.8	C			
SB L	254	1796	0.44	0.14	36.7	D	42.2	E	
TR	1399	3730	1.03	0.38	42.6	E			

Intersection Delay = 35.3 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.930

HCM: SIGNALIZED INTERSECTION SUMMARY

11-09-1994

Center For Microcomputers In Transportation

Streets: (E-W) I-275 RAMPS

(N-S) WESTSHORE BLVD.

Analyst: TOA

File Name: I275WEST.HC9

Area Type: Other

11-9-94 1998 PM

Comment: 1998 TOTAL TRAFFIC VOLUMES(W/O IP & SHERRILL ST)

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes				2		1	2			1	2	
Volumes				351		221	728			533	2082	
Lane Width				12.0		12.0	12.0			12.0	12.0	
RTOR Vols						0			0			0

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	*		
Right					Right			
Peds					Peds			
WB Left	*				SB Left	*	*	
Thru					Thru	*	*	
Right	*				Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0A				Green	30.0A	53.0A	
Yellow/A-R	6.0				Yellow/A-	5.0	6.0	
Lost Time	3.0				Lost Time	3.0	3.0	
Cycle Length: 120.0 secsPhase combination order: #1 #5 #6								

Intersection Performance Summary

Lane Group:		Adj Sat	v/c	g/C	Approach:			
Mvmts	Cap	Flow	Ratio	Ratio	Delay	LOS	Delay	LOS
WB L	670	3496	0.58	0.19	34.4	D	34.9	D
R	308	1607	0.76	0.19	35.6	D		
NB T	1764	3781	0.46	0.47	10.3	B	10.3	B
SB L	479	1796	0.75	0.76	10.4	B	7.1	B
T	2867	3781	0.80	0.76	6.3	B		

Intersection Delay = 11.7 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.793

NCM: SIGNALIZED INTERSECTION SUMMARY

11-09-1994

Center for Microcomputers in Transportation

Streets: (E-W) FRONTAGE RD.

(N-S) SPRUCE ST.

Analyst: TOA

File Name: FRNTSPRU.HC9

Area Type: Other

11-9-94 1998 PM

Comment: 1998 TOTAL TRAFFIC VOLUMES(W/O IP & SHERRILL ST)

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	3	1		1	3		1		1			
Volumes	1426	110		42	1681		473		64			
Lane Width	12.0	12.0		12.0	12.0		12.0		12.0			
RTOR Vols			0			0			0			

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left	*		
Thru		*			Thru			
Right		*			Right	*		
Peds					Peds			
WB Left	*				SB Left			
Thru	*	*			Thru			
Right					Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	15.0A	53.0A			Green	35.0A		
Yellow/A-R	5.0	6.0			Yellow/A-	6.0		
Lost Time	3.0	3.0			Lost Time	3.0		

Cycle Length: 120.0 secsPhase combination order: #1 #2 #5

Intersection Performance Summary

	Lane	Group:		Adj Sat	v/c	g/C	Delay	Approach:	
		Mvmts	Cap					LOS	Delay LOS
EB	T	2660		5700	0.62	0.47	15.8	C	15.5 C
	R	750		1607	0.15	0.47	11.9	B	
WB	L	254		1796	0.17	0.14	34.5	D	8.6 B
	T	3592		5672	0.54	0.63	8.0	B	
NB	L	569		1796	0.88	0.32	39.5	D	37.1 D
	R	509		1607	0.13	0.32	18.9	C	

Intersection Delay = 15.2 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.653

SEG.	SEGMENT LENGTH (ft mi)	ART. CLASS	FREE FLOW (mph)	RUNNING TIME (sec.) (TABLE 11-3)	INT. APP. DELAY (sec)	OTHER DELAY (sec)	SUM OF SEG. TIME (sec)	SPD. (mph)	SEG. LOS
1	0.14	3	35	19.9	25.9	0.0	45.8	10.6	D
2	0.27	3	35	32.2	5.4	0.0	37.6	25.8	A
3	0.27	3	35	32.2	28.1	0.0	60.2	16.1	C

Grand Sum of Time = 143.62 sec. Average Speed 16.9
 Grand Sum of Length = 0.68 mi. Overall LOS = C

IDENTIFYING INFORMATION

NAME OF THE ARTERIAL FACILITY..... WESTSHORE-SPRUCE TO I-275 (NB)
 OTHER INFORMATION..... 1998 CONDITIONS-W/O IP TRAFFIC & SHERRILL ST.

ARTERIAL DESCRIPTION

NAME OF THE ARTERIAL FACILITY..... WESTSHORE-SPRUCE TO I-275 (SB)

ARTERIAL CLASS OF THE FACILITY..... 3

NUMBER OF SEGMENTS ON THE ARTERIAL.. 3

OTHER INFORMATION..... 1998 CONDITIONS-W/O IP TRAFFIC & SHERRILL ST.

ARTERIAL SUMMARY OF INTERSECTION DELAY ESTIMATES

		FOR LANE GROUP WITH INITIAL PROGRESSION				ADJ.	EST.		
		THROUGH MOVEMENT:				STOP	FACTOR	STOP	INT
SEQ.	LEN.	g/c	v/c	CAPACITY	DELAY	(TABLE 11-6)	DELAY	LOS	APP.
1	120.0	0.560	0.530	2092	12.8	0.85	10.8	B	14.1
2	120.0	0.380	1.030	1399	55.0	0.85	46.7	E	60.7
3	120.0	0.760	0.800	2867	7.9	0.85	6.7	B	8.7

COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Page-2

SEG.	SEGMENT LENGTH (ft mi)	ART. CLASS	FREE FLOW (mph)	RUNNING TIME (sec.) (TABLE 11-3)	INT. APP. DELAY (sec)	OTHER DELAY (sec)	SUM OF SEG. TIME (sec)	SPD. (mph)	SEG. LOS
1	0.27	3	35	32.2	14.1	0.0	46.3	21.0	B
2	0.27	3	35	32.2	60.7	0.0	92.9	10.5	D
3	0.14	3	35	20.3	8.7	0.0	29.0	17.4	C

Grand Sum of Time = 168.25 sec. Average Speed 14.5
 Grand Sum of Length = 0.68 mi. Overall LOS = C

IDENTIFYING INFORMATION

NAME OF THE ARTERIAL FACILITY..... WESTSHORE-SPRUCE TO I-275 (SB)
 OTHER INFORMATION..... 1998 CONDITIONS-W/O IP TRAFFIC & SHERRILL ST.

ARTERIAL DESCRIPTION

NAME OF THE ARTERIAL FACILITY..... CYPRESS-W. OF WESTSHORE (EB)

ARTERIAL CLASS OF THE FACILITY..... 2

NUMBER OF SEGMENTS ON THE ARTERIAL.. 1

OTHER INFORMATION..... 1998 CONDITIONS-W/O IP TRAFFIC & SHERRILL ST.

ARTERIAL SUMMARY OF INTERSECTION DELAY ESTIMATES

SEQ.	LEN.	FOR LANE GROUP WITH			INITIAL PROGRESSION STOP DELAY	ADJ. FACTOR (TABLE 11-6)	STOP INT DELAY LOS	EST. APP. DELAY
		g/c	v/c	CAPACITY				
1	120.0	0.220	0.970	410	62.4	0.85	53.1 E	69.0

COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Page-2

SEG.	LENGTH (ft mi)	ART. CLASS	FLOW (mph)	FREE RUNNING TIME (sec.) (TABLE 11-3)	INT. DELAY (sec)	APP. DELAY (sec)	OTHER DELAY TIME (sec)	SUM OF SEG. SPD. (mph)	SEG. LOS
1	0.50	2	35	53.0	69.0	0.0	122.0	14.8	D

Grand Sum of Time = 121.99 sec. Average Speed 14.8
 Grand Sum of Length = 0.50 mi. Overall LOS = D

IDENTIFYING INFORMATION

NAME OF THE ARTERIAL FACILITY..... CYPRESS-W. OF WESTSHORE (EB)
 OTHER INFORMATION..... 1998 CONDITIONS-W/O IP TRAFFIC & SHERRILL ST.

ARTERIAL DESCRIPTION

NAME OF THE ARTERIAL FACILITY..... SPRUCE-FRNT. TO WESTSHORE (EB)

ARTERIAL CLASS OF THE FACILITY..... 2

NUMBER OF SEGMENTS ON THE ARTERIAL.. 1

OTHER INFORMATION..... 1998 CONDITIONS-W/O IP TRAFFIC & SHERRILL ST.

ARTERIAL SUMMARY OF INTERSECTION DELAY ESTIMATES

SEQ.	LEN.	FOR LANE GROUP WITH			INITIAL PROGRESSION STOP DELAY	ADJ. FACTOR (TABLE 11-6)	STOP INT DELAY LOS	EST. APP. DELAY
		g/c	v/c	CAPACITY				
1	120.0	0.260	0.730	1465	32.1	0.85	27.3 D	35.5

COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Page-2

SEG.	SEG. (ft mi)	ART. CLASS	FLOW (mph)	FREE RUNNING TIME (sec.) (TABLE 11-3)	INT. APP. DELAY (sec)	OTHER DELAY (sec)	SUM OF SEG. TIME (sec)	SPD. (mph)	SEG. LOS
1	0.50	2	35	53.0	35.5	0.0	88.5	20.3	C

Grand Sum of Time = 88.52 sec. Average Speed 20.3

Grand Sum of Length = 0.50 mi. Overall LOS = C

IDENTIFYING INFORMATION

NAME OF THE ARTERIAL FACILITY..... SPRUCE-FRNT. TO WESTSHORE (EB)

OTHER INFORMATION..... 1998 CONDITIONS-W/O IP TRAFFIC & SHERRILL ST.

ARTERIAL DESCRIPTION

NAME OF THE ARTERIAL FACILITY..... SPRUCE-FRNT. TO WESTSHORE (WB)

ARTERIAL CLASS OF THE FACILITY..... 2

NUMBER OF SEGMENTS ON THE ARTERIAL.. 1

OTHER INFORMATION..... 1998 CONDITIONS-W/O IP TRAFFIC & SHERRILL ST.

ARTERIAL SUMMARY OF INTERSECTION DELAY ESTIMATES

		FOR LANE GROUP WITH			INITIAL PROGRESSION	ADJ.	EST.	
		THROUGH MOVEMENT:			STOP	FACTOR	STOP INT	APP.
SEQ.	LEN.	g/c	v/c	CAPACITY	DELAY	(TABLE 11-6)	DELAY LOS	DELAY
1	120.0	0.630	0.540	3592	9.6	0.85	8.2 B	10.6

COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Page-2

SEG.	SEGMENT LENGTH (ft mi)	ART. CLASS	FLOW (mph)	FREE RUNNING TIME (sec.) (TABLE 11-3)	INT. APP. DELAY (sec)	OTHER DELAY (sec)	SUM OF SEG. TIME (sec)	SPD. (mph)	SEG. LOS
1	0.50	2	35	53.0	10.6	0.0	63.6	28.3	B

Grand Sum of Time = 63.60 sec. Average Speed 28.3
 Grand Sum of Length = 0.50 mi. Overall LOS = B

IDENTIFYING INFORMATION

NAME OF THE ARTERIAL FACILITY..... SPRUCE-FRNT. TO WESTSHORE (WB)
 OTHER INFORMATION..... 1998 CONDITIONS-W/O IP TRAFFIC & SHERRILL ST.

January 8, 1990

8906.02

Exhibit 4

DRI #104 International Plaza

DESCRIPTIONS OF CANDIDATE ROAD IMPROVEMENTS*

Westshore Boulevard: Boy Scout Boulevard/Spruce Street to Cypress Street

Add two lanes to the existing four, including an intersection improvement at Cypress Street and Boy Scout Boulevard/Spruce Street.

Westshore Boulevard: Cypress Street to Interstate 275

Add two lanes to the existing four lanes. This improvement includes widening the eastbound on ramp to Interstate 275 from Westshore Boulevard to two lanes to receive dual southbound left turn lanes. The existing northbound through lane on Westshore Boulevard south of Interstate 275 will be extended under the Interstate 275 overpass to create the third northbound through lane.

Cypress Street: Dale Mabry Highway to Himes Avenue

Add two lanes to the existing two lanes, including an intersection improvement at Dale Mabry Highway and Himes Avenue. This improvement will be compatible with the four laning of Himes Avenue currently under construction by the City of Tampa.

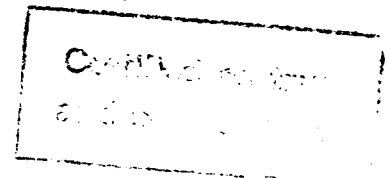
Columbus Drive: Dale Mabry Highway to Himes Avenue

Add two lanes to the existing four lanes including an improvement at the Himes Avenue intersection.

Lois Avenue: Boy Scout Boulevard to Interstate 275

This improvement involves adding two lanes to the existing four lanes. This improvement should include intersection improvements at the following intersections:

- Interstate 275
- Cypress Street, and
- Spruce Street.



Spruce Street: Memorial Highway to Frontage Road

Add a third eastbound through lane from the Memorial Highway southbound to Tampa International Airport entrance ramp to the existing third eastbound through lane which begins at Frontage Road, and add a fourth westbound through lane from Frontage Road to Memorial Highway. This improvement will include the widening of an existing bridge structure from two lanes to three lanes in the westbound direction.

EXHIBIT 5

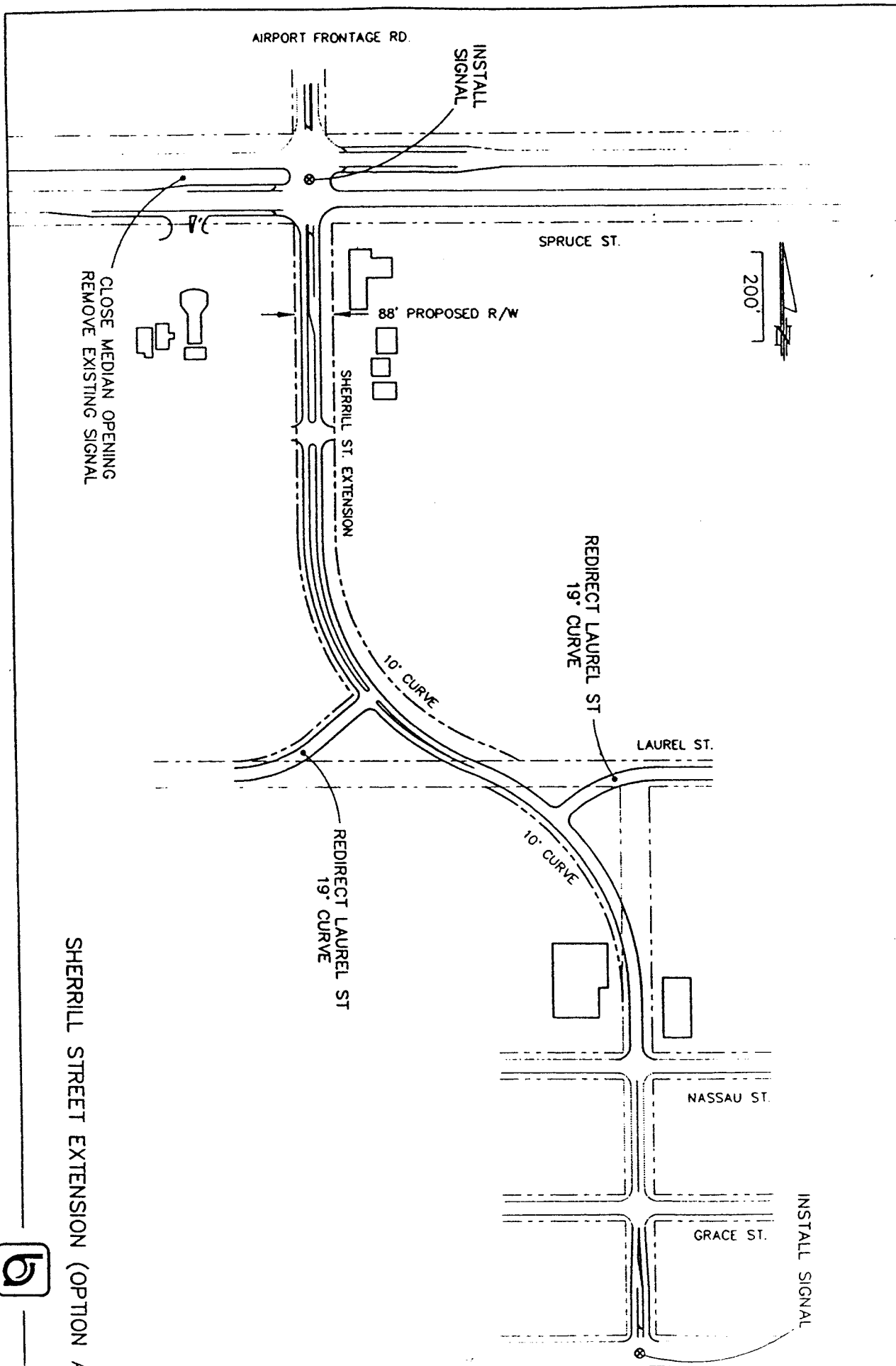
O'Brien/Sherrill Street Extension: Cypress Street to Spruce Street

The improvement concept is to acquire the necessary right-of-way for, and construct the two southbound lanes of, an ultimate four-lane divided roadway -- a distance of 3,000 feet. The existing traffic control signal on Spruce Street at Frontage Road will be relocated to Sherrill Street, and a new signal at the Cypress Street/Sherrill Street intersection will be provided. The existing median opening on Spruce Street at Frontage Road will be closed, and Laurel Street will be realigned to provide suitable intersection geometry, and a southbound left turn lane will be built on Sherrill Street at Cypress Street (see attached schematic diagram for an illustration of the proposed improvement). This improvement will alleviate existing congestion on West Shore Boulevard by providing a continuous "exit" route to Spruce Street as an alternative to Westshore Boulevard for development west of West Shore Boulevard. The alignment shown on the attached schematic diagram is conceptual and the developer reserves the right to refine and modify the alignment based on design considerations, subject to City of Tampa approval.

The construction schedule and generalized estimates of the costs are as follows:

Improvement Phase	Estimated Cost	Phase Duration
Design	\$ 87,000	6 months
Permitting	\$ 17,500	4 months
Right-Of-Way Acquisition	\$ 7,000,000	6-9 months (overlap with permitting)
Construction	\$ 939,500	12 months
TOTAL:	\$ 8,044,000	27 months

In accordance with the above schedule, Proportionate Share payments are anticipated to be made on the following schedule, indicated in months from the initiation of the design services:



SHERILL STREET EXTENSION (OPTION A)

*Proportionate Share Payout Schedule
O'Brien Street/Sherrill Street Extension*

Schedule is based on months from election date, January 6, 1996, of Section 4.1.3.a. of the Development Order.

Month	Design	Permitting	Right of Way	Construction	Total
06-Feb-96	\$14,500				\$14,500
06-Mar-96	\$14,500				\$14,500
06-Apr-96	\$14,500				\$14,500
06-May-96	\$14,500				\$14,500
06-Jun-96	\$14,500				\$14,500
06-Jul-96	\$14,500				\$14,500
06-Aug-96		\$4,375	\$97,500		\$101,875
06-Sep-96		\$4,375	\$97,500		\$101,875
06-Oct-96		\$4,375	\$97,500		\$101,875
06-Nov-96		\$4,375	\$97,500		\$101,875
06-Dec-96			\$97,500		\$97,500
06-Jan-97			\$97,500		\$97,500
06-Feb-97			\$97,500		\$97,500
06-Mar-97			\$97,500		\$97,500
06-Apr-97			\$6,220,000		\$6,220,000
06-May-97				\$78,292	\$78,292
06-Jun-97				\$78,292	\$78,292
06-Jul-97				\$78,292	\$78,292
06-Aug-97				\$78,292	\$78,292
06-Sep-97				\$78,292	\$78,292
06-Oct-97				\$78,292	\$78,292
06-Nov-97				\$78,292	\$78,292
06-Dec-97				\$78,292	\$78,292
06-Jan-98				\$78,292	\$78,292
03-Feb-98				\$78,292	\$78,292
06-Mar-98				\$78,292	\$78,292
05-Apr-98				\$78,292	\$78,292
Totals:	\$87,000	\$17,500	\$7,000,000	\$939,500	\$8,044,000

12-Oct-94

File: H:\IP\PAYOUT1.WK3

**CONSTRUCTION COST ESTIMATE
EXTENDED SHERRILL STREET FROM CYPRESS TO SPRUCE**

Item	Description	Units	Qty.	Unit Cost	Cost
1	Mobilization (8%)	LS	1	\$63,160	\$63,160
2	Maintenance of Traffic (6%)	LS	1	\$47,370	\$47,370
3	Clearing & Grubbing	LS	1	\$30,000	\$30,000
4	Excavation	CY	5,000	\$7	\$35,000
5	New Pavement	SY	8,000	\$20	\$160,000
6	Curb & Gutter	LF	6,000	\$9	\$54,000
7	Resurface Existing	SY	2,200	\$4	\$8,800
8	Concrete Pipe	LF	3,000	\$35	\$105,000
9	Inlets	EA	15	\$2,000	\$30,000
10	Sod	SY	3,300	\$2	\$6,600
11	Traffic Signal	LS	2	\$75,000	\$150,000
12	Pavement Marking	LS	1	\$6,000	\$6,000
SUBTOTAL					\$695,930
Engineering & Contingencies (50%)					\$347,965
TOTAL					\$1,043,895

NOTE: Assumes curb and gutter section. Use of ditches for drainage will reduce cost approximately 30%.

Barton - Aschman Associates, Inc.

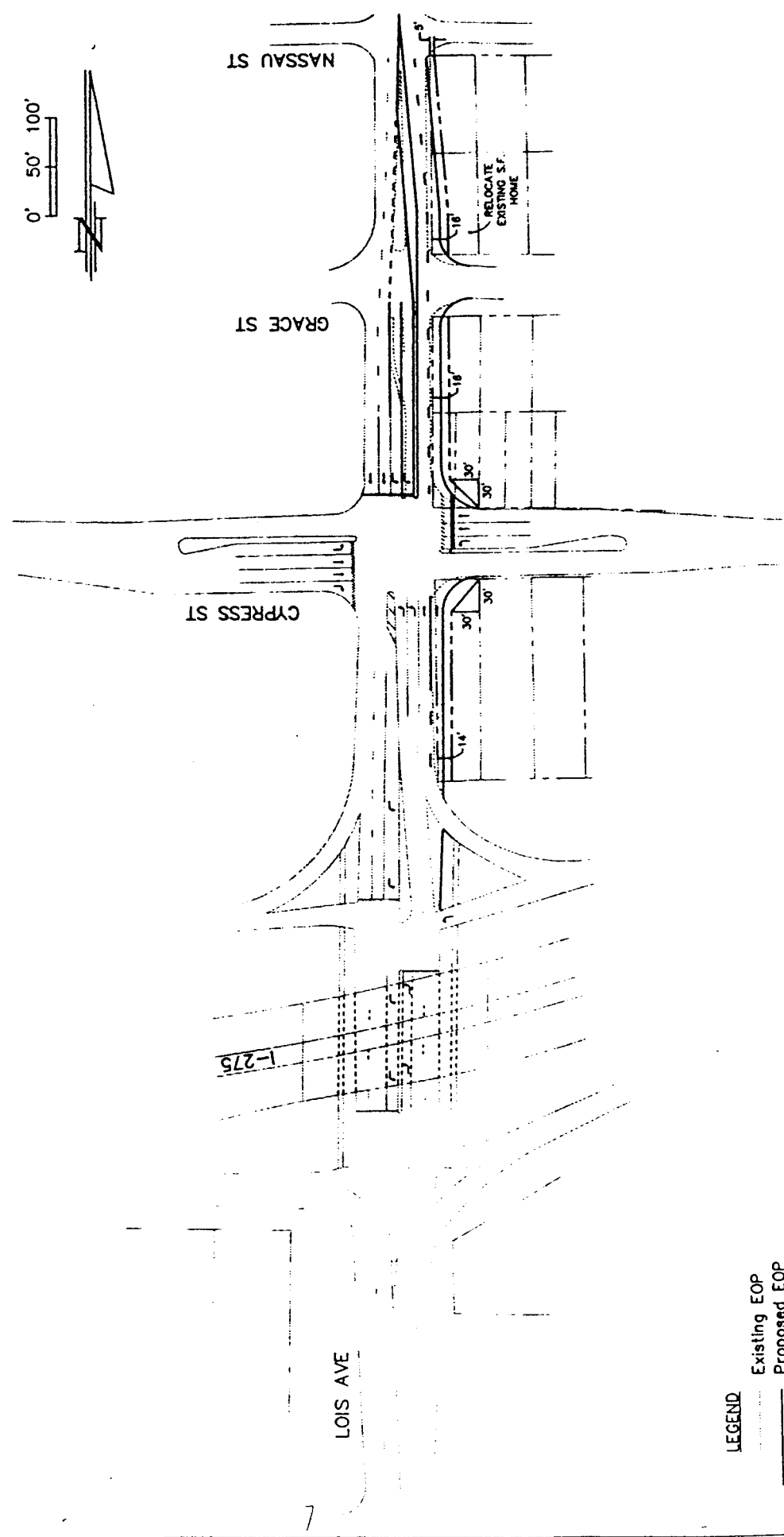
EXHIBIT 6

A Portion of the "Lois Avenue: Boy Scout Boulevard to Interstate 275" Project

The improvement concept is to add a second northbound and southbound left turn lane at the Lois Avenue/Cypress Street Intersection. This will require shifting the northbound lanes on Lois Avenue eastward. This improvement will reduce delay for the heavy northbound left turn movement during the a.m. peak hour and improve through-traffic movements throughout the day. A schematic of the improvement and cost estimate worksheet is attached.

Project Phase	Estimated Cost	Phase Duration
Design	\$ 32,000	3 months
Permitting	\$ 10,000	3 months
Right-Of-Way Acquisition	\$1,267,000	6 months (overlap with permitting)
Construction	\$ 275,500	6 months
TOTAL:	\$1,584,500	15 months

RECOMMENDED INTERSECTION IMPROVEMENTS



LEGEND

- Existing EOP
- Proposed EOP
- Under Bridge
- Removal Item
- Proposed Right-of-Way
- Existing Right-of-Way (approx.)

Proportionate Share Payout Schedule
Lois Avenue at Cypress Street Intersection Improvement

Schedule is based on initiation of design at end of right-of-way acquisition
for O'Brien Street/Sherrill Street improvement, per Development Order section
4.1.3.a.

Month	Design	Permitting	Right of Way	Construction	Total
1	\$10,667				\$10,667
2	\$10,667				\$10,667
3	\$10,667				\$10,667
4		\$3,333	\$43,400		\$46,733
5		\$3,333	\$43,400		\$46,733
6		\$3,333	\$43,400		\$46,733
7			\$43,400		\$43,400
8			\$43,400		\$43,400
9			\$1,050,000		\$1,050,000
10				\$45,917	\$45,917
11				\$45,917	\$45,917
12				\$45,917	\$45,917
13				\$45,917	\$45,917
14				\$45,917	\$45,917
15				\$45,917	\$45,917
Totals:	\$32,000	\$10,000	\$1,267,000	\$275,500	\$1,584,500

06-Oct-94
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CONSTRUCTION COST ESTIMATES
INTERSECTION IMPROVEMENT AT LOIS & CYPRESS

Item	Description	Units	Qty.	Unit Cost	Cost
1	Mobilization (8%)	LS	1	\$14,852	\$14,852
2	Maintenance of Traffic (6%)	LS	1	11,139	11,139
3	Clearing & Grubbing	LS	1	8,000	8,000
4	Excavation	CY	684	.7	4,788
5	New Pavement	SY	1,026	20	20,520
6	Resurfacing	SY	10,160	4	40,640
7	Curb & Gutter	LF	820	9	7,380
8	Concrete Pipe	LF	820	35	28,700
9	Inlets (200' O.C.)	EA	2	2,000	4,000
10	Sod	SY	911	2	1,822
11	Concrete Separator (4')	LF	490	20	9,800
12	Pavement Marking	LS	1	10,000	10,000
13	Signal Modifications	LS	1	50,000	50,000
SUB TOTAL					\$211,641
Engineering & Contingencies (50%)					\$105,820
TOTAL					\$317,461

Barton-Aschman Associates, Inc.

APPENDIX D

CAPACITY ANALYSES WORKSHEETS --

***WITH* SHERRILL STREET AND INTERNATIONAL PLAZA**

NCM: SIGNALIZED INTERSECTION SUMMARY

11-17-1994

Center For Microcomputers In Transportation

Streets: (E-W) SPRUCE ST.

(N-S) WESTSHORE BLVD.

Analyst: TOA

File Name: SPRWEST.HC9

Area Type: Other

11-9-94 1998 PM

Comment: 1998 TOTAL TRAFFIC VOLUMES(WITH IP & SHERRILL ST)

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	1	2	3	1	2	1	1	1	2	1
Volumes	153	837	181	229	1146	235	482	415	376	403	503	439
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vols			50			50			100			150

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*		
Thru			*		Thru	*		
Right			*		Right	*		
Peds					Peds			
WB Left	*	*			SB Left	*		
Thru		*	*		Thru	*		
Right		*	*		Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	12.0A	4.0A	18.0A		Green	28.0A	32.0A	
Yellow/A-R	5.0	4.0	6.0		Yellow/A-	5.0	6.0	
Lost Time	3.0	3.0	3.0		Lost Time	3.0	3.0	

Cycle Length: 120.0 secs Phase combination order: #1 #2 #3 #5 #6

Intersection Performance Summary

	Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	Delay	LOS
	Mvmts	Cap	Flow	Ratio	Ratio					
EB	L	211	1805	0.76	0.12	49.3	E	38.0	D	
	T	993	5672	0.89	0.17	37.2	D			
	R	281	1607	0.49	0.17	29.8	D			
WB	L	638	3479	0.38	0.18	32.9	D	31.8	D	
	T	1371	5672	0.88	0.24	32.5	D			
	R	388	1607	0.50	0.24	26.1	D			
NB	L	870	3479	0.58	0.25	30.8	D	26.4	D	
	T	551	1890	0.79	0.29	25.0	C			
	R	469	1607	0.62	0.29	21.1	C			
SB	L	449	1796	0.94	0.25	54.6	E	30.4	D	
	T	1103	3781	0.50	0.29	16.8	C			
	R	469	1607	0.65	0.29	21.6	C			

Intersection Delay = 31.6 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.855

Center For Microcomputers In Transportation

Streets: (E-W) LAUREL ST.

(N-S) WESTSHORE BLVD.

Analyst: TOA

File Name: LURLWEST.HC9

Area Type: Other

11-9-94 1998 PM

Comment: 1998 TOTAL TRAFFIC VOLUMES(WITH IP & SHERRILL ST)

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1		1				1	2		2		
Volumes	126		198				109	1093		961		60
Lane Width	12.0		12.0				12.0	12.0		12.0		
RTOR Vols			0						0			0

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*	*	
Thru					Thru	*	*	
Right	*				Right			
Peds					Peds			
WB Left					SB Left			
Thru					Thru	*		
Right					Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	25.0A				Green	15.0A 64.0A		
Yellow/A-R	5.0				Yellow/A-	5.0 6.0		
Lost Time	3.0				Lost Time	3.0 3.0		
Cycle Length: 120.0 secsPhase combination order: #1 #5 #6								

Intersection Performance Summary

Lane Group:		Adj Sat	v/c	g/C	Approach:			
Mvmts	Cap	Flow	Ratio	Ratio	Delay	LOS	Delay	LOS
EB L	406	1805	0.33	0.22	29.7	D	28.8	D
R	362	1607	0.58	0.22	28.2	D		
NB L	254	1796	0.00	0.73	0.0	A	2.9	A
T	2741	3781	0.44	0.73	3.2	A		
SB TR	2092	3747	0.54	0.56	8.0	B	8.0	B

Intersection Delay = 8.1 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.473

Center For Microcomputers In Transportation

Streets: (E-W) CYPRESS ST.

(N-S) WESTSHORE BLVD.

Analyst: TOA

File Name: CYPRWEST.HC9

Area Type: Other

11-9-94 1998 PM

Comment: 1998 TOTAL TRAFFIC VOLUMES(WITH IP & SHERRILL ST)

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	2	<	2	2	<	1	2	<
Volumes	55	158	434	328	341	75	247	808	285	111	1309	104
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
RTOR Vols			200			0			0			0

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*	*			NB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
WB Left	*	*			SB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
NB Right					EB Right	*		
SB Right					WB Right			
Green	20.5A	17.5A			Green	14.0A	46.0A	
Yellow/A-R	5.0	6.0			Yellow/A-	5.0	6.0	
Lost Time	3.0	3.0			Lost Time	3.0	3.0	
Cycle Length: 120.0 secsPhase combination order: #1 #2 #5 #6								

Intersection Performance Summary

	Lane	Group:	Adj Sat	v/c	g/C		Approach:		
	Mvmts	Cap	Flow	Ratio	Ratio	Delay	LOS	Delay	LOS
EB	L	338	1805	0.00	0.38	0.0	A	21.7	C
	T	323	1890	0.51	0.17	30.2	D		
	R	529	1607	0.47	0.33	21.0	C		
WB	L	337	1796	0.85	0.38	37.9	D	34.8	D
	TR	628	3679	0.70	0.17	32.2	D		
NB	L	464	3479	0.56	0.13	38.2	D	21.6	C
	TR	1484	3634	0.78	0.41	17.9	C		
SB	L	239	1796	0.49	0.13	37.9	D	31.2	D
	TR	1528	3741	0.97	0.41	30.6	D		

Intersection Delay = 27.6 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.811

NCM: SIGNALIZED INTERSECTION SUMMARY

11-09-1994

Center For Microcomputers In Transportation

Streets: (E-W) I-275 RAMPS

(N-S) WESTSHORE BLVD.

Analyst: TOA

File Name: 1275WEST.HC9

Area Type: Other

11-9-94 1998 PM

Comment: 1998 TOTAL TRAFFIC VOLUMES(WITH IP & SHERRILL ST)

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes				2		1	2			1	2	
Volumes				363		247	886			614	2495	
Lane Width				12.0		12.0	12.0			12.0	12.0	
RTOR Vols						50			0			0

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left					NB Left			
Thru					Thru	*		
Right					Right			
Peds					Peds			
WB Left	*				SB Left	*	*	
Thru					Thru	*	*	
Right	*				Right			
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0A				Green	35.0A	48.0A	
Yellow/A-R	6.0				Yellow/A-	5.0	6.0	
Lost Time	3.0				Lost Time	3.0	3.0	
Cycle Length: 120.0 secsPhase combination order: #1 #5 #6								

Intersection Performance Summary

Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	Delay	LOS
Mvmts	Cap	Flow	Ratio	Ratio					
WB L	670	3496	0.57	0.19	34.3	D	33.6	D	
R	308	1607	0.67	0.19	32.4	D			
NB T	1607	3781	0.61	0.43	14.8	B	14.8	B	
SB L	554	1796	0.98	0.76	34.5	D	17.2	C	
T	2867	3781	0.96	0.76	13.2	B			

Intersection Delay = 18.7 sec/veh Intersection LOS = C

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.903

NCM: SIGNALIZED INTERSECTION SUMMARY

11-17-1994

Center For Microcomputers In Transportation

Streets: (E-W) SHERRILL ST.

(N-S) SPRUCE ST.

Analyst: TOA

File Name: SHRLSPRU.HC9

Area Type: Other

11-9-94 1998 PM

Comment: 1998 TOTAL TRAFFIC VOLUMES(WITH IP & SHERRILL ST)

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	3	1	1	3	1	1	1	<	1	1	<
Volumes	62	1145	78	81	1518	52	450	11	195	157	11	247
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
RTOR Vols			0			0			0			0

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*				NB Left	*	*	
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
WB Left	*				SB Left	*	*	
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	12.0A	39.0A			Green	25.0A	22.0A	
Yellow/A-R	5.0	6.0			Yellow/A-	5.0	6.0	
Lost Time	3.0	3.0			Lost Time	3.0	3.0	
Cycle Length: 120.0 secsPhase combination order: #1 #2 #5 #6								

Intersection Performance Summary

	Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	Delay	LOS
	Mvmts	Cap	Flow	Ratio	Ratio					
EB	L	211	1805	0.31	0.12	37.2	D		22.3	C
	T	1985	5672	0.67	0.35	21.9	C			
	R	562	1607	0.15	0.35	17.3	C			
WB	L	210	1796	0.41	0.12	38.1	D		27.1	D
	T	1985	5672	0.89	0.35	26.9	D			
	R	562	1607	0.10	0.35	17.0	C			
NB	L	404	1796	0.98	0.46	55.1	E		47.4	E
	TR	338	1624	0.64	0.21	30.5	D			
SB	L	404	1796	0.12	0.46	14.1	B		28.4	D
	TR	337	1618	0.81	0.21	37.0	D			

Intersection Delay = 28.8 sec/veh Intersection LOS = D

Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.808

NCM: SIGNALIZED INTERSECTION SUMMARY

11-15-1994

Center For Microcomputers In Transportation

Streets: (E-W) SHERRILL ST.

(N-S) CYPRESS ST.

Analyst: TOA

File Name: SHRLCYPR.MC9

Area Type: Other

11-9-94 1998 PM

Comment: 1998 TOTAL TRAFFIC VOLUMES(WITH IP & SHERRILL ST)

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	<	1	2	<	>	1	<	1	1	<
Volumes	589	564	17	2	515	95	20	2	2	16	1	153
Lane Width	12.0	12.0		12.0	12.0		12.0			12.0	12.0	
RTOR Vols			0			0			0			0

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*	*			NB Left	*		
Thru	*	*			Thru	*		
Right	*	*			Right	*		
Peds					Peds			
WB Left		*			SB Left	*		
Thru		*			Thru	*		
Right		*			Right	*		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		25.0A	58.0A		Green	20.0A		
Yellow/A-R		5.0	6.0		Yellow/A-R	6.0		
Lost Time		3.0	3.0		Lost Time	3.0		

Cycle Length: 120.0 secsPhase combination order: #1 #2 #5

Intersection Performance Summary

Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	Delay	LOS
Mvmts	Cap	Flow	Ratio	Ratio					
EB	L	404	1796	0.78	0.76	13.1	B	7.8	B
	TR	2854	3764	0.23	0.76	2.7	A		
WB	L	401	788	0.00	0.51	11.1	B	11.5	B
	TR	1877	3693	0.36	0.51	11.5	B		
NB	LTR	193	1006	0.13	0.19	26.0	D	26.0	D
SB	L	340	1776	0.05	0.19	30.1	D	29.4	D
	TR	308	1609	0.53	0.19	29.3	D		

Intersection Delay = 11.0 sec/veh Intersection LOS = B

Lost Time/Cycle, L = 6.0 sec Critical v/c(x) = 0.483

ARTERIAL DESCRIPTION

NAME OF THE ARTERIAL FACILITY..... WESTSHORE-SPRUCE TO I-275 (NB)

ARTERIAL CLASS OF THE FACILITY..... 3

NUMBER OF SEGMENTS ON THE ARTERIAL.. 3

OTHER INFORMATION..... 1998 CONDITIONS-W/ IP TRAFFIC & SHERRILL ST.

ARTERIAL SUMMARY OF INTERSECTION DELAY ESTIMATES

SEQ.	CYCLE LEN.	FOR LANE GROUP WITH			INITIAL STOP DELAY	PROGRESSION FACTOR (TABLE 11-6)	ADJ.		EST. APP. DELAY
		THROUGH MOVEMENT: g/c	v/c	CAPACITY			STOP DELAY	INT LOS	
1	120.0	0.410	0.780	1484	25.3	0.85	21.5 C	27.9	
2	120.0	0.730	0.440	2741	5.0	0.85	4.2 A	5.5	
3	120.0	0.290	0.790	551	35.1	0.85	29.8 D	38.8	

COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Page-2

SEG.	LENGTH (ft mi)	ART. CLASS	FLOW (mph)	FREE RUNNING TIME (sec.) (TABLE 11-3)	INT. APP. DELAY (sec)	OTHER DELAY (sec)	SUM OF SEG. TIME (sec)	SPD. (mph)	SEG. LOS
1	0.14	3	35	19.9	27.9	0.0	47.8	10.2	D
2	0.27	3	35	32.2	5.5	0.0	37.7	25.8	A
3	0.27	3	35	32.2	38.8	0.0	71.0	13.7	C

Grand Sum of Time = 156.48 sec. Average Speed 15.5
 Grand Sum of Length = 0.68 mi. Overall LOS = C

IDENTIFYING INFORMATION

NAME OF THE ARTERIAL FACILITY..... WESTSHORE-SPRUCE TO I-275 (NB)
 OTHER INFORMATION..... 1998 CONDITIONS-W/ IP TRAFFIC & SHERRILL ST.

ARTERIAL DESCRIPTION

NAME OF THE ARTERIAL FACILITY..... WESTSHORE-SPRUCE TO I-275 (S8)

ARTERIAL CLASS OF THE FACILITY..... 3

NUMBER OF SEGMENTS ON THE ARTERIAL.. 3

OTHER INFORMATION..... 1998 CONDITIONS-W/ IP TRAFFIC & SHERRILL ST.

ARTERIAL SUMMARY OF INTERSECTION DELAY ESTIMATES

SEQ.	CYCLE LEN.	FOR LANE GROUP WITH			INITIAL PROGRESSION STOP DELAY	ADJ. FACTOR (TABLE 11-6)	EST.	
		THROUGH g/c	MOVEMENT: v/c	CAPACITY			STOP INT DELAY LOS	APP. DELAY
1	120.0	0.560	0.540	2092	12.9	0.85	10.9 B	14.2
2	120.0	0.410	0.970	1528	38.6	0.85	32.8 D	42.6
3	120.0	0.760	0.960	2867	16.6	0.85	14.1 B	18.4

COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Page-2

SEG.	SEGMENT LENGTH (ft mi)	ART. CLASS	FREE FLOW (mph)	RUNNING TIME (sec.) (TABLE 11-3)	INT. APP. DELAY (sec)	OTHER DELAY (sec)	SUM OF TIME (sec)	SPD. (mph)	SEG. LOS
1	0.27	3	35	32.2	14.2	0.0	46.4	20.9	B
2	0.27	3	35	32.2	42.6	0.0	74.8	13.0	D
3	0.14	3	35	20.3	18.4	0.0	38.7	13.0	C

Grand Sum of Time = 159.92 sec. Average Speed 15.3
 Grand Sum of Length = 0.68 mi. Overall LOS = C

IDENTIFYING INFORMATION

NAME OF THE ARTERIAL FACILITY..... WESTSHORE-SPRUCE TO I-275 (SB)
 OTHER INFORMATION..... 1998 CONDITIONS-W/ IP TRAFFIC & SHERRILL ST.

ARTERIAL DESCRIPTION

 NAME OF THE ARTERIAL FACILITY..... CYPRESS-SHERRILL TO WESTSH(EB)
 ARTERIAL CLASS OF THE FACILITY..... 2
 NUMBER OF SEGMENTS ON THE ARTERIAL.. 1
 OTHER INFORMATION..... 1998 CONDITIONS-W/ IP TRAFFIC & SHERRILL ST.

ARTERIAL SUMMARY OF INTERSECTION DELAY ESTIMATES

SEQ.	LEN.	FOR LANE GROUP WITH			INITIAL PROGRESSION STOP DELAY	ADJ. FACTOR (TABLE 11-6)	STOP DELAY	INT LOS	EST. APP. DELAY
		CYCLE	THROUGH	MOVEMENT:					
		g/c	v/c	CAPACITY					
1	120.0	0.170	0.510	323	35.5	0.85	30.2	D	39.3

SEG.	SEG. (ft mi)	LENGTH	ART. CLASS	FLOW (mph)	FREE RUNNING TIME (sec.) (TABLE 11-3)	INT. APP. DELAY (sec)	OTHER DELAY (sec)	SUM OF SEG. TIME (sec)	SPD. (mph)	SEG. LOS
1	0.38	2	35	42.2	39.3	0.0	81.4	16.8	D	

Grand Sum of Time = 81.44 sec. Average Speed 16.8

Grand Sum of Length = 0.38 mi. Overall LOS = D

IDENTIFYING INFORMATION

NAME OF THE ARTERIAL FACILITY..... CYPRESS-SHERRILL TO WESTSH(EB)

OTHER INFORMATION..... 1998 CONDITIONS-W/ IP TRAFFIC & SHERRILL ST.

ARTERIAL DESCRIPTION

NAME OF THE ARTERIAL FACILITY..... CYPRESS-SHERRILL TO WESTSH(WB)

ARTERIAL CLASS OF THE FACILITY..... 2

NUMBER OF SEGMENTS ON THE ARTERIAL.. 1

OTHER INFORMATION..... 1998 CONDITIONS-W/ IP TRAFFIC & SHERRILL ST.

ARTERIAL SUMMARY OF INTERSECTION DELAY ESTIMATES

		FOR LANE GROUP WITH INITIAL PROGRESSION				ADJ.		EST.	
		CYCLE THROUGH MOVEMENT: STOP				FACTOR		STOP INT APP.	
SEQ.	LEN.	g/c	v/c	CAPACITY	DELAY	(TABLE 11-6) DELAY LOS		DELAY	
1	120.0	0.510	0.360	1877	13.5	0.85	11.4	B	14.9

SEG.	SEG. (ft mi)	ART. CLASS	FLOW (mph)	FREE RUNNING TIME (sec.) (TABLE 11-3)	INT. DELAY (sec)	APP. DELAY (sec)	OTHER DELAY (sec)	SUM OF SEG. TIME (sec)	SPD. (mph)	SEG. LOS
1	0.38	2	35	42.2	14.9	0.0	57.1	24.0	C	

Grand Sum of Time = 57.06 sec. Average Speed 24.0
 Grand Sum of Length = 0.38 mi. Overall LOS = C

IDENTIFYING INFORMATION

NAME OF THE ARTERIAL FACILITY..... CYPRESS-SHERRILL TO WESTSH(WB)
 OTHER INFORMATION..... 1998 CONDITIONS-W/ IP TRAFFIC & SHERRILL ST.

ARTERIAL DESCRIPTION

 NAME OF THE ARTERIAL FACILITY..... SPRUCE-SHERRILL TO WESTSH(EB)
 ARTERIAL CLASS OF THE FACILITY..... 2
 NUMBER OF SEGMENTS ON THE ARTERIAL.. 1
 OTHER INFORMATION..... 1998 CONDITIONS-W/ IP TRAFFIC & SHERRILL ST.

ARTERIAL SUMMARY OF INTERSECTION DELAY ESTIMATES

		FOR LANE GROUP WITH			INITIAL PROGRESSION		ADJ.	EST.	
		THROUGH MOVEMENT:			STOP	FACTOR	STOP	INT	APP.
SEQ.	LEN.	g/C	v/c	CAPACITY	DELAY	(TABLE 11-6)	DELAY	LOS	DELAY
1	120.0	0.170	0.890	993	44.2	0.85	37.6	D	48.9

COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Page-2

SEG.	LENGTH (ft mi)	ART. CLASS	FLOW (mph)	FREE RUNNING TIME (sec.) (TABLE 11-3)	INT. APP. DELAY (sec)	OTHER DELAY (sec)	SUM OF SEG. TIME (sec)	SEG. SPD. (mph)	SEG. LOS
1	0.38	2	35	42.2	48.9	0.0	91.0	15.0	D

Grand Sum of Time = 91.05 sec. Average Speed 15.0
 Grand Sum of Length = 0.38 mi. Overall LOS = D

IDENTIFYING INFORMATION

NAME OF THE ARTERIAL FACILITY..... SPRUCE-SHERRILL TO WESTSH(EB)
 OTHER INFORMATION..... 1998 CONDITIONS-W/ IP TRAFFIC & SHERRILL ST.

ARTERIAL DESCRIPTION

NAME OF THE ARTERIAL FACILITY..... SPRUCE-SHERRILL TO WESTSH(WB)

ARTERIAL CLASS OF THE FACILITY..... 2

NUMBER OF SEGMENTS ON THE ARTERIAL.. 1

OTHER INFORMATION..... 1998 CONDITIONS-W/ IP TRAFFIC & SHERRILL ST.

ARTERIAL SUMMARY OF INTERSECTION DELAY ESTIMATES

SEQ.	LEN.	g/c	v/c	FOR LANE GROUP WITH THROUGH MOVEMENT: CAPACITY	INITIAL PROGRESSION STOP DELAY	ADJ. FACTOR (TABLE 11-6)	STOP INT DELAY LOS	EST. APP. DELAY
1	120.0	0.350	0.890	1985	31.9	0.85	27.1 D	35.3

COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Page-2

SEG.	LENGTH (ft mi)	ART. CLASS	FLOW (mph)	FREE RUNNING TIME (sec.) (TABLE 11-3)	INT. DELAY (sec)	APP. DELAY (sec)	OTHER DELAY TIME (sec)	SUM OF SEG. SPD. (mph)	SEG. LOS
1	0.38	2	35	42.2	35.3	0.0	77.5	17.7	D

Grand Sum of Time = 77.47 sec. Average Speed 17.7
 Grand Sum of Length = 0.38 mi. Overall LOS = D

IDENTIFYING INFORMATION

NAME OF THE ARTERIAL FACILITY..... SPRUCE-SHERRILL TO WESTSH(WB)
 OTHER INFORMATION..... 1998 CONDITIONS-W/ 1P TRAFFIC & SHERRILL ST.

ARTERIAL DESCRIPTION

NAME OF THE ARTERIAL FACILITY..... SHERRILL-SPRUCE TO CYPRESS(NB)

ARTERIAL CLASS OF THE FACILITY..... 2

NUMBER OF SEGMENTS ON THE ARTERIAL.. 1

OTHER INFORMATION..... 1998 CONDITIONS-W/ IP TRAFFIC & SHERRILL ST.

ARTERIAL SUMMARY OF INTERSECTION DELAY ESTIMATES

		FOR LANE GROUP WITH INITIAL PROGRESSION ADJ.				EST.	
		CYCLE THROUGH MOVEMENT:		STOP	FACTOR	STOP INT	APP.
SEQ.	LEN.	g/c	v/c	CAPACITY	DELAY (TABLE 11-6)	DELAY LOS	DELAY
1	120.0	0.210	0.640	338	35.7	0.85	30.3 D 39.5

COMPUTATION OF ARTERIAL LEVEL OF SERVICE WORKSHEET

Page-2

SEGMENT	FREE	RUNNING	TIME	INT.	APP.	OTHER	SUM	OF	SEG.
LENGTH	ART.	FLOW	(sec.)	DELAY	DELAY	TIME	SPD.	SEG.	
SEG. (ft mi)	CLASS	(mph)	(TABLE 11-3)	(sec)	(sec)	(sec)	(mph)	LOS	
1 0.50	2	35	53.0	39.5	0.0	92.5	19.5	C	

Grand Sum of Time = 92.45 sec. Average Speed 19.5

Grand Sum of Length = 0.50 mi. Overall LOS = C

IDENTIFYING INFORMATION

NAME OF THE ARTERIAL FACILITY..... SHERRILL-SPRUCE TO CYPRESS(NB)

OTHER INFORMATION..... 1998 CONDITIONS-W/ IP TRAFFIC & SHERRILL ST.

ARTERIAL DESCRIPTION

NAME OF THE ARTERIAL FACILITY..... SHERRILL-SPRUCE TO CYPRESS(SB)

ARTERIAL CLASS OF THE FACILITY..... 2

NUMBER OF SEGMENTS ON THE ARTERIAL.. 1

OTHER INFORMATION..... 1998 CONDITIONS-W/ IP TRAFFIC & SHERRILL ST.

ARTERIAL SUMMARY OF INTERSECTION DELAY ESTIMATES

SEQ.	LEN.	FOR LANE GROUP WITH			INITIAL PROGRESSION		ADJ.		EST.	
		CYCLE	THROUGH	MOVEMENT:	STOP	FACTOR	STOP	INT	APP.	
		g/c	v/c	CAPACITY	DELAY	(TABLE 11-6)	DELAY	LOS	DELAY	
1	120.0	0.190	0.530	308	34.6	0.85	29.5	D	38.3	

SEGMENT	FREE	RUNNING	TIME	INT.	APP.	OTHER	SUM OF	SEG.
LENGTH	ART.	FLOW	(sec.)	DELAY	DELAY	TIME	SPD.	SEG.
SEG. (ft mi)	CLASS	(mph)	(TABLE 11-3)	(sec)	(sec)	(sec)	(mph)	LOS
1	0.50	2	35	53.0	38.3	0.0	91.3	19.7 C

Grand Sum of Time = 91.29 sec. Average Speed 19.7

Grand Sum of Length = 0.50 mi. Overall LOS = C

IDENTIFYING INFORMATION

NAME OF THE ARTERIAL FACILITY..... SHERRILL-SPRUCE TO CYPRESS(SB)

OTHER INFORMATION..... 1998 CONDITIONS-W/ IP TRAFFIC & SHERRILL ST.

LEGAL DESCRIPTION

International Plaza

A Portion of the Northwest 1/4 of Section 16, Township 29 South, Range 18 East and the Northeast 1/4 of Section 17, Township 29 South, Range 18 East, Hillsborough County, Florida, lying within and without the plats of WEST SHORE ESTATES as described in Plat Book 17, Page 43, and WEST SHORE ESTATES REPLAT as described in Plat Book 31, Page 44 of the Public records of Hillsborough County, Florida, being more particularly described as follows:

Commence at the Northwest corner of said Section 16; thence along the West Boundary of said Section 16, S 00° 20' 48" W, for 50.00 feet to a point of intersection with the South right-of-way line of Columbus Drive, said point being the POINT OF BEGINNING; thence along the South right-of-way line of Columbus Drive the following 3 courses; S 89° 28' 10" E, for 1,582.37 feet; thence S 00° 31' 50" W, for 6.06 feet to a point on a curve concave to the Southwest; thence easterly along the arc of said curve having a radius of 536.59 feet, a central angle of 21° 27' 53", an arc length of 201.02 feet and a chord, bearing S 78° 44' 13" E, for 199.85 feet to a point of intersection with the northwesterly right-of-way line of State Road 589, said point being on a curve concave to the Southeast; thence along said right-of-way line the following 4 courses; thence southwesterly along the arc of said curve having a radius of 2,009.86 feet, a central angle of 25° 40' 03", an arc length of 900.38 feet, and a chord bearing S 52° 21' 27" W, for 892.87 feet; thence S 39° 31' 26" W, for 1,496.78 feet to the point of curvature of a curve concave to the Northwest; thence southwesterly along the arc of said curve, having a radius of 1,809.86 feet, a central angle of 51° 42' 45", an arc length of 1,633.50 feet and a chord, bearing S 65° 22' 49" W, for 1,578.61 feet; thence N 88° 45' 49" W, for 617.68 feet to a point on the East right-of-way line of Westshore Boulevard (State Road 587); thence along said right-of-way line the following 10 courses; thence N 01° 14' 31" E, for 50.00 feet; thence N 88° 45' 49" W, for 29.34 feet to a point on a curve concave to the East; thence northerly along the arc of said curve having a radius of 22,878.32 feet, a central angle of 00° 16' 41", an arc length of 111.03 feet and a chord, bearing N 01° 38' 00" E, for 111.03 feet; thence N 01° 46' 20" E, for 390.82 feet to the point of curvature of a curve concave to the West; thence northwesterly along the arc of said curve having a radius of 22,958.32 feet, a central angle of 01° 18' 00", an arc length of 520.91 feet and a chord, bearing N 01° 07' 20" E, for 520.89 feet; thence N 00° 28' 20" E, for 83.85 feet; thence S 89° 31' 40" E, for 24.68 feet; thence N 00° 26' 16" E, for 116.50 feet; thence N 89° 31' 40" W, for 24.61 feet; thence N 00° 28' 20" E, for 1,170.64 feet to a point of intersection with the South right-of-way line of said Columbus Drive; thence along said right-of-way line of Columbus Drive, S 88° 48' 30" E, for 1,925.86 feet to a point of intersection with the East boundary of said Section 17, said point being the POINT OF BEGINNING.

LEGAL DESCRIPTION

International Plaza

Together with:

Commence at the Southwest corner of the Northeast 1/4 of Section 17, Township 29 South, Range 18 East, Hillsborough County, Florida; thence along the centerline of said Section 17, N 00° 29' 49" E, for 170.00 feet to the POINT OF BEGINNING on the northerly right-of-way line of Spruce Street (State Road 589); thence along said right-of-way line N 88° 53' 07" W, for 212.03 feet; thence leaving said right-of-way line N 01° 58' 40" E, for 1,078.56 feet; thence N 40° 00' 00" E, for 113.12 feet; thence S 88° 45' 51" E, for 720.69 feet to the westerly right-of-way line of Westshore Boulevard (State Road 587); thence along said right-of-way line the following 3 courses; thence S 00° 32' 03" W, for 10.15 feet; thence S 88° 46' 41" E, for 26.92 feet; thence S 00° 28' 20" W, 75.03 feet, to a point of intersection with the North boundary line extended of the Tampa Bay Buccaneer Training Facility as shown on a survey prepared by West Central Florida Surveyors, Incorporated, dated December 29, 1975; thence along said boundary extension, N 88° 56' 29" W, for 5.86 feet, to a found 4" x 4" concrete monument, being the Northeast corner of said Tampa Bay Buccaneer Training Facility; thence along the boundary of said Tampa Bay Buccaneer Training Facility, for the following 3 courses, N 88° 56' 29" W, for 579.76 feet, to a found 4" x 4" concrete monument, being the Northwest corner of said Tampa Bay Buccaneer Training Facility; thence S 00° 21' 16" W, for 419.89 feet, to a found 4" x 4" concrete monument being the Southwest corner of said Tampa Bay Buccaneer Training Facility; thence S 88° 55' 51" E, for 579.88 feet, to a found 4" x 4" concrete monument, being the Southeast corner of said Tampa Bay Buccaneer Training Facility; continue thence S 88° 55' 51" E, for 4.89 feet, to the point of intersection with said westerly right-of-way line of Westshore Blvd.; thence along said right-of-way line the following 5 courses; thence S 00° 28' 20" W, for 245.69 feet; thence S 01° 46' 20" W, for 253.70 feet to the point of curvature of a curve concave to the Southeast; thence southerly along the arc of said curve having a central angle of 00° 16' 44", a radius of 22,958.32 feet, an arc length of 111.76 feet and a chord, bearing S 01° 37' 58" W, for 111.76 feet; thence N 88° 45' 49" W, for 31.66 feet; thence S 01° 14' 31" W, for 50.00 feet to said northerly right-of-way line of Spruce Street; thence along said right-of-way line N 88° 45' 49" W, for 595.56 feet to the POINT OF BEGINNING.

Subject to any and all existing rights-of-way and easements of record.

Containing 155.09 acres, more or less.

O'Brien/Sherrill Street Extension: Cypress Street to Spruce Street

Construct a two-lane collector street from Cypress Street to Spruce Street west of Westshore Boulevard on the alignment of either O'Brien Street or Sherrill Street. The exact alignment of this new roadway is currently under consideration by the Florida DOT and City of Tampa in conjunction with the planned improvements to Interstate 275.

Eisenhower Boulevard: Courtney Campbell Causeway to Independence Parkway

Add two lanes to the existing six lanes. In the northbound direction, the third through lane should be extended to feed the dual northbound left turn lanes at Memorial Highway.

Buffalo Avenue: Himes Avenue to Tampa Bay Center

Add two lanes to the existing four lanes, including an intersection improvement at Buffalo Avenue.

*The descriptions provided are intended to provide general guidance to the scope and limits of the proposed improvements and lane resolutions at the limits of the improvements. These issues will be addressed based on information current at the time the Roadway Construction Agreement referenced in Section 4.I of the International Plaza development order is entered into.

PROJECT AND PAYMENT SCHEDULE

PHASE ONE TRANSPORTATION IMPROVEMENTS*

<u>PROJECT</u>	<u>IMPROVEMENTS</u>
1. Lois/Boy Scout (100%)	Two northbound thru lanes; One northbound right turn lane; One northbound left turn lane; Three southbound thru lanes; One southbound right turn lane; One southbound left turn lane; One eastbound thru lane; One eastbound left turn lane; One westbound thru lane; One westbound right turn lane;
2. Westshore/Boy Scout (39.2%)	One northbound thru lane; Convert the existing northbound left/ thru lane to a left turn lane; One southbound thru lane; One southbound right turn lane; One eastbound thru lane; One westbound thru lane;
3. Boy Scout: Westshore to Lois (56.7%)	One eastbound lane; One westbound lane;
4. Airport Access Road (100%)	One northbound left turn lane at its intersection with the east-west service road on the southside of the post office; Improve striping on the east-west service road on the southside of post office.
5. Boy Scout/Columbus (51.4%)	Two southbound left turn lanes; One eastbound thru lane; One eastbound left turn lane; One westbound thru lane; One westbound right turn lane.
6. Boy Scout: Lois to Dale Mabry (62.8%)	One eastbound thru lane; One westbound thru lane.
7. Memorial Hwy: Spruce to Courtney Campbell Causeway (15.3%)	Interim improvement: One northbound thru lane. Interchange improvement: Provide for a grade separation; One southbound thru lane.
8. Dale Mabry/Columbus (7.8%)	Interim improvement: One southbound left turn lane; One westbound thru lane; One westbound left turn lane. Interchange improvement: Provide for a grade separation.
9. Westshore/Kennedy (48%)	One westbound right turn lane.

TBRPC
3rd Copy

ORDINANCE NO. 24-33

AN ORDINANCE OF THE CITY OF TAMPA, FLORIDA, APPROVING A FOURTH AMENDMENT TO A DEVELOPMENT ORDER RENDERED PURSUANT TO CHAPTER 380, FLORIDA STATUTES, FILED BY THE CONCORDE COMPANIES, INC. (F/K/A INTERNATIONAL PLAZA, INC.) FOR INTERNATIONAL PLAZA, A PREVIOUSLY APPROVED DEVELOPMENT OF REGIONAL IMPACT; PROVIDING AN EFFECTIVE DATE HEREOF.

WHEREAS, Ordinance No. 8905-A, passed and ordained by the City Council of the City of Tampa, Florida (the "City Council"), on June 13, 1985, approved a Development Order for International Plaza (the "Development"), a Development of Regional Impact ("DRI"), (hereinafter said Ordinance shall be referred to as the "Development Order"); and

WHEREAS, Ordinance No. 88-414, passed and ordained by the City Council on December 15, 1988, approved a first amendment to the Development Order (hereinafter said Ordinance shall be referred to as the "First Amendment"); and

WHEREAS, Ordinance No. 90-07, passed and ordained by the City Council on January 25, 1990, approved a second amendment to the Development Order, as amended by the First Amendment, (hereinafter said Ordinance shall be referred to as the "Second Amendment"); and

WHEREAS, Ordinance No. 90-08, passed and ordained by the City Council on January 25, 1990, approved a third amendment to the Development Order, as amended by the First Amendment and the Second Amendment, (hereinafter said Ordinance shall be referred to as the "Third Amendment"); and

WHEREAS, on November 12, 1993, The Concorde Companies, Inc. (f/k/a International Plaza, Inc.) (the "Developer") filed a Notification of Proposed Change to a Previously Approved Development of Regional Impact Subsection 380.06(19), Florida Statutes, for the International Plaza DRI (the "Notification"); and

WHEREAS, on January 25, 1994, the Developer filed a letter containing a supplemental response (hereinafter the Notification together with this supplemental response shall be collectively referred to as the "NOPC");

WHEREAS, the NOPC proposed to amend the Development Order, as previously amended by the First Amendment, Second Amendment and Third Amendment, to extend the date of buildout of Phase I of the International Plaza DRI by an additional two (2) years; to extend the date of buildout of Phase II by an additional one (1) year, eleven (11) months and fifteen (15) days; to provide a revised General Site Development Plan, Exhibit H-1, attached hereto as Exhibit 2 and incorporated herein by reference, to reflect the revised phasing schedule and to correct a scrivener's error contained in the General Site Development Plan, Exhibit H-1, attached to the

Certified as true

Third Amendment; and to provide that the Developer shall file an additional Notification of Proposed Change within eight (8) months of the adoption of this Ordinance, subject to no appeals, to address the Roadway Construction Agreement for the Pipeline Proportionate Share Amount for Phase II of the International Plaza DRI and the Development Order issued in response to the Notification of Proposed Change shall identify the selected roadway improvement(s) and identify the schedule of completion for such improvement(s) (hereinafter said changes shall be referred to as the "Proposed Changes"); and

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

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

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

WHEREAS, the public notice requirements have been fulfilled; and

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

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

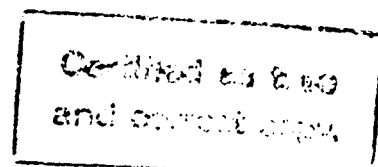
WHEREAS, Section 380.06, Florida Statutes, requires that a development order be amended to reflect the City Council's approval of changes to an adopted development order.

NOW, THEREFORE

BE IT ORDAINED BY THE CITY COUNCIL

OF THE CITY OF TAMPA, FLORIDA:

Section 1. Findings of Fact. That City Council, having received the above referenced documents, and having received all related comments, testimony and evidence submitted by all persons and members of the general public, finds that



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

A. That the Developer submitted to the City the NOPC attached hereto and incorporated herein by reference as Composite Exhibit 1 (hereinafter all proposed modifications as set forth in the NOPC shall be referred to as the "Proposed Changes").

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

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

D. That the Proposed Changes are consistent with the recommendations of the Tampa Bay Regional Planning Council.

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

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

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

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

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

C. That based on the foregoing and pursuant to Chapter 380.06(19), Florida Statutes, the Proposed Changes are found not to be a substantial deviation to the previously approved Development Order, as amended by the First Amendment, Second Amendment and Third Amendment.

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

A. That the Proposed Changes are hereby approved and the Development

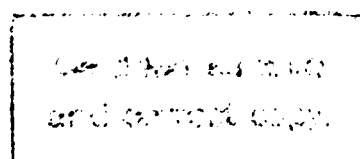
Order, as amended by the First Amendment, Second Amendment and Third Amendment, is hereby amended to incorporate the NOPC.

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

- 1) to extend the date of buildout of development of Phase I of the International Plaza DRI by an additional two (2) years to December 15, 1995;
- 2) to extend the date of buildout of Phase II by an additional one (1) year, eleven (11) months and fifteen (15) days to December 15, 1999;
- 3) to approve a revised General Site Development Plan, Exhibit H-1, attached hereto as Exhibit 2 and incorporated herein by reference, to reflect the revised phasing schedule and to correct a scrivener's error contained in the General Site Development Plan, Exhibit H-1, attached to the Third Amendment;
- 4) that Subsection 4.I.3 of the Development Order (Ordinance No. 8905-A), as modified by the Second Amendment (Ordinance No. 90-07) is hereby amended and restated to read as follows:

3. The Developer shall pay the Pipeline Proportionate Share Amount together with a sum based upon the State of Florida, Department of Transportation ("FDOT") Construction Cost Inflation Factors ("FDOT Inflation Factor") towards design, right-of-way acquisition and construction of one or more of the roadway improvements set forth on Exhibit "C", attached to the Second Amendment. The Developer shall pay said Proportionate Share Amount pursuant to a Development Order issued as a result of a Notification of Proposed Change (a "Fifth" NOPC) to be filed in accordance with this Section 4.I.3., and, if necessary, pursuant to a roadway construction agreement ("Roadway Construction Agreement") to be entered into between the Developer, the City, TBRPC and the responsible government agency(ies), subject to the following terms and conditions:

(a) That within eight (8) months of the effective date of this Fourth Amendment to the Development Order, subject to no appeals, the Developer shall file the Fifth NOPC to address the payment of the Pipeline Proportionate Share Amount for Phase II in accordance with this Subsection 4.I.3. The Development Order issued in response to the Fifth NOPC shall identify the selected



roadway improvement(s) from the list set forth on Exhibit C attached to the Second Amendment and identify the schedule of completion for such improvement(s). Failure to file such NOPC within such time frame shall constitute a violation of the Development Order.

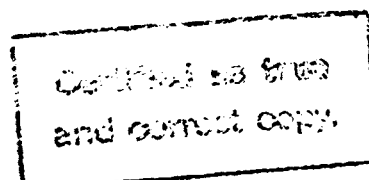
(b) No building permits in Phase II of the Development shall be issued until the Development Order issued as a result of the Fifth NOPC is adopted.

(c) The Development Order issued pursuant to the Fifth NOPC, and if necessary, the Roadway Construction Agreement, shall address the specific roadway project or projects to be constructed from the list set forth on Exhibit "C" attached to the Second Amendment and shall set forth a schedule for design, right-of-way acquisition and construction of the selected improvement(s). The schedule shall take into account the nature and scope of the selected improvement(s) and shall provide that completion of construction of the selected roadway improvement(s) be no later than a date to be set forth in the Development Order issued pursuant to the Fifth NOPC and, if necessary, the Agreement; provided that in the event that the parties and DCA determine that due to the nature and scope of the selected improvement(s) or other circumstances exist which would warrant a longer completion period, then the Development Order issued pursuant to the Fifth NOPC, and if necessary, the Roadway Construction Agreement, may provide for a later date for completion of the selected improvement(s) as is warranted; provided further that in no event shall such completion date be established later than April 30, 1995, unless a later date for completion of the selected improvement(s) is warranted. The Development Order issued pursuant to the Fifth NOPC, and if necessary, the Roadway Construction Agreement, shall also provide that design of the selected improvements will commence within one hundred twenty (120) days of the date of entry of the Development Order issued pursuant to the Fifth NOPC, and if necessary, the Roadway Construction Agreement, unless a later date is warranted. The roadway project or projects shall be selected based upon its/their priority in terms of roadway needs of, and benefit to, the regional transportation network which is substantially impacted by the Development.

(d) The specific nature and scope of the selected improvement(s) shall be set forth in the Development Order issued pursuant to the Fifth NOPC, and if necessary, the Roadway Construction Agreement.

(e) The Development Order issued pursuant to the Fifth NOPC, and if necessary, the Roadway Construction Agreement, shall address the timing of the Developer's payments toward design, right-of-way acquisition and the construction of the selected improvement(s).

(f) The Roadway Construction Agreement, if necessary, shall be subject to the review and approval of the City, TBRPC, the State of Florida, Department of Community Affairs ("DCA") and the FDOT based upon the requirements set forth in this Section 4.1.



Section 4. Development Order, as Amended. This Ordinance shall constitute the Fourth Amendment to Ordinance No. 8905-A, as previously amended by Ordinance No. 88-414, Ordinance No. 90-07 and Ordinance 90-08, which shall constitute, collectively, the Development Order for the Development as passed and ordained by the City Council. All provisions of the Development Order except those provisions specifically modified herein, shall remain in full force and effect and shall be considered conditions of the Development unless inconsistent with the terms and conditions of this Ordinance, in which case the terms and conditions of this Ordinance shall govern.

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

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

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

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

Section 9. Transmittals. That the City Clerk is directed to send copies of this Ordinance, within five (5) days of its becoming a law to the Developer, The Concorde Companies, Inc., 2227 N. Westshore Boulevard, Tampa, Florida 33607, the Florida Department of Community Affairs (Bureau of State Planning), and the Tampa Bay Regional Planning Council.

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

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

Section 12. Effective Date. That this Ordinance shall become a law as

provided in the City of Tampa Home Rule Charter and shall take effect upon transmittal to the parties specified in Section 9, hereof.

PASSED AND ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAMPA, FLORIDA, ON FEB 24 1994.

Joe Greco
CHAIRMAN, CITY COUNCIL

APPROVED by me FEB 25 1994

ATTEST:

Janett S. Martin
CITY CLERK

Sandra W. Freeman
MAYOR

APPROVED as to form by:

Ch K G
ASSISTANT CITY ATTORNEY

State of Florida
County of Hillsborough

This is to certify that the foregoing is a true and correct copy of Ordinance 94-33 on file in my office.

Witness my hand and official seal this 25th day of Feb, 19 94.

Janett S. Martin
CITY CLERK

MACFARLANE FERGUSON

ATTORNEYS & COUNSELORS AT LAW

111 MADISON STREET, SUITE 2300
P.O. BOX 1531 (ZIP 33601)
TAMPA, FLORIDA 33602
(813) 273-4200 FAX (813) 273-4396

210 SOUTH MONROE STREET
P.O. BOX 62 (ZIP 32302)
TALLAHASSEE, FLORIDA 32302
(904) 224-1215 FAX (904) 222-8826

400 CLEVELAND STREET
P.O. BOX 1666 (ZIP 34617)
CLEARWATER, FLORIDA 34615
(813) 441-8986 FAX (813) 442-6470

33920 HIGHWAY 19 NORTH
SUITE 150
PALM HARBOR, FLORIDA 34684
(813) 785-4402 FAX (813) 785-0735

January 25, 1994

IN REPLY REFER TO:

P. O. Box 1531
Tampa, FL 33601

Mr. John Baker
Florida Department of
Community Affairs
2740 Centerview Drive
Tallahassee, FL 32399

VIA FEDERAL EXPRESS

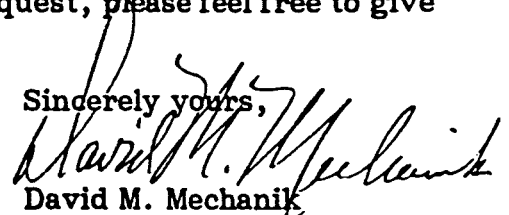
Re: Notification of Proposed Change to a Previously Approved Development
of Regional Impact (DRI) Subsection 380.06, Florida Statutes
International Plaza DRI #104/Supplemental Response

Dear John:

To follow up our telephone conversation concerning the referenced matter and in accordance with my discussions with the City of Tampa, this letter shall serve as a supplemental response to modify the pending NOPC to provide that the developer shall file an additional NOPC within eight (8) months of the adoption of the pending NOPC to address the Roadway Construction Agreement for the pipeline project for Phase II of the development and the Development Order issued in response to the NOPC shall identify the selected roadway improvement(s) and identify the schedule of completion for such improvement(s); to modify the pending NOPC to correct the typographical errors noted in the December 3, 1993 letter from DCA (Page 2, Number 5, Lines 8 and 9: "expiration date" should read "buildout date"); and to modify the NOPC to remove references to Subsection 380.06(19)(e)2., Florida Statutes. We have enclosed a "redlined" and "clean" version of the revised proposed development order which has been modified in accordance with this supplemental response.

Should you have any questions concerning this request, please feel free to give me a call.

Sincerely yours,



David M. Mechanik

DMM/klg (encl.)

cc: Gina Grimes, Esq., City Attorney's Office (w/encl.), via hand delivery
Ms. Susan Johnson, City of Tampa (w/encl.), via hand delivery
Mr. Elton Smith, City of Tampa (w/encl.), via hand delivery
Mr. Tim Butts, TBRPC (w/encl.), via federal express

EXHIBIT "A"

PROPOSED AMENDED DEVELOPMENT ORDER
EXTENSION OF DATE OF BUILDOUT FOR PHASE I AND PHASE II
INTERNATIONAL PLAZA NOPC

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF TAMPA, FLORIDA, APPROVING A FOURTH AMENDMENT TO A DEVELOPMENT ORDER RENDERED PURSUANT TO CHAPTER 380, FLORIDA STATUTES, FILED BY THE CONCORDE COMPANIES, INC. (F/K/A INTERNATIONAL PLAZA, INC.) FOR INTERNATIONAL PLAZA, A PREVIOUSLY APPROVED DEVELOPMENT OF REGIONAL IMPACT; PROVIDING AN EFFECTIVE DATE HEREOF.

WHEREAS, Ordinance No. 8905-A, passed and ordained by the City Council of the City of Tampa, Florida (the "City Council"), on June 13, 1985, approved a Development Order for International Plaza (the "Development"), a Development of Regional Impact ("DRI"), (hereinafter said Ordinance shall be referred to as the "Development Order"); and

WHEREAS, Ordinance No. 88-414, passed and ordained by the City Council on December 15, 1988, approved a first amendment to the Development Order (hereinafter said Ordinance shall be referred to as the "First Amendment"); and

WHEREAS, Ordinance No. 90-07, passed and ordained by the City Council on January 25, 1990, approved a second amendment to the Development Order, as amended by the First Amendment, (hereinafter said Ordinance shall be referred to as the "Second Amendment"); and

WHEREAS, Ordinance No. 90-08, passed and ordained by the City Council on January 29, 1990, approved a third amendment to the Development Order, as amended by the First Amendment and the Second Amendment, (hereinafter said Ordinance shall be referred to as the "Third Amendment"); and

WHEREAS, on November 12, 1993, The Concorde Companies, Inc. (f/k/a International Plaza, Inc.) (the "Developer") filed a Notification of Proposed Change

to a Previously Approved Development of Regional Impact Subsection 380.06(19), Florida Statutes, for the International Plaza DRI (the "NotificationNOPE") attached hereto as ~~Composite Exhibit-1~~; and

WHEREAS, on January 25, 1994, the Developer filed a letter containing a supplemental response (hereinafter the Notification together with this supplemental response shall be collectively referred to as the "NOPC");

WHEREAS, the NOPC proposed to amend the Development Order, as previously amended by the First Amendment, Second Amendment and Third Amendment, to extend the date of buildout of Phase I of the International Plaza DRI by an additional two (2) years; to extend the date of buildout of Phase II by an additional one (1) year, eleven (11) months and fifteen (15) days; and to provide a revised General Site Development Plan, Exhibit H-1, attached hereto as Exhibit 2 and incorporated herein by reference, to reflect the revised phasing schedule and to correct a scrivener's error contained in the General Site Development Plan, Exhibit H-1, attached to the Third Amendment; and to provide that the Developer shall file an additional Notification of Proposed Change within eight (8) months of the adoption of this Ordinance, subject to no appeals, to address the Roadway Construction Agreement for the Pipeline Proportionate Share Amount for Phase II of the International Plaza DRI and the Development Order issued in response to the Notification of Proposed Change shall identify the selected roadway improvement(s) and identify the schedule of completion for such improvement(s) (hereinafter said changes shall be referred to as the "Proposed Changes"); and

~~WHEREAS, Subsection 380.06(19)(c)2, Florida Statutes, provides that the extension of the date of buildout of a development, or phase of a development, by a total of less than five (5) years, is not a substantial deviation and is not subject to a public hearing pursuant to Subsection 380.06(19)(f)3, Florida Statutes, or a determination pursuant to Subsection 380.06(19)(f)5, Florida Statutes; and~~

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

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

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

WHEREAS, the public notice requirements have been fulfilled; and

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

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

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

NOW, THEREFORE

BE IT ORDAINED BY THE CITY COUNCIL

OF THE CITY OF TAMPA, FLORIDA:

Section 1. Findings of Fact. That City Council, having received the above referenced documents, and having received all related comments, testimony

and evidence submitted by all persons and members of the general public, finds that there is substantial, competent evidence to support the following findings of fact:

A. That the Developer submitted to the City the NOPC attached hereto and incorporated herein by reference as Composite Exhibit 1 (hereinafter all proposed modifications as set forth in the NOPC shall be referred to as the "Proposed Changes").

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

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

D. That the Proposed Changes are consistent with the recommendations of the Tampa Bay Regional Planning Council~~That in accordance with Subsection 380.06(19)(e)2, Florida Statutes, the Proposed Changes are not a substantial deviation under the provisions of Subsection 380.06(19), Florida Statutes, and are not subject to a public hearing pursuant to Subsection 380.06(19)(f)3, Florida Statutes, or a determination pursuant to Subsection 380.06(19)(f)5, Florida Statutes.~~

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

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

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

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

B. That the review by the City, the Tampa Bay Regional Planning Council and other participating agencies and interested citizens concludes that the impacts of the Proposed Changes are adequately addressed pursuant to the requirements of Chapter 380, Florida Statutes, within the terms and conditions of this Ordinance. ~~That based on the foregoing and pursuant to Subsection 380.06(19)(e)2., Florida Statutes, the Proposed Changes are found not to be a substantial deviation under the provisions of Subsection 380.06(19), Florida Statutes, and are not subject to a public hearing pursuant to Subsection 380.06(19)(f)3., Florida Statutes, or a determination pursuant to Subsection 380.06(19)(f)5., Florida Statutes.~~

C. That based on the foregoing and pursuant to Chapter 380.06(19), Florida Statutes, the Proposed Changes are found not to be a substantial deviation to the previously approved Development Order, as amended by the First Amendment, Second Amendment and Third Amendment.

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

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

B. That the Development Order, as amended by the First Amendment, Second Amendment and Third Amendment, is hereby amended to extend the date of buildout of development of Phase I of the International Plaza DRI by an additional two (2) years; to extend the date of buildout of Phase II by an additional one (1) year, eleven (11) months and fifteen (15) days; and to provide a revised General Site

Development Plan, Exhibit H-1, attached hereto as Exhibit 2 and incorporated herein by reference, to reflect the revised phasing schedule and to correct a scrivener's error contained in the General Site Development Plan, Exhibit H-1, attached to the Third Amendment; and to provide that within eight (8) months of the adoption of this Ordinance, subject to no appeals, the Developer shall file a Notice of Proposed Change (NOPC) to address the Roadway Construction Agreement for the Pipeline Proportionate Share Amount for Phase II. The Development Order issued in response to the NOPC shall identify the selected roadway improvement(s) and identify the schedule of completion for such improvement(s).

C. The Development Order, as amended by the First Amendment, Second Amendment and Third Amendment, is hereby reaffirmed in its entirety except as amended by this Ordinance.

D. The Developer's Certification, attached hereto as Exhibit 3, affirms that a copy of the NOPC has been delivered to all persons as required by law.

Section 4. Development Order, as Amended. This Ordinance shall constitute the Fourth Amendment to Ordinance No. 8905-A, as previously amended by Ordinance No. 88-414, Ordinance No. 90-07 and Ordinance 90-08, which shall constitute, collectively, the Development Order for the Development as passed and ordained by the City Council. All provisions of the Development Order except those provisions specifically modified herein, shall remain in full force and effect and shall be considered conditions of the Development unless inconsistent with the terms and conditions of this Ordinance, in which case the terms and conditions of this Ordinance shall govern.

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

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

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

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

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

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

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

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

PASSED AND ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAMPA,
FLORIDA, ON _____.

CHAIRMAN, CITY COUNCIL

APPROVED by me _____

ATTEST:

CITY CLERK

MAYOR

APPROVED as to form by:

ASSISTANT CITY ATTORNEY

COMPOSITE EXHIBIT 1
TO AMENDED DEVELOPMENT ORDER

NOPC

**EXHIBIT 2
TO AMENDED DEVELOPMENT ORDER**

Revised General Site Development Plan, Exhibit H-1

EXHIBIT 3

DEVELOPER'S CERTIFICATION

STATE OF FLORIDA
COUNTY OF HILLSBOROUGH

I hereby certify that on this day before me, the undersigned notary public authorized in this State and County named above to administer oaths and take acknowledgements, personally appeared David M. Mechanik, attorney for The Concorde Companies, Inc. (f/k/a International Plaza, Inc.), the applicant of the Notification of Proposed Change to a Previously Approved Development of Regional Impact (DRI) Subsection 380.06(19), Florida Statutes, for the International Plaza DRI #104 (the "NOPC"), to me well known, who being by me first duly sworn, says upon oath as stated below:

1. The Concorde Companies, Inc. filed the NOPC on November 12, 1993.
2. The NOPC was filed with all persons as required by law.

David M. Mechanik
Attorney for
The Concorde Companies, Inc.

(revise notary block)

Sworn to and subscribed before me this ____ day of _____, 1994.

Notary Public

(Notarial Seal)

My Commission Expires:

EXHIBIT "A"

PROPOSED AMENDED DEVELOPMENT ORDER
EXTENSION OF DATE OF BUILDOUT FOR PHASE I AND PHASE II
INTERNATIONAL PLAZA NOPC

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF TAMPA, FLORIDA, APPROVING A FOURTH AMENDMENT TO A DEVELOPMENT ORDER RENDERED PURSUANT TO CHAPTER 380, FLORIDA STATUTES, FILED BY THE CONCORDE COMPANIES, INC. (F/K/A INTERNATIONAL PLAZA, INC.) FOR INTERNATIONAL PLAZA, A PREVIOUSLY APPROVED DEVELOPMENT OF REGIONAL IMPACT; PROVIDING AN EFFECTIVE DATE HEREOF.

WHEREAS, Ordinance No. 8905-A, passed and ordained by the City Council of the City of Tampa, Florida (the "City Council"), on June 13, 1985, approved a Development Order for International Plaza (the "Development"), a Development of Regional Impact ("DRI"), (hereinafter said Ordinance shall be referred to as the "Development Order"); and

WHEREAS, Ordinance No. 88-414, passed and ordained by the City Council on December 15, 1988, approved a first amendment to the Development Order (hereinafter said Ordinance shall be referred to as the "First Amendment"); and

WHEREAS, Ordinance No. 90-07, passed and ordained by the City Council on January 25, 1990, approved a second amendment to the Development Order, as amended by the First Amendment, (hereinafter said Ordinance shall be referred to as the "Second Amendment"); and

WHEREAS, Ordinance No. 90-08, passed and ordained by the City Council on January 29, 1990, approved a third amendment to the Development Order, as amended by the First Amendment and the Second Amendment, (hereinafter said Ordinance shall be referred to as the "Third Amendment"); and

WHEREAS, on November 12, 1993, The Concorde Companies, Inc. (f/k/a International Plaza, Inc.) (the "Developer") filed a Notification of Proposed Change

to a Previously Approved Development of Regional Impact Subsection 380.06(19), Florida Statutes, for the International Plaza DRI (the "Notification"); and

WHEREAS, on January 25, 1994, the Developer filed a letter containing a supplemental response (hereinafter the Notification together with this supplemental response shall be collectively referred to as the "NOPC");

WHEREAS, the NOPC proposed to amend the Development Order, as previously amended by the First Amendment, Second Amendment and Third Amendment, to extend the date of buildout of Phase I of the International Plaza DRI by an additional two (2) years; to extend the date of buildout of Phase II by an additional one (1) year, eleven (11) months and fifteen (15) days; to provide a revised General Site Development Plan, Exhibit H-1, attached hereto as Exhibit 2 and incorporated herein by reference, to reflect the revised phasing schedule and to correct a scrivener's error contained in the General Site Development Plan, Exhibit H-1, attached to the Third Amendment; and to provide that the Developer shall file an additional Notification of Proposed Change within eight (8) months of the adoption of this Ordinance, subject to no appeals, to address the Roadway Construction Agreement for the Pipeline Proportionate Share Amount for Phase II of the International Plaza DRI and the Development Order issued in response to the Notification of Proposed Change shall identify the selected roadway improvement(s) and identify the schedule of completion for such improvement(s) (hereinafter said changes shall be referred to as the "Proposed Changes"); and

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

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

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

WHEREAS, the public notice requirements have been fulfilled; and

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

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

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

NOW, THEREFORE

BE IT ORDAINED BY THE CITY COUNCIL

OF THE CITY OF TAMPA, FLORIDA:

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

A. That the Developer submitted to the City the NOPC attached hereto and incorporated herein by reference as Composite Exhibit 1 (hereinafter all proposed modifications as set forth in the NOPC shall be referred to as the "Proposed Changes").

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

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

D. That the Proposed Changes are consistent with the recommendations of the Tampa Bay Regional Planning Council.

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

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

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

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

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

C. That based on the foregoing and pursuant to Chapter 380.06(19), Florida Statutes, the Proposed Changes are found not to be a substantial deviation to the previously approved Development Order, as amended by the First Amendment, Second Amendment and Third Amendment.

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

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

B. That the Development Order, as amended by the First Amendment, Second Amendment and Third Amendment, is hereby amended to extend the date of buildout of development of Phase I of the International Plaza DRI by an additional two (2) years; to extend the date of buildout of Phase II by an additional one (1) year, eleven (11) months and fifteen (15) days; to provide a revised General Site Development Plan, Exhibit H-1, attached hereto as Exhibit 2 and incorporated herein by reference, to reflect the revised phasing schedule and to correct a scrivener's error contained in the General Site Development Plan, Exhibit H-1, attached to the Third Amendment; and to provide that within eight (8) months of the adoption of this Ordinance, subject to no appeals, the Developer shall file a Notice of Proposed Change (NOPC) to address the Roadway Construction Agreement for the Pipeline Proportionate Share Amount for Phase II. The Development Order issued in response to the NOPC shall identify the selected roadway improvement(s) and identify the schedule of completion for such improvement(s).

C. The Development Order, as amended by the First Amendment, Second Amendment and Third Amendment, is hereby reaffirmed in its entirety except as amended by this Ordinance.

D. The Developer's Certification, attached hereto as Exhibit 3, affirms that a copy of the NOPC has been delivered to all persons as required by law.

Section 4. Development Order, as Amended. This Ordinance shall constitute the Fourth Amendment to Ordinance No. 8905-A, as previously amended by Ordinance No. 88-414, Ordinance No. 90-07 and Ordinance 90-08, which shall

constitute, collectively, the Development Order for the Development as passed and ordained by the City Council. All provisions of the Development Order except those provisions specifically modified herein, shall remain in full force and effect and shall be considered conditions of the Development unless inconsistent with the terms and conditions of this Ordinance, in which case the terms and conditions of this Ordinance shall govern.

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

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

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

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

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

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

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

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

PASSED AND ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAMPA,
FLORIDA, ON _____.

CHAIRMAN, CITY COUNCIL

APPROVED by me _____

ATTEST:

CITY CLERK

MAYOR

APPROVED as to form by:

ASSISTANT CITY ATTORNEY

COMPOSITE EXHIBIT 1
TO AMENDED DEVELOPMENT ORDER

NOPC

EXHIBIT 2
TO AMENDED DEVELOPMENT ORDER

Revised General Site Development Plan, Exhibit H-1

EXHIBIT 3

DEVELOPER'S CERTIFICATION

STATE OF FLORIDA
COUNTY OF HILLSBOROUGH

I hereby certify that on this day before me, the undersigned notary public authorized in this State and County named above to administer oaths and take acknowledgements, personally appeared David M. Mechanik, attorney for The Concorde Companies, Inc. (f/k/a International Plaza, Inc.), the applicant of the Notification of Proposed Change to a Previously Approved Development of Regional Impact (DRI) Subsection 380.06(19), Florida Statutes, for the International Plaza DRI #104 (the "NOPC"), to me well known, who being by me first duly sworn, says upon oath as stated below:

1. The Concorde Companies, Inc. filed the NOPC on November 12, 1993.
2. The NOPC was filed with all persons as required by law.

David M. Mechanik
Attorney for
The Concorde Companies, Inc.

(revise notary block)

Sworn to and subscribed before me this ____ day of _____, 1994.

Notary Public

(Notarial Seal)

My Commission Expires:

Effective Date
11/20/90

Certified as true
and correct copy.

STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS
DIVISION OF RESOURCE PLANNING AND MANAGEMENT
BUREAU OF STATE PLANNING
2740 Centerview Drive
Tallahassee, FL 32399
904/488-4925

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

Subsection 380.06(19), Florida Statutes, requires that submittal of a proposed change to a previously approved DRI be made to the local government, the regional planning agency, and the state land planning agency according to this form.

1. I, David M. Mechanik, the undersigned authorized representative of The Concorde Companies, Inc. (f/k/a International Plaza, Inc.), hereby gives notice of a proposed change to a previously approved Development of Regional Impact in accordance with Subsection 380.06(19), Florida Statutes. In support thereof, I submit the following information concerning the International Plaza development, (original & current project names) which information is true and correct to the best of my knowledge. I have submitted today, under separate cover, copies of this completed notification to the City of Tampa, to the Tampa Bay Regional Planning Council, and to the Bureau of Resource Management, Department of Community Affairs.

11-12-93
(Date)

David M. Mechanik
(Signature)
David M. Mechanik, Authorized Agent
for The Concorde Companies, Inc.

COMPOSITE EXHIBIT 1
TO AMENDED DEVELOPMENT ORDER

2. Applicant (name, address, phone).

Mr. Richard A. Corbett
The Concorde Companies, Inc.
2227 N. Westshore Blvd.
Tampa, Florida 33607
Phone: 813/870-1194

3. Authorized Agent (name, address, phone).

David M. Mechanik
Macfarlane Ferguson
2300 First Florida Tower
111 Madison Street
Tampa, Florida 33602
(813) 273-4345

4. Location (City, County, Township/Range/Section) of approved DRI and proposed change.

City of Tampa, Sections 16 and 17, Township 29 South, Range 18 East, Hillsborough County, Florida.

5. Provide a complete description of the proposed change. Include any proposed changes to the plan of development, phasing, additional lands, commencement date, build-out date, development order conditions and requirements, or in the representations contained in either the development order or the application for development approval.

Indicate such changes on the project master site plan, supplementing with other detailed maps, as appropriate. Additional information may be requested by the Department or any reviewing agency to clarify the nature of the change or the resulting impacts.

Pursuant to Subsection 380.06(19)(e)2., Florida Statutes, the proposed changes are to extend the date of buildout of Phase I of the International Plaza DRI by two (2) years; to extend the date of buildout of Phase II by one (1) year, eleven (11) months and fifteen (15) days; and to provide a revised General Site Development Plan, Exhibit H-1, to reflect the revised phasing schedule and to correct a scrivener's error contained in the General Site Development Plan, Exhibit H-1, attached to the Third Amendment, which scrivener's error incorrectly stated the expiration date of Phase I as December 15, 1992 (the correct expiration date for Phase I should have been stated as December 15, 1993). The subject extension, together with the previously approved extension described in the answer to Question 7. of this Notice of Proposed Change, will provide for a total extension for Phase I and Phase II of four (4) years, eleven (11) months and fifteen (15) days. This Notice of Proposed Change does not propose a change to the pipeline mitigation procedure set forth in the adopted Development Order.

Subsection 380.06(19)(e)2., Florida Statutes, provides that the extension(s) of the dates of commencement and buildout of a development, or phase of a development, by a total of less than five (5) years is not a substantial deviation and is not subject to a public hearing.

This Notice of Proposed Change does not propose a change which involves the project's master site plan.

6. **Complete the attached Substantial Deviation Determination Chart for all land use types approved in the development. If no change is proposed or has occurred, please indicate no change.**

No change in land use types or amounts is proposed. Accordingly, the Chart has been omitted as an attachment to this Notice of Proposed Change.

7. **List all the dates and resolution numbers (or other appropriate identification numbers) of all modifications or amendments to the originally approved DRI development order that have been adopted by the local government, and provide a brief description of the previous changes (i.e., any information not already addressed in the Substantial Deviation Determination Chart). Has there been a change in local government jurisdiction for any portion of the development since the last approval or development order was issued? If so, has the annexing local government adopted a new DRI development order for the project?**

The original DRI Development Order for the International Plaza DRI, Ordinance No. 8905-A (the "Development Order"), was adopted by Tampa City Council on June 13, 1985.

The first amendment to the Development Order, Ordinance No. 88-414 (the "First Amendment"), was adopted by City Council on December 15, 1988. The First Amendment modified the site plan ("Map H" and "Exhibit H-1") to realign portions of Westshore Boulevard and Columbus Drive and incorporate other associated revisions.

The second amendment to the Development Order, Ordinance No. 90-07 (the "Second Amendment"), was adopted by City Council on January 25, 1990. The Second Amendment provided an updated transportation analysis; deleted conditions regarding transportation studies which were conducted; provided refinements to the General Site Development Plan ("Updated Exhibit H-1" in the First Amendment); provided for an increase in retail development totals and a decrease in office totals; provided for clarification of the amount of development approved under the Development Order in terms of gross floor area and gross leasable area; combined Phase II and Phase III into a single Phase II; and provided for a modification to the trade-off mechanism approved in the Development Order.

The third amendment to the Development Order, Ordinance No. 90-08 (the "Third Amendment"), was adopted by City Council on January 29, 1990. The Third Amendment provided for an extension of the date of build-out of development of Phase I by a period of two (2) years, eleven (11) months and fifteen (15) days.

A revised General Site Development Plan, Exhibit H-1, is attached as Exhibit "B" to this Notice of Proposed Change to reflect the revised buildout date for Phase I as December 15, 1995 and the revised buildout date for Phase II as December 15, 1999 in the phasing schedule depicted thereon. In addition to reflecting the extension requested in this Notice of Proposed Change, the revised buildout date of December 15, 1995 for Phase I also reflects a correction to a scrivener's error contained in the General Site Development Plan, Exhibit H-1, attached to the Third Amendment. The Third Amendment correctly stated that the new buildout date for Phase I was December 15, 1993, however, the General Site Development Plan, Exhibit H-1, attached thereto incorrectly reflected December 15, 1992 as the new buildout date for Phase I.

13. Pursuant to Subsection 380.06(19)(f), F.S., include the precise language that is being proposed to be deleted or added as an amendment to the development order. This language should address and quantify:

- a. All proposed specific changes to the nature, phasing, and build-out date of the development; to development order conditions and requirements; to commitments and representations in the Application for Development Approval; to the acreage attributable to each described proposed change of land use, open space, areas for preservation, green belts; to structures or to other improvements including locations, square footage, number of units; and other major characteristics or components of the proposed change;

The specific language is included in the proposed Amended Development Order for the International Plaza DRI, attached as Exhibit "A" to this Notice of Proposed Change.

- b. An updated legal description of the property, if any project acreage is/has been added or deleted to the previously approved plan of development;

Not applicable.

- c. A proposed amended development order deadline for commencing physical development of the proposed changes, if applicable;

Under Subsection 380.06(19)(e)2, Florida Statutes, the deadline to commence physical development is automatically extended upon the extension of a phase or date of buildout and the applicant acknowledges that, pursuant to this Notice of Proposed Change, the deadline to commence physical development will be extended to the full extent permitted under Subsection 380.06(19)(e)2., Florida Statutes.

- d. A proposed amended development order termination date that reasonably reflects the time required to complete the development;

No change.

- e. A proposed amended development order date until which the local government agrees that the changes to the DRI shall not be subject to down-zoning, unit density reduction, or intensity reduction, if applicable; and

No change.

- f. **Proposed amended development order specifications for the annual report, including the date of submission, contents, and parties to whom the report is submitted as specified in Subsection 9J-2.025(7), F.A.C.**

Not applicable.

EXHIBIT "A"

PROPOSED AMENDED DEVELOPMENT ORDER
EXTENSION OF DATE OF BUILDOUT FOR PHASE I AND PHASE II
INTERNATIONAL PLAZA NOPC

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF TAMPA, FLORIDA, APPROVING A FOURTH AMENDMENT TO A DEVELOPMENT ORDER RENDERED PURSUANT TO CHAPTER 380, FLORIDA STATUTES, FILED BY THE CONCORDE COMPANIES, INC. (F/K/A INTERNATIONAL PLAZA, INC.) FOR INTERNATIONAL PLAZA, A PREVIOUSLY APPROVED DEVELOPMENT OF REGIONAL IMPACT; PROVIDING AN EFFECTIVE DATE HEREOF.

WHEREAS, Ordinance No. 8905-A, passed and ordained by the City Council of the City of Tampa, Florida (the "City Council"), on June 13, 1985, approved a Development Order for International Plaza (the "Development"), a Development of Regional Impact ("DRI"), (hereinafter said Ordinance shall be referred to as the "Development Order"); and

WHEREAS, Ordinance No. 88-414, passed and ordained by the City Council on December 15, 1988, approved a first amendment to the Development Order (hereinafter said Ordinance shall be referred to as the "First Amendment"); and

WHEREAS, Ordinance No. 90-07, passed and ordained by the City Council on January 25, 1990, approved a second amendment to the Development Order, as amended by the First Amendment, (hereinafter said Ordinance shall be referred to as the "Second Amendment"); and

WHEREAS, Ordinance No. 90-08, passed and ordained by the City Council on January 29, 1990, approved a third amendment to the Development Order, as amended by the First Amendment and the Second Amendment, (hereinafter said Ordinance shall be referred to as the "Third Amendment"); and

WHEREAS, on November 12, 1993, The Concorde Companies, Inc. (f/k/a International Plaza, Inc.) (the "Developer") filed a Notification of Proposed Change to a Previously Approved Development of Regional Impact Subsection 380.06(19), Florida Statutes, for the International Plaza DRI (the "NOPC"), attached hereto as Composite Exhibit 1; and

WHEREAS, the NOPC proposed to amend the Development Order, as previously amended by the First Amendment, Second Amendment and Third Amendment, to extend the date of buildout of Phase I of the International Plaza DRI by an additional two (2) years; to extend the date of buildout of Phase II by an additional one (1) year, eleven (11) months and fifteen (15) days; and to provide a revised General Site Development Plan, Exhibit H-1, attached hereto as Exhibit 2 and incorporated herein by reference, to reflect the revised phasing schedule and to correct a scrivener's error contained in the General Site Development Plan, Exhibit H-1, attached to the Third Amendment (hereinafter said changes shall be referred to as the "Proposed Changes"); and

WHEREAS, Subsection 380.06(19)(e)2, Florida Statutes, provides that the extension of the date of buildout of a development, or phase of a development, by a total of less than five (5) years, is not a substantial deviation and is not subject

to a public hearing pursuant to Subsection 380.06(19)(t)3., Florida Statutes, or a determination pursuant to Subsection 380.06(19)(f)5., Florida Statutes; and

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

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

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

WHEREAS, the public notice requirements have been fulfilled; and

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

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

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

NOW, THEREFORE

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

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

A. That the Developer submitted to the City the NOPC attached hereto as Composite Exhibit 1.

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

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

D. That in accordance with Subsection 380.06(19)(e)2., Florida Statutes, the Proposed Changes are not a substantial deviation under the provisions of Subsection 380.06(19), Florida Statutes, and are not subject to a public hearing

pursuant to Subsection 380.06(19)(f)3., Florida Statutes, or a determination pursuant to Subsection 380.06(19)(f)5., Florida Statutes.

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

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

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

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

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

B. That the Development Order, as amended by the First Amendment, Second Amendment and Third Amendment, is hereby amended to extend the date of buildout of development of Phase I of the International Plaza DRI by an additional two (2) years; to extend the date of buildout of Phase II by an additional one (1) year, eleven (11) months and fifteen (15) days; and to provide a revised General Site Development Plan, Exhibit H-1, attached hereto as Exhibit 2 and incorporated herein by reference, to reflect the revised phasing schedule and to correct a scrivener's error contained in the General Site Development Plan, Exhibit H-1, attached to the Third Amendment.

C. The Development Order, as amended by the First Amendment, Second Amendment and Third Amendment, is hereby reaffirmed in its entirety except as amended by this Ordinance.

D. The Developer's Certification, attached hereto as Exhibit 3, affirms that a copy of the NOPC has been delivered to all persons as required by law.

Section 4. Development Order, as Amended. This Ordinance shall constitute the Fourth Amendment to Ordinance No. 8905-A, as previously amended by Ordinance No. 88-414, Ordinance No. 90-07 and Ordinance 90-08, which shall constitute, collectively, the Development Order for the Development as passed and ordained by the City Council. All provisions of the Development Order except those provisions specifically modified herein, shall remain in full force and effect and shall be considered conditions of the Development unless inconsistent with the terms and conditions of this Ordinance, in which case the terms and conditions of this Ordinance shall govern.

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

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

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

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

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

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

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

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

PASSED AND ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAMPA,
FLORIDA, ON _____.

CHAIRMAN, CITY COUNCIL

APPROVED by me _____

ATTEST:

CITY CLERK

MAYOR

APPROVED as to form by:

ASSISTANT CITY ATTORNEY

COMPOSITE EXHIBIT 1
TO AMENDED DEVELOPMENT ORDER

NOPC

**EXHIBIT 2
TO AMENDED DEVELOPMENT ORDER**

Revised General Site Development Plan, Exhibit H-1

**EXHIBIT 3
TO AMENDED DEVELOPMENT ORDER**

Developer's Certification

[illegible]

Year	1990-1999	2000-2009	2010-2019
1990-1999	1.0	1.0	1.0
2000-2009	1.0	1.0	1.0
2010-2019	1.0	1.0	1.0

[illegible]

GENERAL SITE DEVELOPMENT PLAN

EXHIBIT M-1

1. SUBJECT TO APPROVED BUDGETARY
REVISIONS / THESE ARE / THE PLAN
REMARKS / RECOMMENDATIONS AND OTHERS
AS REQUIRED FOR IN ORDER TO BE IN THE
BUDGETARY PLAN, AS APPROVED

Application made by on 17-11

~~CONFIDENTIAL~~

44-38861-1000

[illegible]

1000



INTERNATIONAL
PLAZA

ACORDA LAND DESIGN & DEVELOPMENT, INC.
 Planning / Engineering / Construction Services
 4000 West 10th Ave. Suite 200 Denver, CO 80202
 Tel: 303.733.1111 Fax: 303.733.1112



CITY OF TAMPA

OFFICE OF CITY CLERK

CODE ENFORCEMENT BOARD

January 29, 1990

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

RE: File No. DZ84-93
Ordinance No. 90-08

RECEIVED
FEB 1 1990
Tampa Bay Regional
Planning Council

Dear Sir:

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

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

Sincerely,

(Mrs.) Frances Henriquez
City Clerk

FH/gg

Enclosure: Ordinance 90-08

CERTIFIED MAIL

cc: Susan Swift Mihalik, Land Development Coordination

7-1-88

ORDINANCE NO. 90-08

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

WHEREAS, Ordinance No. 8905-A, passed and ordained by the City Council of the City of Tampa, Florida, on June 13, 1985 approved a Development Order for International Plaza ("the Development"), a Development of Regional Impact (DRI) (hereinafter said Ordinance shall be referred to as the "Development Order"); and

WHEREAS, Ordinance No. 88-414 passed and ordained by the City Council of the City of Tampa, Florida, on December 15, 1988, approved a first amendment to the Development Order (hereinafter said Ordinance shall be referred to as the "First Amendment"); and

WHEREAS, Ordinance No. 90-07 passed and ordained by the City Council of the City of Tampa, Florida, on 1-25, 1990, approved a second amendment to the Development Order as amended by the First Amendment (hereinafter said Ordinance shall be referred to as the "Second Amendment"); and

WHEREAS, on December 22, 1989 International Plaza, Inc. (the "Developer") filed a Notification of Proposed Change to a Previously Approved Development of Regional Impact Subsection 380.06(19), Florida Statutes, for the International Plaza DRI (the "Notification"), attached hereto as Composite Exhibit A; and

WHEREAS, the Notification proposed to amend the Development Order as amended by the First Amendment and as amended by the Second Amendment to provide an extension of the date of buildout of development of Phase I by a period of two (2) years, eleven (11) months and fifteen (15) days (hereinafter said change shall be referred to as the "Proposed Change"); and

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

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

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

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

WHEREAS, the public notice requirements have been fulfilled; and

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

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

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

NOW, THEREFORE

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

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

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

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

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

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

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

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

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

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

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

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

Section 5. Development Order, as Amended. This Ordinance shall constitute the Third Amendment to Ordinance No. 8905-A, as amended by Ordinance No. 88-414, and as amended by Ordinance No. 90-07, and shall constitute, collectively, the Development Order for the Development as passed and ordained by the City Council. All provisions of the Development Order except those provisions specifically modified herein, shall remain in full force and effect and shall be considered conditions of the Development unless inconsistent with the terms and conditions of this Ordinance, in which case the terms and conditions of this Ordinance shall govern.

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

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

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

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

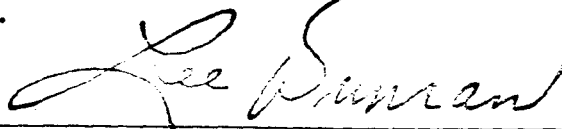
Section 10. Transmittals. That the City Clerk is directed to send copies of this Ordinance, within five (5) days of its effective date to the Developer, the Florida Department of Community Affairs (Bureau of Land and Water Management), and the Tampa Bay Regional Planning Council.

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

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

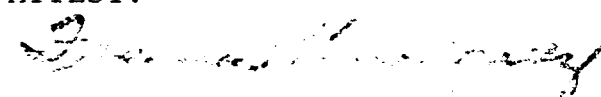
Section 13. Effective Date. That this Ordinance shall take effect immediately upon being rendered in accordance with law.

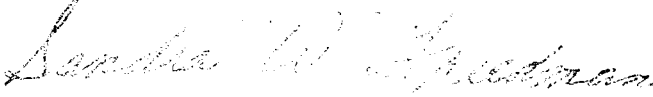
PASSED AND ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAMPA, FLORIDA, ON JAN 25 1990.


CHAIRMAN, CITY COUNCIL

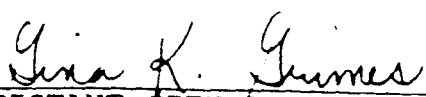
APPROVED by me JAN 29 1990

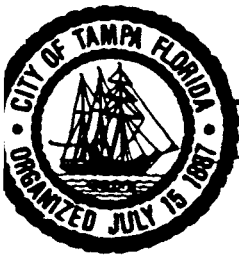
ATTEST:


CITY CLERK


MAYOR

APPROVED as to form by:


ASSISTANT CITY ATTORNEY



CITY OF TAMPA

OFFICE OF CITY CLERK

CODE ENFORCEMENT BOARD

January 29, 1990

RECEIVED
FEB 1 1990

Tampa Bay Regional
Planning Council

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

RE: File No. DZ84-93
Ordinance No. 90-07

Dear Sir:

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

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

Sincerely,

(Mrs.) Frances Henriquez
City Clerk

mailed 1/30/90

FH/gg

Enclosure: Ordinance 90-07

CERTIFIED MAIL

cc: Susan Swift Mihalik, Land Development Coordination

ORDINANCE NO. 90-07

AN ORDINANCE OF THE CITY OF TAMPA, FLORIDA, APPROVING A SECOND AMENDMENT TO A DEVELOPMENT ORDER RENDERED PURSUANT TO CHAPTER 380, FLORIDA STATUTES, FILED BY INTERNATIONAL PLAZA, INC. FOR INTERNATIONAL PLAZA, A PREVIOUSLY APPROVED DEVELOPMENT OF REGIONAL IMPACT, AND SUBSEQUENT AMENDMENT THERETO; PROVIDING AN EFFECTIVE DATE HEREOF.

WHEREAS, Ordinance No. 8905-A, passed and ordained by the City Council of the City of Tampa, Florida, on June 13, 1985, approved a Development Order for International Plaza ("the Development"), a Development of Regional Impact (hereinafter said Ordinance shall be referred to as the "Development Order"); and

WHEREAS, Ordinance No. 88-414, passed and ordained by the City Council of the City of Tampa, Florida, on December 15, 1988, approved an Amendment to the Development Order for International Plaza (hereinafter said Ordinance shall be referred to as the "First Amendment") which was not a substantial deviation to the Development Order; and

WHEREAS, on October 5, 1989, International Plaza, Inc. (the "Developer") filed a Notification of Proposed Change to a Previously Approved Development of Regional Impact and Updated Transportation Analysis for the International Plaza DRI and on November 16, 1989 filed a Response to Agency Comments in connection therewith (hereinafter said documents shall be collectively referred to as the "Notification"), attached hereto as Composite Exhibit A; and

WHEREAS, the Notification proposes to amend the Development Order to provide an updated transportation analysis as required under the Development Order as a condition of commencement of Phase II and Phase III, to provide for the deletion of conditions regarding transportation studies which have been conducted, to provide refinements to the General Site Development (referred to as "Updated Exhibit H-1" in the First Amendment), to provide for an increase in retail development totals and a decrease in office totals, (hereinafter references to Phase II shall be to said phase as it is proposed to be revised in the Notification), to provide for clarification of the amount of development approved under the Development Order in terms of gross floor area and gross leasable area and to provide for a modification to the trade-off mechanism approved in the Development Order, all as more particularly described in the Notification (hereinafter said changes are collectively referred to as the "Proposed Changes"); and

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

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

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

WHEREAS, the public notice requirements of Chapter 380, Florida Statutes, and Section 43A-302, City of Tampa Code, have been fulfilled; and

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

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

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

NOW, THEREFORE

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

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

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

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

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

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

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

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

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

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

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

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

A. That the Proposed Changes are hereby approved subject to the conditions set forth in this Second Amendment to the Development Order and Section 1 of the Development Order is hereby amended to incorporate the Notification, including without limitation the General Site Development Plan dated 12/20/89 (the "Revised Plan"), the revised trade-off mechanism set forth on

Exhibit "B", and the revised development totals as shown on the Revised Plan and as set forth below:

	<u>Offices</u> (Sq.Ft. Floor Area)	<u>Retail</u> (Sq.Ft. Floor Area)	(Sq.Ft. Leaseable Area)	Hotel Rooms
Phase I (1986-1990)	1,185,200	367,000	320,000	750
Phase II (1990-1997)	<u>814,800</u>	<u>923,000</u>	<u>805,000</u>	<u>---</u>
TOTAL AT BUILDOUT	2,000,000	1,290,000	1,125,000	750

B. That Section 2.A. of the Development Order is hereby amended to incorporate the Notification, including without limitation the Revised Plan, the revised development totals as shown on the Revised Plan and the revised trade-off mechanism set forth on Exhibit "B".

C. That Section 4.D. of the Development Order is hereby restated in its entirety as follows:

The City hereby accords specific approval of Phase I and Phase II subject to the conditions contained in this Order. Development of Phase II may occur simultaneously with development of Phase I provided that all conditions of approval of Phase I and Phase II are adhered to at such time as is required under this Order.

D. Section 4.G.1.(a) thru (e), inclusive, of the Development Order is hereby deleted due to the satisfaction of all conditions contained therein.

E. Section 4.G.2. of the Development Order is hereby amended to incorporate the Notification.

F. Section 4.G.6.(a) thru (e), inclusive, of the Development Order is hereby deleted due to the satisfaction of all conditions contained therein.

G. Section 4.H. of the Development Order is hereby amended to delete reference to the trade-off methodology contained in Composite Exhibit "A" of the Development Order and to substitute therefor, the trade-off methodology set forth in Exhibit "B" hereto.

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

I. A new subsection is hereby added to Section 4. of the Development Order to be inserted as Section 4.I. as follows:

Transportation Conditions for Phase II

1. Payment of Impact Fee. In addition to the mitigation measures set forth below for Phase II Transportation Impacts, Developer shall pay City of Tampa transportation impact fees for Phase II, provided however that Developer shall receive credit against such impact fees for any improvements constructed, right-of-way dedicated and cash contributed in accordance with applicable law.
2. Mitigation of transportation impacts of Phase II shall be in accordance with the pipeline mitigation procedures set forth in Rule 9J-2.0255, Florida Administrative Code, and the pipeline policies of the City of Tampa and the Tampa Bay Regional Planning Council. The pipeline proportionate share calculation for

Phase II, in accordance with current adopted methods, procedures and policies of the City of Tampa, TBRPC, the Florida Department of Community Affairs and the Florida Department of Transportation, has been determined to be Six Million Four Hundred Seventy-Four Thousand Seven Hundred Sixty-Three Dollars (\$6,474,763.00) (the "Pipeline, Proportionate Share Amount"). The requirements of this condition have been determined to be the appropriate requirements to cure and mitigate the transportation impacts of Phase II on regionally significant transportation highway facilities within the Development's impact area.

3. The Developer shall pay the Pipeline Proportionate Share Amount together with a sum based upon the State of Florida, Department of Transportation ("FDOT") Construction Cost Inflation Factors ("FDOT Inflation Factor") towards design, right-of-way acquisition and construction of one or more of the roadway improvements set forth on Exhibit "C", attached hereto, pursuant to a roadway construction agreement ("Roadway Construction Agreement") to be entered into between the Developer, the City, TBRPC and the responsible government agency(ies), subject to the following terms and conditions:

- (a) The Roadway Construction Agreement shall be entered into no later than three (3) months from the date of issuance of this Order or issuance of the first building permit in Phase II, whichever occurs earlier.

- (b) The Roadway Construction Agreement shall address the specific roadway project or projects to be constructed from the list set forth on Exhibit "C" and shall set forth a schedule for design, right-of-way acquisition and construction of the selected improvement(s). The schedule shall take into account the nature and scope of the selected improvement(s) and shall provide that completion of construction of the selected roadway improvement(s) be no later than a date to be set forth in the Agreement but no later than April 30, 1993; provided that in the event that the parties and DCA determine that due to the nature and scope of the selected improvement(s) or other circumstances exist which would warrant a longer completion period, then the Roadway Construction Agreement may provide for a later date for completion of the selected improvement(s) as is warranted; provided further that in no event shall such completion date be established later than April 30, 1995. The Roadway Construction Agreement shall also provide that design of the selected improvements will commence within one hundred twenty (120) days of the date of entry of the Roadway Construction Agreement. The roadway project or projects shall be selected based upon its/their priority in terms of roadway needs of, and benefit to, the regional transportation network which is substantially impacted by the Development.

(c) The specific nature and scope of the selected improvement(s) shall be set forth in the Roadway Construction Agreement.

(d) The Roadway Construction Agreement shall address the timing of the Developer's payments toward design, right-of-way acquisition and the construction of the selected improvement(s).

(e) The Roadway Construction Agreement shall be subject to the review and approval of the City, TBRPC, the State of Florida, Department of Community Affairs ("DCA") and the FDOT based upon the requirements set forth in this Section 4.I.

(f) The entry of the Roadway Construction Agreement shall not require amendment of this Order. In the event that a Roadway Construction Agreement meeting the requirements of this Section 4.I. is not entered into within the time frame set forth above, then the Developer shall immediately (and in any event, prior to issuance of the first building permit in Phase II) submit such event for a substantial deviation determination pursuant to Subsection 380.06(19), Florida Statutes (1989), together with such amendments to the Development Order as will provide for the Developer's payment of the Pipeline Proportionate Share Amount together with a sum based upon the FDOT Inflation Factor and the construction of one or more of the improvements set forth on Exhibit "C", using the selection requirements set forth in this Section 4.I.

3. Upon entry of the Roadway Construction Agreement, each annual report filed thereafter shall provide the status of the selected improvement(s).

J. Section 4.K. of the Development Order is hereby deleted due to the non-applicability of this requirement.

K. A new subsection is hereby added to Section 4 of the Development Order to be inserted as Section 4.K. as follows:

Within three (3) years of the date hereof, the Developer shall commence development of one or more retail stores on the property which is the subject of the Development Order. Notwithstanding any statutory criteria to the contrary, any extension of the commencement date set forth herein shall be presumed to constitute a substantial deviation and if said presumption is not rebutted, such extension shall be subject to further development of regional impact review.

Section 4. Annual Report. The Developer shall comply with the annual reporting requirements set forth in Section 4.B. of the Development Order and shall include evidence of compliance with the terms and conditions of this Second Amendment to the Development Order.

Section 5. Development Order, As Amended. This Ordinance shall constitute the Second Amendment to Ordinance No. 8905-A and Ordinance No. 88-414 which shall constitute, collectively, the Development Order for the Development as passed and ordained by the City Council. All provisions of the Development Order and First Amendment, except those provisions specifically modified

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

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

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

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

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

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

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

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

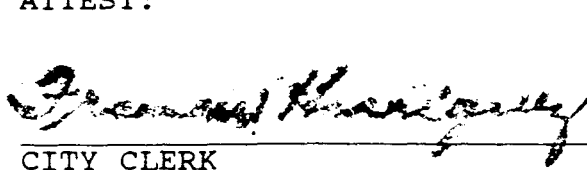
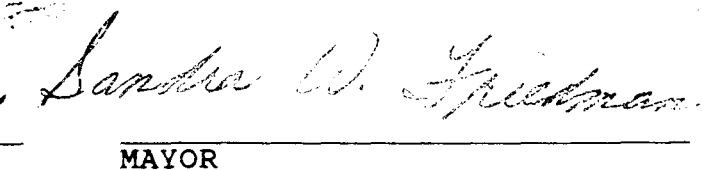
Section 13. Effective Date. That this Ordinance shall take effect immediately upon being rendered in accordance with law.

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


CHAIRMAN, CITY COUNCIL

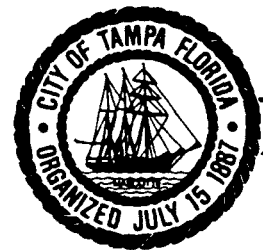
APPROVED by me JAN 29 1990

ATTEST:

 
CITY CLERK MAYOR

APPROVED as to form by:


ASSISTANT CITY ATTORNEY



CITY OF TAMPA

Frances Henriquez, City Clerk

OFFICE OF CITY CLERK

December 20, 1988

Tampa Bay Regional Planning Council
9455 Koger Blvd.
St. Petersburg, Florida 33702

Re: File No. DZ84-93
Ordinance No. 88-414

Dear Sirs:

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

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

Sincerely,

Frances Henriquez bsm

(Mrs.) Frances Henriquez
City Clerk

Enclosures

CERTIFIED MAIL

FH/ssm

cc: Susan Mihalik, Land Development Coordination

International Plaza
Amendment to Development Order Exhibits
(originals filed in the Office of the City Clerk)

Composite Exhibit A Notice of Proposed Change, and Response to
Agency Comments

Exhibit B - Revised Trade - off mechanism

Exhibit C - List of Pipeline Roadway Improvements

7/15/84
ORDINANCE NO. 88-4/4

AN ORDINANCE OF THE CITY OF TAMPA, FLORIDA, RENDERING AN AMENDMENT TO THE DEVELOPMENT ORDER FOR INTERNATIONAL PLAZA, CITY OF TAMPA ORDINANCE NO. 8905-A, PURSUANT TO CHAPTER 380, FLORIDA STATUTES, ON A NOTIFICATION OF A PROPOSED CHANGE TO A PREVIOUSLY APPROVED DEVELOPMENT OF REGIONAL IMPACT.

WHEREAS, on August 24, 1984, International Plaza, Inc., filed an Application for Development Approval ("ADA") of a Development of Regional Impact with the City of Tampa (the "City") pursuant to the provisions of Section 380.06, Florida Statutes; and

WHEREAS, on June 13, 1985, the City adopted, by Ordinance 8905-A, a Development Order (hereinafter referred to as the "Order") for International Plaza, a copy of which has previously been filed with the City and all applicable agencies; and

WHEREAS, on November 2, 1987, International Plaza, Inc. ("Developer"), owner, authorized agent and developer of International Plaza filed a document entitled "Notification of a Proposed Change to a Previously Approved Development of Regional Impact ("DRI") 380.06(19), Florida Statutes" with the City, the Florida Department of Community Affairs ("DCA") and the Tampa Bay Regional Planning Council ("TBRPC") pursuant to the provisions of Section 380.06, Florida Statutes (1987), as amended ("Chapter 380"), and Chapter 43-A, Tampa City Code; which Notification shall constitute the application for amendment of the Order and shall be hereafter referred to as the "Proposed Amendment" and attached hereto as "Exhibit A"; and

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

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

Certified as true and correct copy.

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

WHEREAS, the City Council has on November 10, 1988, held a duly noticed public hearing on the Proposed Amendment and has heard and considered testimony and received documents thereon; and

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

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

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

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

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

- A. That the Developer submitted to the City the Proposed Amendment attached hereto as "Exhibit A"
- B. That the Developer proposes modifications to the site plan ("Map H" and "Exhibit H-1") approved as part of the Order, which modifications would realign portions of Westshore Boulevard and Columbus Drive and incorporate other associated revisions, all as depicted on "Updated Exhibit H-1", which was filed with the Proposed Amendment and is part of "Exhibit A".
- C. That the development is not located in an area of critical state concern as designated pursuant to Section 380.05, Florida Statutes (1987), as amended.
- D. That the project is consistent with all local land development regulations and the local comprehensive plan.

- E. That this Ordinance is consistent with the report and recommendations of the TBRPC, and satisfies the provisions of Section 380.06(15), Florida Statutes, as amended.
- F. That the development will not unreasonably interfere with the achievement of objectives of the adopted state land development plan applicable to the area.
- G. That a comprehensive review of the impacts generated by the Proposed Amendment has been conducted by the City departments and the TBRPC.

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

- A. That these proceedings have been duly conducted pursuant to applicable law and regulations, and based upon the record in this proceeding, the various departments of the City are authorized to approve and the Developer is authorized to conduct development as described herein, subject to the conditions, restrictions and limitations set forth herein.
- B. That the review by the City, the TBRPC and other participating agencies and interested citizens reveals that the impacts of the Proposed Amendment are adequately addressed pursuant to requirements of Chapter 380 within the terms and conditions of this Development Order.
- C. That the Proposed Amendment does not constitute a substantial deviation from the Order.

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

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

Certified as true and correct copy.

Section 4. That having made the above findings of fact and drawn the above conclusions of law, it is further ordered that the Order is hereby amended to provide that all references in the Order to "Exhibit H-1" or "Map H" (whether in the text of the Order or any exhibits thereto) shall hereafter be to "Updated Exhibit H-1".

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

Section 6. This Ordinance shall constitute an amendment to the Development Order in response to the Proposed Amendment. All provisions of the Order, except as amended hereby, shall be and remain in full force and effect and shall be considered conditions of this Development Order unless inconsistent with the terms and conditions of this Development Order, in which case the terms and conditions of this Development Order shall govern.

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

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

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

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

Certified as true and correct copy.

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

Section 12. That the Developer shall record a notice of adoption of this Development Order pursuant to Chapter 380.

Section 13. That this Ordinance shall take effect immediately upon becoming a law, and a copy hereof shall be posted on the bulletin board in the hall of the first floor of the City Hall in the City of Tampa, Florida, for the convenience of the public.

PASSED AND ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAMPA, FLORIDA, ON DEC 15 1988.

Lee Duncan
CHAIRMAN, CITY COUNCIL

ATTEST:

APPROVED by me on DEC 19 1988

Frances Henriquez
CITY CLERK

Sanford W. Friedman
MAYOR

Prepared and Approved by:

Gina K. Gurnes
ASSISTANT CITY ATTORNEY

State of Florida)
County of Hillsborough)

This is to certify that the foregoing is a true and correct copy of Ordinance # 88-414 on file in my office.

Witness my hand and official seal this 21st day of Dec, 1988.
Frances Henriquez, CITY CLERK
Deputy City Clerk
CITY CLERK.

STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS
DIVISION OF RESOURCE PLANNING AND MANAGEMENT
BUREAU OF RESOURCE MANAGEMENT
2571 Executive Center Circle, East
Tallahassee, Florida 32399
(904) 488-4925

FORM BRM-08-86

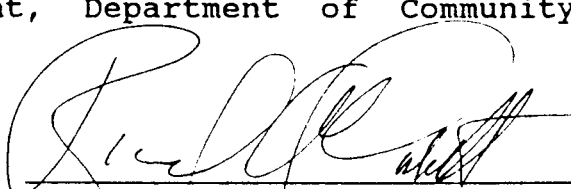
NOTIFICATION OF A PROPOSED CHANGE TO A PREVIOUSLY APPROVED
DEVELOPMENT OF REGIONAL IMPACT (DRI)
SUBSECTION 380.06 (19), FLORIDA STATUTES

Subsection 380.06 (19), Florida Statutes (1985), requires that submittal of a proposed change to a previously approved DRI be made to the local government, the regional planning council, and the state land planning agency according to this form.

1. I, Richard A. Corbett, the undersigned authorized representative of the International Plaza Development of Regional Impact hereby give notice of a proposed change to a previously approved Development of Regional Impact in accordance with Subsection 380.06 (19), Florida Statutes (1985). In support thereof, I submit the following information concerning the International Plaza development, which information is true and correct to the best of my knowledge. I have submitted today, under separate cover, copies of this completed notification to The City of Tampa Department of Housing, Inspections and Community Services, to the Tampa Bay Regional Planning Council, and to the Bureau of Resource Management, Department of Community Affairs.

10 - 30 - 87

October 30, 1987


Richard A. Corbett
President

Certified as true
and correct copy.

1

EXHIBIT A

2. Applicant: International Plaza, Inc.
2227 N. Westshore Blvd.
Tampa, Florida 33607
(813) 870-1194
Richard A. Corbett, President
3. Authorized Agent(s): MacFarlane, Ferguson Allison & Kelly
Post Office Box 1531
Tampa, Florida 33601
(813) 223-2411
Mr. David M. Mechanik, Esquire
- Florida Land Design & Engineering, Inc.
One North Dale Mabry
Suite 700
Tampa, Florida 33609
(813) 875-1115
Mr. John N. LaRocca, Principal
4. Location: City of Tampa, Sections 16 and 17, Township 29
South, Range 18 East, Hillsborough County,
Florida
5. Provide a complete description of the proposed change. Include any proposed changes to the plan of development, phasing, additional lands, commencement date, build-out date, development order conditions and requirements, or in the representations contained in either the development order or the Application for Development Approval.

The proposed modifications to the originally approved General Site Plan, Exhibit H-1, provide for the realignment of the main internal access road, as well as, relocation and realignment of access points from Westshore Boulevard and Columbus Drive. (Although changes in access points were contemplated in the original application, information regarding such changes is nevertheless submitted as part of this request in order to provide more detailed information.)

In addition, land use labels have been modified solely as a result of the realignment of the internal roadway.

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Specifically, the land use description Office/Hotel/Retail now appears on both sides of the realigned road according to the updated version of Exhibit H-1. The approved C-U zoning Exhibit "M" recognizes the need for maintaining flexibility of land uses and requires transportation impact data to be submitted and reviewed as individual parcels are proposed for development for the purpose of verifying that trip distributions assumed in the original traffic analysis are not affected by actual development.

A copy of the originally approved General Site Development Plan, Exhibit H-1, dated May 23, 1985 and the Updated Exhibit H-1, dated August 8, 1987 are attached with this Notice. The General Site Development Plan, Exhibit H-1, dated May 23, 1985, originally envisioned a major internal roadway connecting to Westshore Boulevard and Columbus Drive. Traffic projections contained in the DRI Application for Development Approval indicated a need for this major roadway to be six-laned (divided).

Additional site analyses subsequent to the approval of the DRI and C-U Zoning Application approvals indicated that both project and background traffic would be better served by realigning the internal roadway as depicted on the updated Exhibit H-1 General Site Development Plan dated August 8, 1987. This plan provides for safer, more continuous traffic flow through the project site, while not affecting the traffic impacts to the external public roadway system

reviewed under the DRI. The proposed modifications have been coordinated with and approved by the City of Tampa, Department of Public Works, Traffic Division. The vacation of portions of Westshore Boulevard and Columbus Drive will be required to accomplish the realignment. This procedure is being processed concurrently with this notification. (See attached copy of report by FLD&E to the City of Tampa and the City's response, Nannette Hall's memorandum to Susan Swift dated September 8, 1987.)

6. Complete the following table for all land use types approved in the development. If no change is proposed or has occurred, please indicate no change.

SUBSTANTIAL DEVIATION CHART (EXCERPTED FROM FORM BRM-08-86)			
TYPE OF LAND USE	PROPOSED CHANGE	LAST APPROVAL #	PROPOSED #
Office	Acreage, including		*
	drainage, ROW, easements, etc.		
	Building (gross square feet)		*
	# Parking Spaces		*
	# Employees		*
	Site locational changes		*
	# External Vehicle		*
	Trips		
	D.O. conditions		*
Wholesale, Retail or Service	ADA representations		*
	Acreage, including		*
	drainage, ROW, easements, etc.		
	Floor Space (gross square feet)		*
	# Parking Spaces		*
	# Employees		*
	Site locational changes		*
	# External Vehicle		*
	Trips		
	D.O. conditions		*
	ADA representations		*

Certified as true
and correct copy.

SUBSTANTIAL DEVIATION CHART

(EXCERPTED FROM FORM BRM-08-86)

<u>TYPE OF LAND USE</u>	<u>PROPOSED CHANGE</u>	<u>LAST APPROVAL #</u>	<u>PROPOSED #</u>
Hotel/Motel	# Rental Units		*
	Floor Space (gross square feet)		*
	# Parking Places		*
	# Employees		*
	Site locational changes		*
	Acreage, including		*
	drainage, ROW, easements, etc.		
	# External Vehicle		*
	Trips		
	D.O. conditions		*
	ADA representations		*
Open Space (All natural and vegetated non-impervious surfaces)	Acreage		*
	Site locational changes		*
	Type of open space		*
	D.O. conditions		*
	ADA Representations		*

* No change is proposed. The proposed modifications to the DRI relate to the realignment of the main internal roadway. The applicant does not propose any changes to the amount and type of development or the General Project Description provided in the original DRI-ADA. The conditions of approval for development cited in the Development Order, City of Tampa Ordinance 8905-A, are still applicable.

7. List all the dates and resolution numbers (or other appropriate identification numbers) of all modifications or amendments to the originally approved DRI development order that have been adopted by the local government, and provide a brief description of the previous changes (i.e. any information not already addressed in the Substantial Deviation Chart). Has there been a change in local government jurisdiction for any portion of the development since the last approval or development order was issued? If so, has the annexing local government adopted a new DRI development order for the project?

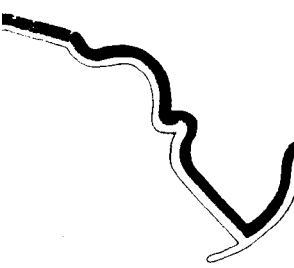
No other requests for proposed modifications for substantial deviation determination or incremental DRI applications have been filed with the local government. Further, there has been no change in local government jurisdiction for any portion of the development site.

Certified as true
and correct copy.

8. Describe any lands purchased or optioned within 1/4 mile of the original DRI site subsequent to the original approval or issuance of the DRI development order. Identify such land, its size, and intended use on a project master site plan and map.

In June of 1986, the Developer entered into an agreement to lease an adjacent parcel of approximately 1.5 acres that was not included in the originally approved site. According to this agreement, the Developer's lease for this parcel will go into effect upon the expiration (September 30, 1988) of the lease held by the current tenant or upon sooner termination of this tenant's lease. Upon obtaining such lease, the Developer intends to request amendment of the legal descriptions for the DRI Development Order and C-U zoning in order to incorporate this parcel. Addition of the land is not for purposes of increasing the approved amount of use in the project. This information was provided in the 1987 DRI Annual Report.

Certified as true and correct copy.



FLD&E

Florida Land Design & Engineering, Inc.

November 2, 1987

Mr. Larry Slayback
State of Florida
Department of Community Affairs
Division of Resource Planning and Management
Bureau of Resource Management
2571 Executive Center Circle, East
Tallahassee, FL 32399

RE: International Plaza; Notification of a Proposed Change to
a Previously Approved Development of Regional Impact (DRI)

Florida Land Design & Engineering, Inc. submits on behalf of
International Plaza the attached Notification of a Proposed
Change to a Previously Approved Development of Regional Impact
(DRI). Please do not hesitate to contact me as soon as possible
should additional information be necessary.

Sincerely,

FLORIDA LAND DESIGN & ENGINEERING, INC.


John N. LaRocca
Principal

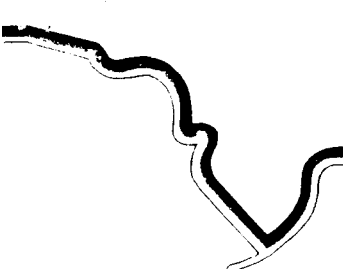
JL/mmm

enclosure

cc: Richard A. Corbett, International Plaza
David Mechanik, Esquire

10921.13

Certified as true and correct copy.



FLD&E

Florida Land Design & Engineering, Inc.

November 2, 1987

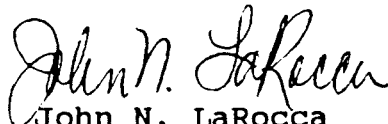
Mr. David Simpson
Chief of Planning
Tampa Bay Regional Planning Council
9455 Koger Blvd.
St. Petersburg, FL 33702

RE: International Plaza; Notification of a Proposed Change to
a Previously Approved Development of Regional Impact (DRI)

Florida Land Design & Engineering, Inc. submits on behalf of
International Plaza the attached Notification of a Proposed
Change to a Previously Approved Development of Regional Impact
(DRI). Please do not hesitate to contact me as soon as possible
should additional information be necessary.

Sincerely,

FLORIDA LAND DESIGN & ENGINEERING, INC.


John N. LaRocca
Principal

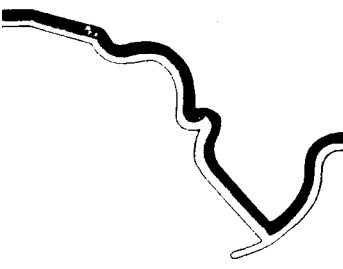
JL/mm

enclosure

cc: Richard A. Corbett, International Plaza
David Mechanik, Esquire

10921.13

Certified as true and correct copy.



FLD&E

Florida Land Design & Engineering, Inc.

November 2, 1987

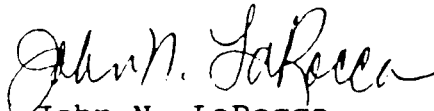
Ms. Susan Johnson
DRI Coordinator
City of Tampa
306 E. Jackson, 3N
Tampa, FL 33602

RE: International Plaza; Notification of a Proposed Change to
a Previously Approved Development of Regional Impact (DRI)

Florida Land Design & Engineering, Inc. submits on behalf of
International Plaza the attached Notification of a Proposed
Change to a Previously Approved Development of Regional Impact
(DRI). Please do not hesitate to contact me as soon as possible
should additional information be necessary.

Sincerely,

FLORIDA LAND DESIGN & ENGINEERING, INC.


John N. LaRocca
Principal

JL/mmm
enclosure
cc: Richard A. Corbett, International Plaza
David Mechanik, Esquire
10921.13

Certified as true
and correct copy.

AN ORDINANCE OF THE CITY OF TAMPA, FLORIDA, RENDERING A DEVELOPMENT ORDER PURSUANT TO CHAPTER 380, FLORIDA STATUTES, ON AN APPLICATION FOR DEVELOPMENT APPROVAL FILED BY INTERNATIONAL PLAZA, INC., FOR INTERNATIONAL PLAZA, A DEVELOPMENT OF REGIONAL IMPACT; PROVIDING AN EFFECTIVE DATE HEREOF.

WHEREAS, on August 24, 1984, International Plaza, Inc. ("the Developer") filed an Application for Development Approval (which, together with the Sufficiency Response, dated October 5, 1984, is hereafter referred to as the "ADA") for a Development of Regional Impact ("DRI") with the City of Tampa ("the City"), Hillsborough County City-County Planning Commission, Hillsborough County Environmental Protection Commission, Florida Department of Community Affairs ("DCA") and the Tampa Bay Regional Planning Council ("TBRPC"), pursuant to the provisions of Section 380.06, Florida Statutes (1983), as amended ("Chapter 380"), and Section 43-96.2, City of Tampa Code; and

WHEREAS, the ADA proposes the development of International Plaza, a mixed use, office/retail/hotel development located on a 155 acre site at the northwest and northeast corner of the intersection of Westshore Boulevard and Spruce/Boy Scout Boulevard; and

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

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

WHEREAS, the City Council has on May 30, 1985, held a duly noticed public hearing on the ADA and has heard and considered testimony and documents received thereon; and

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

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

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

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

Section 1. That this Ordinance shall constitute the Development Order ("Order") of the City Council issued in response to the ADA filed by the Developer, for development of International Plaza, a DRI. The scope of development to be permitted pursuant to this Order includes the land use and activities described in the ADA and together with the pertinent provisions of the CU Rezoning Application regarding tradeoff mechanism and ingress/egress points (Exhibit "M," dated May 22, 1985, Sections I.B.2 and I.C.4.b, which Exhibit M incorporates the site plan, Exhibit H-1), which ADA, Sections and site plan are attached hereto and made a part hereof as Composite Exhibit A.

Section 2. That City Council, having received the above referenced documents, and having received all related comments, testimony and evidence submitted by each party and members of the general public, finds there is substantial competent evidence to support the following findings of fact:

- A. That the Developer submitted to the City the materials attached hereto as composite Exhibit A.
- B. That the real property which is the subject of the ADA is legally described as set forth in Exhibit B, attached hereto and by reference made a part hereof.
- C. That the Developer proposes the development of International Plaza, a mixed-use office/retail/hotel complex with a total site area of approximately 155 acres, located approximately at the northwest and northeast corner of the intersection of Westshore Boulevard and Spruce/Boy Scout Boulevard, in the City of Tampa.
- D. That the proposed development is not located in an area of critical state concern as designated pursuant to Section 380.05, Florida Statutes (1983), as amended.
- E. That the project is consistent with all local land development regulations.
- F. That this Order is consistent with the report and recommendations of the TBRPC, and satisfies the provisions of Section 380.06(14), Florida Statutes, as amended.
- G. That the development will not unreasonably interfere with the achievement or objectives of the adopted State Land Development Plan applicable to the area.
- H. That a comprehensive review of the impacts generated by the development has been conducted by the City's departments and the TBRPC.

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

- A. That these proceedings have been duly conducted pursuant to applicable law and regulations, and based upon the record in this proceeding, the various departments of the City and the Developer are authorized to approve/conduct development as described herein, subject to the conditions, restrictions and limitations set forth herein.
- B. That the review by the City, the TBRPC and other participating agencies and interested citizens reveals that impacts are adequately addressed pursuant to the requirements of Chapter 380, within the terms and conditions of this Order and the ADA. To the extent that the ADA is inconsistent with the terms and conditions of this Order, the terms and conditions of this Order shall prevail.

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

A. Substantial Deviations:

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

- B. The Developer shall submit annual reports on the DRI to the City, the TBRPC, the State Land Planning Agency, and other agencies as may be appropriate, on July 1, 1986, and on July 1 of each year thereafter until such time as all terms and conditions of this Order are satisfied. Such report shall be submitted to the Director, Department of Housing, Inspections and Community Services (hereinafter "HICS") who shall, after appropriate review, submit it for review by the City Council. The City Council shall review the report for compliance with the terms and conditions of this Order and may issue further orders and conditions to insure compliance with the terms and conditions of this Order. The Developer shall be notified of any City Council hearing wherein such report is to be reviewed; provided, however, that receipt and review by the City Council shall not be considered a substitute or a waiver of any terms or conditions of this Order. The annual report shall contain:
1. Changes in the plan of development or phasing for the reporting year and for the next year;
 2. A summary comparison of development activity proposed and actually conducted for the reporting year;
 3. Undeveloped tracts of land, other than individual single family lots, that have been sold to a separate entity or developer;
 4. Identification and intended use of lands purchased, leased or optioned by the developer adjacent to the original DRI site since the development order was issued;
 5. An assessment of the Developer's and local government's compliance with conditions of approval contained in the DRI development order;
 6. An hourly traffic count for a 24-hour period taken at all established access points from public right-of-way to the development site.
 7. Any known incremental DRI applications for development approval or requests for a substantial deviation determination that were filed in the reporting year and to be filed during the next year;
 8. A statement that all persons have been sent copies of the annual report in conformance with Subsections 380.06(14) and (16), Florida Statutes (1983); and
 9. A copy of any notice of the adoption of a development order or the subsequent modification of an adopted development order that was recorded by the Developer pursuant to Subsection 380.06(14)(d), Florida Statutes (1983).
 10. The information regarding TSM measures as required under Section 4.G.4.(b), below.
 11. The field survey results, as are required to be submitted biannually under Section 4.G.5., below, after the issuance of certificates of occupancy for a total of 750,000 square feet of office space or the equivalent thereof, in terms of trip generation.

- C. 1. That, for the purposes of this Order, funding commitments may be either in the form of Developer contributions-in-aid-of-construction, or Developer commitments for the actual construction, or the placement of the improvements in the City's, County's, or State's transportation improvements work programs, or a combination thereof.
2. That, for the purposes of this Order, the Developer is considered one of a number of possible responsible entities.
- D. The City hereby accords specific approval for the Phase I development subject to the conditions contained in this Order. Conceptual approval of Phases II and III is also accorded hereby, provided, however that specific approval of the amounts of uses within Phases II and III is subject to further traffic impact analysis and assessments for traffic impact mitigative improvements or measures. Based upon such analysis and assessments the City may impose such additional conditions to mitigate transportation impacts as a pre-condition to the commencement of the development of Phases II and III.
- E. Transportation Improvements for Phase I: The Developer at its option may select one of the following alternatives to mitigate the project's Phase I Transportation impacts: Alternative 1. The Developer may delay development of Phase I until funding commitments are secured from responsible entities for the following roadway improvements:
1. Improve the Boy Scout Road/Westshore Boulevard intersection as follows: Add one northbound through lane, add one southbound through lane, add one southbound-to-westbound right turn lane, add one eastbound and one westbound through lane.
 2. Improve the Cypress Avenue/Westshore Boulevard intersection as follows: Add one eastbound-to-southbound right turn lane, add one westbound-to-northbound right turn lane.
 3. Improve the Kennedy Boulevard/Westshore Boulevard intersection as follows: Add one northbound and one southbound through lane, add one southbound-to-eastbound left turn lane, add one westbound through lane; monitor level of service.
 4. Improve the Boy Scout Road/Lois Avenue intersection as follows: Add one northbound-to-eastbound right turn lane, add one northbound-to-westbound left turn lane, add one southbound-to-westbound right turn lane, add three southbound through lanes, add two southbound-to-eastbound left turn lanes, add one eastbound through lane, add one eastbound-to-northbound left turn lane, add one westbound-to-northbound right turn lane.
 5. Improve the Boy Scout Road/Columbus Avenue intersection as follows: Signalization, add one eastbound-to-northbound left turn lane, add one eastbound through lane, add one southbound-to-eastbound left turn lane.
 6. Improve the Dale Mabry Highway/Columbus Avenue intersection as follows: a grade - separated interchange.
 7. Improve the Dale Mabry Highway/Tampa Bay Boulevard intersection as follows: Add one northbound

through lane, add one northbound-to-westbound left turn lane.

8. Increase the capacity of Columbus Avenue (Boy Scout Road) between Dale Mabry Highway and Lois Avenue by constructing one additional eastbound and one additional westbound through lane.
9. Such other, additional improvements as are described on the table entitled "Project and Payment Schedule", attached hereto as Exhibit C, and incorporated herein by reference.

F. Alternative 2:

1. In lieu of Alternative 1, set out in Section 4.E. above, the Developer may elect, at its option to pay its fair share of the needed roadway improvements, as set forth on Exhibit C. Exhibit C lists the transportation improvements that are needed to mitigate the transportation impacts of Phase I of the development and establishes an amount which represents the Developer's fair share of the total cost of such improvements.
2. The amounts for at-grade improvements (\$2,100,500) and interchanges (\$3,141,400) shown on Exhibit C, represent the total maximum amounts of the Developer's payments for the Development's Phase I traffic impacts.
3. The Developer shall pay to the City the amounts shown on Exhibit C, in the following manner and subject to the following conditions:
 - (a) At-grade Improvements:
 - (1) On the next business day following the date upon which this Order becomes final (subject to no appeal), the Developer shall pay \$100,000.00, in order to immediately fund the design of the improvements listed as projects #1, #2, and #3 on Exhibit C. Because of the proximity of these projects to the Development site, the City agrees to coordinate with the Developer in the formulation of the designs for these projects. Further, the Developer shall pay \$837,000.00 upon: (i) the letting of contracts for the construction of projects #1, #2, and #3; or (ii) that date which is 12 months from the effective date of this Order, whichever is earlier.
 - (2) At the time of: (i) the issuance of construction permits for development in excess of a total of 956,000 square feet of gross building area; or (ii) on that date which is 36 months from the effective date of this Order, whichever occurs earlier, the Developer shall pay \$551,200.00.
 - (3) At the time of the issuance of construction permits for development in excess of a total of 1,750,000 square feet of gross building area, the Developer shall pay the sum of \$306,300.00 dollars.

- (4) At the time of the issuance of construction permits for development in excess of a total of 2,100,000 square feet of gross building area, the Developer shall pay the sum of \$306,000.00 dollars.

In the event that any amounts due under Section 4.F., subparagraphs 3(a)(3) or 3(a)(4) above have not been paid by December 31, 1990, then such remaining amounts shall be due and payable on that date.

(b) Interchanges:

- (1) Upon the letting of the first contract for the construction of one of the four interchange improvements shown on Exhibit C, the Developer shall pay the fair share cost associated with that interchange as reflected on Exhibit C. (As used in this Order the term "fair share cost" when referring to interchange improvements means the total fair share cost less the previously paid costs of the applicable interim improvement associated with that interchange improvement.)
- (2) Upon the letting of the second contract for the construction of one of the four interchange improvements shown on Exhibit C, the Developer shall pay a sum which is equal to \$2,341,000.00 less the amount previously paid pursuant to Section 4.F.3.(b)(1), above.
- (3) Upon the letting of the third contract for the construction of one of the four interchange improvements shown on Exhibit C, the Developer shall pay the fair share cost associated with that interchange as shown on Exhibit C, but the amount of this payment, together with the payments referred to in Section 4.F.3(b)(1) and Section 4.F.3(b)(2) above, shall in no event exceed \$3,141,400.00. In the event that this third contract does not provide for the construction of the project identified as #10 on Exhibit C, and a contract for project #10 has not previously been let, then no payment from the Developer shall be required upon the letting of this third contract. (It is understood that the preceding two payments, constituting \$2,341,000.00, equals the Developer's total fair share cost for all interchanges other than that interchange identified as Project #10 on Exhibit C.)
- (4) Upon the letting of the fourth contract for the construction of one of the four interchange improvements shown on Exhibit C, the Developer shall pay the fair share cost associated with that interchange as shown on Exhibit C, but the amount of this payment, together with the payments referred to in Sections 4.F.3(b)(1), 4.F.3(b)2 and 4.F.3(b)3 above, shall in no event exceed \$3,141,400.00.

(5) Notwithstanding the foregoing the following conditions shall apply:

- (i) No payment for any interchange improvement shall be required to be paid by the Developer unless a contract is let by the responsible government entity for the construction of such interchange which contract requires that the construction of such interchange shall be commenced within 15 years of the effective date of this Order.
- (ii) In no event shall the Developer be required to pay the fair share costs for any interchange improvement prior to the issuance of the first construction permit for Phase II, or the first business day of January 1991, whichever occurs earlier ("Earliest Possible Interchange Payment Date").

In the event that a contract is let which meets the criteria established in Section 4.F.3 (b)(5)(i) above, prior to the Earliest Possible Interchange Payment Date, then the Developer shall pay the fair share cost(s) for any such improvement(s) on the Earliest Possible Interchange Payment Date.
- (iii) If no contracts which meet the criteria established in Section 4.F.3(b)(5)(i) above, are let by that date which is 15 years after the effective date of this Order, then the Developer shall be fully relieved of its obligation to pay the fair share costs for any interchanges.
- (iv) If only one interchange contract is let which meets the criteria established in Section 4.F.3(b)(5)(i) above, then the Developer shall only be required to pay the fair share cost associated with that interchange.
- (v) In the event that no contract that meets the criteria established in Section 4.F.3(b)(5)(i) above, is let for the interchange project identified as #10 on Exhibit C within 15 years after the effective date of this Order, then the Developer shall only pay the fair share costs of any or all of the three remaining interchanges for which contracts have been let which meet the criteria established in Section 4.F.3(b)(5)(i), above, up to a maximum of \$2,341,400.00, pursuant to 4.F.3(b),(1)-(3), above.

If, for any reason, any contract which has been let, is revoked, so that the interchange

improvement will not be constructed in accordance with the criteria established in Section 4.F.3(b)(5)(i) above, then the Developer's fair share cost for that improvement, less the developer's pro rata share of the unrecoverable amount, if any, paid under the contract to construct such interchange to the point of revocation, shall be refunded. The pro rata share of the unrecoverable amount shall be determined by dividing the Developer's fair share cost for that interchange by the estimated total interchange costs upon which the Developer's total fair share cost (before credit for interim improvement costs) for that improvement was based, and multiplying the resulting percentage by the unrecoverable amount.

4. The City shall insure that funding commitments from responsible entities, including the Developer's fair share payments, for the improvements listed in Exhibit C are secured. The improvements referred to above, may include, but are not limited to, geometric improvements, signalization modifications and new signal installations. The design for these improvements shall be reviewed and approved, as appropriate, by FDOT, Hillsborough County and the City, with, in all cases, a final review and approval by the City, prior to the construction of such improvements. The improvements and the phasing of the construction of those improvements, may, after detailed review by the appropriate governmental agency and the City, be modified in a manner intended to accomplish the same result, utilizing generally recognized professional traffic engineering standards and practices.

Further, the City agrees to utilize the Developer's contributions referred to in Section 4.F.3(a)(1) to complete the improvements identified on Exhibit C as projects #1, 2, and 3, by such dates as such improvements will be needed to accommodate the project's traffic, with such dates being established utilizing generally accepted traffic engineering practices. Notwithstanding the foregoing, in the event that the performance by the City of this commitment shall be interrupted or delayed by any occurrence, and not occasioned by its conduct, whether such occurrence be an act of God or the result of war, riot, or civil commotion, then it shall be excused from such performance for such period of time as is reasonably necessary after such occurrence to remedy the effects thereof.

5. The City agrees to segregate all such transportation fair share contributions received from the Developer in account #306-201-349 071 (at-grade contributions) and #306-201-349 072 (interchange contributions). The City agrees that, as appropriate, it will pay to appropriate governmental entities (including itself, where appropriate), some or all of those amounts contributed by the Developer, to construct improvements set forth on Exhibit C, upon being furnished with evidence, satisfactory to the City that such governmental entity has committed to construct one or more of those improvements set forth on Exhibit C. Further, the City agrees to expend the amounts contributed by the Developer to construct those improvements set forth on Exhibit C. The City or appropriate governmental entity shall award contracts for the construction

of sufficient improvements to attain and maintain Level of Service "D," at peak hour for link segments and corresponding intersections, identified above and referenced in Exhibit C, upon receipt of contributions or impact fees from the Developer and from other development projects in the area which equal, in the aggregate, when coupled with funds received from other sources and funds allocated in the appropriate transportation improvements programs, the cost of those improvements. On the joint stipulation of the City, the Developer, and TBRPC, the City may modify the above-referenced list of improvements, based on subsequent TSM measures and transportation studies referred to herein.

6. If the City adopts a transportation impact fee ordinance the Developer, at his option, may elect to be governed exclusively by the provisions of said ordinance as to its fair share contribution for any remaining payments for the Phase which is being constructed at the time of such election and all succeeding Phase(s). If the Developer elects this alternative, thereafter, the Developer shall pay to the City impact fees to the extent and in the same manner as such fees are paid by other developers subject to such impact fees. Further, the Developer shall be given credit against future impact fee assessments for fair share contribution payments already paid for that Phase, so that at the end of that Phase during which the election is made, the Developer shall have paid an amount equal to that which would have been collected if the impact fee ordinance had been in effect at the beginning of that Phase.
7. (a) If, right-of-way is required for transportation improvements needed as a result of Phase II or III of the development, and such right-of-way can be obtained from the land which is the subject of this Order, then the Developer may elect to provide such right-of-way to the appropriate governmental entity and in such event, the Developer shall receive a credit for the fair market value of the land so provided against the next payment or payments, due from the Developer.
- (b) The fair market value of such right-of-way shall be determined in accordance with the following procedure: The Developer and the City/Florida Department of Transportation ("FDOT") shall each cause to be completed an MAI appraisal to determine the fair market value of the right-of-way being considered. If the two MAI appraisers cannot agree on the total fair market value of the right-of-way, then the two MAI appraisers shall select a third MAI appraiser who, together with the original appraisers, shall prepare the final appraisal. In lieu of the above described procedure, other mutually agreed upon procedures may be utilized to determine the fair market value of such right-of-way.

G. Additional Transportation Conditions:

1. (a) Prior to the issuance of construction permits for development in excess of a total of 1,550,000 square feet, the Developer shall conduct a transportation analysis of the

intersection of Dale Mabry Highway and Columbus Drive (identified as Project #8 on Exhibit C) to verify whether or not a grade-separated interchange is needed at this location to maintain Level of Service C, daily or D, peak hour. The methodology used to conduct the study shall be reviewed and approved by the City, Hillsborough County, the FDOT and TBRPC prior to the Study's initiation. Further, the conclusions of the study shall be reviewed by and shall receive concurrence from the above named agencies.

- (b) If, after taking into account the TSM measures referred to in Section 4.G.4, such grade-separated interchange is needed to maintain such Level of Service, then funding commitments for such grade-separated interchange shall be secured prior to the issuance of any construction permits in excess of a total of 1,550,000 square feet.
 - (c) If, after taking into account the TSM measures referred to in Section 4.G.4, no grade-separated interchange is needed to maintain such Level of Service, but, other, alternative transportation improvements/measures are needed to maintain such Level of Service, then funding commitments for such alternative improvements shall be secured prior to the issuance of any construction permits in excess of a total of 1,550,000 square feet.
 - (d) If, after taking into account the TSM measures referred to in Section 4.G.4, neither a grade-separated interchange, nor other, alternative transportation improvements/measures are needed to maintain such Level of Service, then construction permits may continue to be issued through the completion of Phase I, and such intersection shall be reevaluated as part of the study and analysis required by Section 4.I.
 - (e) Nothing in this Section 4.G.1. shall operate to defer or to reduce any payments required pursuant to 4.F.3(b), above.
- 2. As recommended by TBRPC the external ingress/egress points have been established within Section I.C.4.b of Exhibit M and site plan, Exhibit H-1, of the associated CU Rezoning Ordinance, which Section and site plan are part of Composite Exhibit A.
 - 3. The Developer in conjunction with the Hillsborough County Aviation Authority ("HCAA") shall establish a method and responsibility for maintaining the exclusive use of the airport access road by the development traffic and other airport users.
 - 4. (a) Within one year of issuance of any Development Order approving this project the Developer shall submit for approval by TBRPC, the City, TUATS, FDOT and the Hillsborough Area Regional Transit Authority (HART), a plan of TSM measures to be instituted and implemented for each project Phase. Each TSM measure shall be assessed to determine the potential for diverting a substantial percentage of total peak hour trips away from the peak traffic hours over and above those projected in the ADA. The plan shall address the following at minimum:

- (1) Worker flex time.
 - (2) Worker ridesharing strategies.
 - (3) Provision of transit and service facilities and programs to increase transit ridership.
 - (4) I-275 High Occupancy Vehicle Study.
- (b) After the TSM plan is approved, each annual report for this development after the issuance of certificates of occupancy for 400,000 square feet of office space or the equivalent thereof, shall include a yearly assessment of the actual achievement of vehicle trips diverted from the peak hour as a result of the TSM measures. This assessment shall also include sufficient and appropriate documentation for all diversions claimed as a result of implementation of each TSM measure.
 - (c) If an annual report is not submitted, or if the report indicates that the total trip diversions are not being met, the City shall conduct a substantial deviation determination pursuant to Section 380.06(17), Florida Statutes, and, if necessary, amend the Order to change TSM objectives and/or require roadway improvements that were deleted from this Order in contemplation of the TSM measures being successful. The results of the TSM study may serve as a basis for the Developer or reviewing agencies to request Order amendments.
5. To assure that the transportation impacts of this development have been accurately projected by the ADA traffic analysis field surveys a report of findings shall be conducted every two years after the issuance of certificates of occupancy for 750,000 square feet of office space or the equivalent thereof in terms of trip generation. The results of these surveys shall be included in the required annual report.
6. (a) Within three years of the issuance of construction permits for Phase I, the City, in cooperation with FDOT, TBRPC, HART, the MPO and developers within the study area, shall commence a transportation improvements plan and schedule study ("Study") for the Westshore Business District/Northwest Hillsborough County area. The Study shall consider all approved developments in the area, including all previously approved DRIs, together with projected development.
- (b) The study parameters are defined to include, but not be limited to:
- (1) The regionally significant roadways which shall be included in the focus of the transportation plan, as well as identification of additional roadways to be constructed within the study area.
 - (2) The existing, approved and projected development to be included within the plan.
 - (3) The manner by which the traffic impact of existing development will be documented and assessed.

- (4) The manner by which the traffic impact of approved and projected development will be documented and assessed.
 - (5) The procedures by which mass transit shall be studied as a viable alternative to alleviate overburdening of the roadways.
 - (6) Identification of specific construction implementation goals, such as right-of-way acquisition and implementation of additional north/south and east/west corridors designed to coincide with transportation improvement needs generated by each phase completion for projects approved within the study area.
 - (7) Florida Department of Transportation (FDOT) Dale Mabry/Himes Avenue Corridor Plan.
 - (8) FDOT High Occupancy Vehicle (HOV) Study for I-275.
 - (9) Northwest Hillsborough Expressway.
 - (10) A program for funding the improvements identified.
- (c) The Study shall be completed prior to specific approvals being accorded to Phase II development.
 - (d) In lieu of this Study, a City Master Development Plan for the Westshore Business District which, among other matters, addresses transportation needs of the Westshore Business District shall satisfy this requirement.
 - (e) In lieu of this Study, the issuance of an Area-wide DRI Development Order, pursuant to Chapter 380.06(24), Florida Statutes, which order includes the land which is subject to this Order, shall satisfy this requirement.
7. If the hourly traffic count required by Section 4.B.6., above, reflects that the total actual development traffic exceeds the total trips estimated in the ADA for the development at the end of the present development phase by more than 10%, then the City may require an additional traffic study. Such study shall assess the adverse impact, if any, of this increase.
- H. Trade-off Methodology: The Developer may exercise trade-offs pursuant to the Trade-off Methodology contained in Composite Exhibit A. That methodology provides that any change in land use shall not result in any additional adverse regional traffic impacts. Further, that methodology includes limitations on the amount of such change, and limits such trade-offs within a Phase. In any event, if there is any increase in adverse regional traffic impacts of any Phase created by such exercise of the trade-off methodology, the City shall conduct a substantial deviation determination, pursuant to Chapter 380.06(17), Florida Statutes, and if a substantial deviation has occurred, shall amend this Order to reflect the new development totals.

- I. Transportation Improvements for Phases II and III: Prior to specific approval being accorded by TBRPC and the City for Phases II or III, and prior to any specific development approval therein, the Developer shall submit a revised and updated traffic analysis pursuant to Chapter 380.06, Florida Statutes. Both the traffic counts and projections of traffic volume shall be prepared consistent with generally accepted traffic engineering practices and the original ADA. The analysis shall serve to verify the findings of the original ADA traffic analysis or shall indicate alternate transportation improvements/measures which, if implemented, would maintain the regional roadways at a satisfactory Level of Service, (Level of Service C daily, D peak hour). The analysis results shall be the only criteria used to determine whether specific approval is granted for Phases II and III, provided all other conditions of this Order are met.
- J. Notwithstanding this Order, the Developer, at his option, may resubmit this project for review and approval under any subsequently filed area-wide Application for Development Approval, pursuant to Florida Statutes, Subsection 380.06(24)(1984), as amended. Any impacts assessed and satisfied pursuant to this Order, shall be considered and credited in any such area-wide development order.
- K. That, notwithstanding this Order, Developer may during Phase I construct infrastructure improvements designed to serve all of, or any portions of, Phase II or Phase III development, or both; provided, however, that such excess infrastructure improvements shall be constructed at Developer's risk and shall not be construed to vest in the Developer the right to develop Phases II or III.
- L. That, the average daily flows of wastewater from commencement of construction through build-out and operation of the project as referenced in the ADA will be accepted by the City at the standard charge for wastewater service. Connection fees, installation charges and, if applicable, grants-in-aid-of-construction for off-site improvements to the wastewater system necessitated by this development, shall be assumed by the Developer, when assessed by the City, as project plans become final, all in accordance with established City policies and regulations. Grants-in-aid-of-construction, if required by the City, shall be reduced by a credit for Average Daily Flows generated by the previously existing development on the site, and by a credit for Sewer Improvement Fees.
- M. That, the total daily water requirements from commencement of construction through build-out and operation of the project as referenced in the ADA will be supplied by the City at the standard charge for water service. Connection fees, installation charges and, if applicable, grants-in-aid-of-construction for off-site improvements to the water system necessitated by this development, shall be assumed by the Developer, when assessed by the City, as project plans become final, all in accordance with established City policies and regulations. To the extent permitted under City Code sections, ordinances, resolutions, policies and regulations, the Developer shall receive credit for existing water system improvements which are used for the development approved hereby.
- N. That, the Developer shall be responsible for the maintenance of the internal water supply system.

- O. That, the total daily generation of solid waste from the commencement of construction to build-out of the project as referenced in the ADA will be accepted by the City.
- P. The Developer shall provide separate hazardous waste storage containers/areas within the project. These containers/areas shall be accessible to all project businesses and shall be clearly marked and/or colored so as to clearly distinguish the containers/areas intended for hazardous wastes and materials.

The Developer shall provide to all International Plaza businesses information that:

- (1) Indicates types of waste and materials that are considered to be hazardous and are to be stored or disposed of only in the specially-designated containers;
- (2) Indicates the location of the specially-designated hazardous waste and materials containers; and
- (3) Advises of applicable statutes and regulations regarding hazardous wastes and materials.

The Developer shall ensure that any hazardous waste will be transported and disposed of in a manner consistent with applicable regulations.

- Q. That, the City shall ensure the adequacy and availability of the following public services for each phase of this development: energy, police, emergency medical and fire. Further, that the Developer shall be responsible for the cost of any water distribution capital improvements necessitated by this development to ensure adequate fire protection.
- R. That, the Developer shall receive assurance of availability and commitments for water, wastewater treatment and solid waste disposal, prior to the issuance of construction permits for each building for which such services are required.
- S. The Developer shall ensure that the final stormwater drainage plan shall be prepared in accordance with the Master Drainage Plan set forth in the ADA and TBRPC's approved Stormwater and Lakes System Maintenance and Design Guidelines (TBRPC, 1978); further, the Developer shall ensure that the final drainage plan shall be prepared in accordance with the latest City policies and standards for stormwater management.
- T. That, the Developer shall be the responsible entity for the maintenance of on-site stormwater management systems.
- U. The Developer shall implement a street cleaning program for parking and roadway areas within the development.
- V. That, the Developer shall ensure that the site, as fully and finally developed, shall include approximately 45 acres (30% of total site acreage) of landscaped buffering and open space, consistent with the commitments contained in the ADA. Further, the Developer shall be responsible for the maintenance of all such landscaped buffering and open space areas.
- W. The Developer shall institute the wind and soil erosion control measures referenced in the ADA for minimizing adverse water and air quality impacts. Specifically the

Developer shall implement measures to reduce fugitive dust and air emissions as referenced on page 13-2 and 13-3 of the ADA.

- X. That, the Developer shall submit to and receive project clearance from the HCAA and Federal Aviation Administration as part of the permit approval process for each building, as applicable.
- Y. That, the Developer shall utilize sound attenuating construction techniques in a manner consistent with the HCAA noise study for Tampa International Airport, for all construction proposed within the 65 or greater Ldn contour.
- Z. That, the Developer shall implement the energy conservation measures as set forth in the ADA.
- A.A. That, if archaeological resources are located during project construction, the Developer shall ensure that the ultimate disposition of such resources shall be determined in cooperation with the Florida Division of Archives.
- B.B. That, the Developer shall promote awareness of and shall cooperate with local and regional authorities having jurisdiction to issue hurricane evacuation orders. The Developer shall prepare a plan to ensure the safe and orderly evacuation of hotel guests and those employees who, for security or administrative reasons, are in the project buildings after an evacuation order is issued, by:
 - 1. Ordering all project buildings closed for the duration of a hurricane evacuation order;
 - 2. Informing all employees of evacuation routes out of any flood prone areas and evacuation procedures; and
 - 3. Coordinating with and informing appropriate public authorities of building closings, security and safety measures implemented and evacuation plans.This project evacuation plan shall be included in the first annual report submitted after occupancy of any portion of the project.
- C.C. That, all development pursuant to this Order shall be in accordance with applicable local building codes, except as otherwise permitted herein.
- D.D. That, any revisions to the Development not contemplated or addressed within this Order shall be subject to TBRPC's incremental review fee.

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

Section 6. That this Order shall remain in effect for a period of twenty (20) years from the effective date of this Order. Any development activity wherein plans have been submitted to the City for its review and approval prior to the expiration date of this Order, may be completed, if approved. This Order may be extended by City Council on the finding of excusable delay in any proposed development activity.

Section 7. That this Order shall be binding upon the Developer, assigns or successors-in-interests.

Section 8. The Director of HICS is responsible for insuring compliance with this Order and for the receipt of the fair share contributions collected pursuant to Section 4.F. above. Monitoring shall be accomplished by review of the Annual Report, building permits, certificates of occupancy, plats, if applicable, and by on-site observations.

Section 9. It is understood that any reference herein to any governmental agency shall be construed to mean any future instrumentality which may be created or designated as successor-in-interest to, or which otherwise possesses any of the powers and duties of any referenced governmental agency in existence on the effective date of this Order.

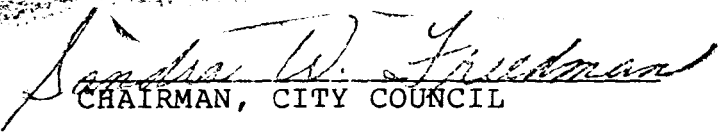
Section 10. That the City Clerk is hereby directed to send copies of this Order, within five (5) days of the effective date of this Ordinance, to the Developer, TBRPC and DCA.

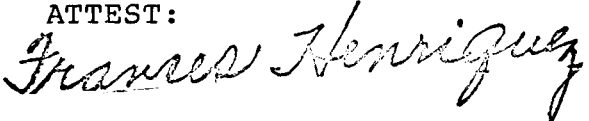
Section 11. That this Order shall be deemed rendered upon transmittal of copies of this Order to the recipients specified in Chapter 380.

Section 12. That the Developer shall record a notice of adoption of this Order pursuant to Chapter 380, and shall furnish the City Clerk a copy of the recorded notice.

Section 13. That this Ordinance shall take effect immediately upon becoming a law, and a copy shall be posted on the bulletin board in the first floor of the City Hall in the City of Tampa, Florida, for the convenience of the public.

PASSED AND ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAMPA, FLORIDA, ON JUN 13 1985.

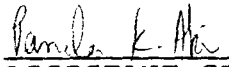

Sandra W. Friedman
CHAIRMAN, CITY COUNCIL

ATTEST:


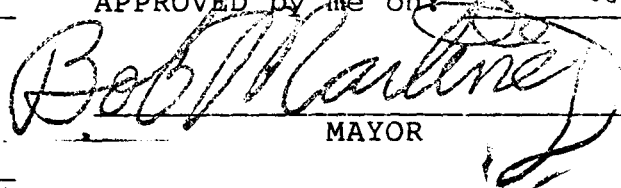
CITY CLERK

APPROVED by me on: _____

APPROVED by me on: JUN 13 1985

Prepared and Approved by:


ASSISTANT CITY ATTORNEY



MAYOR

ORDINANCE NO. 8906 -A

AN ORDINANCE REZONING PROPERTY IN THE GENERAL VICINITY OF THE INTERSECTION OF WESTSHORE BOULEVARD AND SPRUCE/BOY SCOUT BOULEVARD IN THE CITY OF TAMPA, FLORIDA, AND MORE PARTICULARLY DESCRIBED IN SECTION 1, FROM ZONING DISTRICT CLASSIFICATION M-AP TO CU; PROVIDING AN EFFECTIVE DATE HEREOF.

WHEREAS, a public hearing as required by law was held in City Council Chambers, Third Floor, City Hall, 315 East Kennedy Boulevard, Tampa, Florida, relating to the rezoning of the real estate described in Section 1 of this ordinance under the terms and provisions of Chapter 43, City of Tampa Code, now, therefore,

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

Section 1. That the Zoning District Classification upon the following described real estate, situate, lying and being in the City of Tampa, County of Hillsborough and State of Florida, more particularly described as follows:

LEGAL: Legal Description is attached hereto as Exhibit A

PETITIONER: Richard A. Corbett, International Plaza, Inc.

which is presently zoned M-AP, be changed to ZONING DISTRICT CLASSIFICATION CU, as provided for in Chapter 43, City of Tampa Code, and that the zoning map be amended to reflect said change on the above described legal description and all information shown thereon shall be as much a part of this ordinance as if such information set forth on said zoning map of the City of Tampa was all fully described and set out herein.

Section 2. That said Zoning District Classification is to be controlled by a site development plan dated 5/30/85, and associated development conditions provided in Exhibit B, a copy of which is attached hereto and by reference made a part hereof (Exhibit B).

Section 3. That this CU Zoning District is hereby deemed to carry a Zoning District Classification which would allow petitioning for a permit to allow the sale of alcoholic beverages.

Section 4.. That the approval of this rezoning shall not release the petitioner from meeting all other applicable sections of the City of Tampa Code, as such sections relate to the actual permitting and development of the rezoned site.

Section 5. That all ordinances or parts of ordinances in conflict herewith be, and the same are hereby repealed.

Section 6. This ordinance shall take effect immediately upon becoming a law.

PASSED AND ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAMPA, FLORIDA,
ON JUN 13 1985.

ATTEST:

Frances Henriquez
CITY CLERK

Sandra W. Friedman
CHAIRMAN, CITY COUNCIL

APPROVED by me on JUN 13 1985

Bob Martinez
MAYOR

Prepared and Approved by:

Pamela K. Akini
PAMELA K. AKIN
ASSISTANT CITY ATTORNEY

284-117

"INTERN ONAL PLAZA
CU REZO. J PETITION
EXHIBIT A"

LEGAL DESCRIPTION

A portion of the Northwest 1/4 of Section 16, Township 29 South, Range 18 East and the Northeast 1/4 of Section 17, Township 29 South, Range 18 East, Hillsborough County, Florida, lying within and without the plats of WEST SHORE ESTATES as described in Plat Book 17, Page 43, and WEST SHORE ESTATES REPLAT as described in Plat Book 31, Page 44 of the Public Records of Hillsborough County, Florida, being more particularly described as follows:

Commence at the Northwest corner of said Section 16; thence along the West boundary of said Section 16, S 00°20'48"W, for 50.00 feet to a point of intersection with the South right-of-way line of Columbus Drive, said point being the POINT OF BEGINNING; thence along the South right-of-way line of Columbus Drive the following 3 courses; S 89°28'10"E, for 1,582.37 feet; thence S 00°31'50"W, for 6.06 feet to a point on a curve concave to the Southwest; thence easterly along the arc of said curve having a radius of 536.59 feet, a central angle of 21°27'53", an arc length of 201.02 feet and a chord, bearing S 78°44'13"E, for 199.85 feet to a point of intersection with the northwesterly right-of-way line of State Road 589, said point being on a curve concave to the Southeast; thence along said right-of-way line the following 4 courses; thence southwesterly along the arc of said curve having a radius of 2009.86 feet, a central angle of 25°40'03", an arc length of 900.38 feet, and a chord bearing S 52°21'27"W, for 892.87 feet; thence S 39°31'26"W, for 1496.78 feet to the point of curvature of a curve concave to the Northwest; thence southwesterly along the arc of said curve, having a radius of 1809.86 feet, a central angle of 51°42'45", an arc length of 1633.50 feet and a chord, bearing S 65°22'49"W, for 1578.61 feet; thence N 88°45'49"W, for 617.68 feet to a point on the the East right-of-way line of Westshore Boulevard (State Road 587); thence along said right-of-way line the following 10 courses; thence N 01°14'31"E, for 50.00 feet; thence N 88°45'49"W, for 29.34 feet to a point on a curve concave to the East; thence northerly along the arc of said curve having a radius of 22,878.32 feet, a central angle of 00°16'41", an arc length of 111.03 feet and a chord, bearing N 1°38'00"E, for 111.03 feet; thence N 01°46'20"E, for 390.82 feet to the point of curvature of a curve concave to the West; thence northwesterly along the arc of said curve having a radius of 22,958.32 feet, a central angle of 01°18'00", an arc length of 520.91 feet and a chord, bearing N 01°07'20"E, for 520.89 feet; thence N 00°28'20"E, for 83.85 feet; thence S 89°31'40"E, for 24.68 feet; thence N 00°26'16"E, for 116.50 feet; thence N 89°31'40"W, for 24.61 feet; thence N 00°28'20"E, for 1,170.64 feet to a point of intersection with the South right-of-way line of said Columbus Drive; thence along said right-of-way line of Columbus Drive, S 88°48'30"E, for 1,925.86 feet to a point of intersection with the East boundary of said Section 17, said point being the POINT OF BEGINNING.

LESS and EXCEPT the "Marriott - Hot Shoppes, Inc. Lease Area" more particularly described as follows: Commence at the Northeast corner of Section 17, Township 29 South, Range 18 East; thence along the North boundary of said Section 17, N 88°46'41"W, for 1956.50 feet; thence S 00°28'20"W, for 1348.54 feet; thence S 88°46'41"E, for 30.74 feet to a point on the East right-of-way line of Westshore Boulevard (State Road 587), said point being the POINT OF BEGINNING; thence S 88°46'40"E, for 326.73 feet; thence S 00°28'20"W, for 200.00 feet; thence N 88°46'40"W, for 327.08 feet to a point on the East right-of-way line of said Westshore Boulevard, said right-of-way line being a curve concave to the Northwest; thence northerly along said right-of-way and said curve having a radius of 22,958.32 feet, a central angle of 00°18'58", an arc length of 126.63 feet and a chord, bearing N 00°37'48"E, for 126.63 feet; thence continue along said right-of-way line N 00°28'20"E, for 73.37 feet to the POINT OF BEGINNING.

Together with:

Commence at the Southwest corner of the Northeast 1/4 of Section 17, Township 29 South, Range 18 East, Hillsborough County, Florida; thence along the centerline of said Section 17, N 00°29'49"E, for 170.00 feet to the POINT OF BEGINNING on the northerly right-of-way line of Spruce Street (State Road 589); thence along said right-of-way line N 88°53'07"W, for 212.03 feet; thence leaving said right-of-way line N 01°58'40"E, for 1078.56 feet; thence N 40°00'00"E, for 113.12 feet; thence S 88°45'51"E, for 720.69 feet to the westerly right-of-way line of Westshore Boulevard (State Road 587); thence along

said right-of-way line the following 3 courses; thence S 00°32'03"W, for 10.15 feet; thence S 88°46'41"E, for 26.92 feet; thence S 00°28'20"W, 75.03 feet, to a point of intersection with the North boundary line extended of the Tampa Bay Buccaneer Training Facility as shown on a survey prepared by West Central Florida Surveyors, Incorporated, dated December 29, 1975; thence along said boundary extension, N 88°56'29"W, for 5.86 feet, to a found 4" x 4" concrete monument, being the Northeast corner of said Tampa Bay Buccaneer Training Facility; thence along the boundary of said Tampa Bay Buccaneer Training Facility, for the following 3 courses, N 88°56'29"W, for 579.76 feet, to a found 4" x 4" concrete monument, being the Northwest corner of said Tampa Bay Buccaneer Training Facility; thence S 00°21'16"W, for 419.89 feet, to a found 4" x 4" concrete monument, being the Southwest corner of said Tampa Bay Buccaneer Training Facility; thence S 88°55'51"E, for 579.88 feet, to a found 4" x 4" concrete monument, being the Southeast corner of said Tampa Bay Buccaneer Training Facility; continue thence S 88°55'51"E, for 4.89 feet, to the point of intersection with said westerly right-of-way line of Westshore Blvd.; thence along said right-of-way line the following 5 courses; thence S 00°28'20"W, for 245.69 feet; thence S 01°46'20"W, for 253.70 feet to the point of curvature of a curve concave to the Southeast; thence southerly along the arc of said curve having a central angle of 00°16'44", a radius of 22,958.32 feet, an arc length of 111.76 feet and a chord, bearing S 01°37'58"W for 111.76 feet; thence N 88°45'49"W, for 31.66 feet; thence S 01°14'31"W, for 50.00 feet to said northerly right-of-way line of Spruce Street; thence along said right-of-way line N 88°45'49"W, for 595.56 feet to the POINT OF BEGINNING.

Subject to any and all existing rights-of-way and easements of record.

Containing 153.59 acres, more or less.

"INTERNATIONAL PLAZA DRIVE"
DEVELOPMENT NOTICE
EXHIBIT E

LEGAL DESCRIPTION

A portion of the Northwest 1/4 of Section 16, Township 29 South, Range 18 East and the Northeast 1/4 of Section 17, Township 29 South, Range 18 East, Hillsborough County, Florida, lying within and without the plats of WEST SHORE ESTATES as described in Plat Book 17, Page 43, and WEST SHORE ESTATES REPLAT as described in Plat Book 31, Page 44 of the Public Records of Hillsborough County, Florida, being more particularly described as follows:

Commence at the Northwest corner of said Section 16; thence along the West boundary of said Section 16, S 00°20'48"W, for 50.00 feet to a point of intersection with the South right-of-way line of Columbus Drive, said point being the POINT OF BEGINNING; thence along the South right-of-way line of Columbus Drive the following 3 courses; S 89°28'10"E, for 1,582.37 feet; thence S 00°31'50"W, for 6.06 feet to a point on a curve concave to the Southwest; thence easterly along the arc of said curve having a radius of 536.59 feet, a central angle of 21°27'53", an arc length of 201.02 feet and a chord, bearing S 78°44'13"E, for 199.85 feet to a point of intersection with the northwesterly right-of-way line of State Road 589, said point being on a curve concave to the Southeast; thence along said right-of-way line the following 4 courses; thence southwesterly along the arc of said curve having a radius of 2009.86 feet, a central angle of 25°40'03", an arc length of 900.38 feet, and a chord bearing S 52°21'27"W, for 892.87 feet; thence S 39°31'26"W, for 1496.78 feet to the point of curvature of a curve concave to the Northwest; thence southwesterly along the arc of said curve, having a radius of 1809.86 feet, a central angle of 51°42'45", an arc length of 1633.50 feet and a chord, bearing S 65°22'49"W, for 1578.61 feet; thence N 88°45'49"W, for 617.68 feet to a point on the East right-of-way line of Westshore Boulevard (State Road 587); thence along said right-of-way line the following 10 courses; thence N 01°14'31"E, for 50.00 feet; thence N 88°45'49"W, for 29.34 feet to a point on a curve concave to the East; thence northerly along the arc of said curve having a radius of 22,878.32 feet, a central angle of 00°16'41", an arc length of 111.03 feet and a chord, bearing N 1°38'00"E, for 111.03 feet; thence N 01°46'20"E, for 390.82 feet to the point of curvature of a curve concave to the West; thence northwesterly along the arc of said curve having a radius of 22,958.32 feet, a central angle of 01°18'00", an arc length of 520.91 feet and a chord, bearing N 01°07'20"E, for 520.89 feet; thence N 00°28'20"E, for 83.85 feet; thence S 89°31'40"E, for 24.68 feet; thence N 00°26'16"E, for 116.50 feet; thence N 89°31'40"W, for 24.61 feet; thence N 00°28'20"E, for 1,170.64 feet to a point of intersection with the South right-of-way line of said Columbus Drive; thence along said right-of-way line of Columbus Drive, S 88°48'30"E, for 1,925.86 feet to a point of intersection with the East boundary of said Section 17, said point being the POINT OF BEGINNING.

LESS and EXCEPT the "Marriott - Hot Shoppes, Inc. Lease Area" more particularly described as follows: Commence at the Northeast corner of Section 17, Township 29 South, Range 18 East; thence along the North boundary of said Section 17, N 88°46'41"W, for 1956.50 feet; thence S 00°28'20"W, for 1348.54 feet; thence S 88°46'41"E, for 30.74 feet to a point on the East right-of-way line of Westshore Boulevard (State Road 587), said point being the POINT OF BEGINNING; thence S 88°46'40"E, for 326.73 feet; thence S 00°28'20"W, for 200.00 feet; thence N 88°46'40"W, for 327.08 feet to a point on the East right-of-way line of said Westshore Boulevard, said right-of-way line being a curve concave to the Northwest; thence northerly along said right-of-way line and said curve having a radius of 22,958.32 feet, a central angle of 00°18'58", an arc length of 126.63 feet and a chord, bearing N 00°37'48"E, for 126.63 feet; thence continue along said right-of-way line N 00°28'20"E, for 73.37 feet to the POINT OF BEGINNING.

Together with:

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said right-of-way line the following 3 courses; thence S 00°32'03"W, for 10.15 feet; thence S 88°46'41"E, for 26.92 feet; thence S 00°28'20"W, 75.03 feet, to a point of intersection with the North boundary line extended of the Tampa Bay Buccaneer Training Facility as shown on a survey prepared by West Central Florida Surveyors, Incorporated, dated December 29, 1975; thence along said boundary extension, N 88°56'29"W, for 5.86 feet, to a found 4" x 4" concrete monument, being the Northeast corner of said Tampa Bay Buccaneer Training Facility; thence along the boundary of said Tampa Bay Buccaneer Training Facility, for the following 3 courses, N 88°56'29"W, for 579.76 feet, to a found 4" x 4" concrete monument, being the Northwest corner of said Tampa Bay Buccaneer Training Facility; thence S 00°21'16"W, for 419.89 feet, to a found 4" x 4" concrete monument, being the Southwest corner of said Tampa Bay Buccaneer Training Facility; thence S 88°55'51"E, for 579.88 feet, to a found 4" x 4" concrete monument, being the Southeast corner of said Tampa Bay Buccaneer Training Facility; continue thence S 88°55'51"E, for 4.89 feet, to the point of intersection with said westerly right-of-way line of Westshore Blvd.; thence along said right-of-way line the following 5 courses; thence S 00°28'20"W, for 245.69 feet; thence S 01°46'20"W, for 253.70 feet to the point of curvature of a curve concave to the Southeast; thence southerly along the arc of said curve having a central angle of 00°16'44", a radius of 22,958.32 feet, an arc length of 111.76 feet and a chord, bearing S 01°37'58"W for 111.76 feet; thence N 88°45'49"W, for 31.66 feet; thence S 01°14'31"W, for 50.00 feet to said northerly right-of-way line of Spruce Street; thence along said right-of-way line N 88°45'49"W, for 595.56 feet to the POINT OF BEGINNING.

Subject to any and all existing rights-of-way and easements of record.

Containing 153.59 acres, more or less.

INTERNATIONAL PLAZA DRI DEVELOPMENT ORDER

COMPOSITE EXHIBIT A

- Item 1: Application for Development Approval
(Official copy on file in the office of the City Clerk, 3rd Floor, City Hall, Tampa, Florida).
- Item 2: Sufficiency Response (under cover dated October 5, 1984) associated with Application for Development Approval (Official copy on file in the office of the City Clerk, 3rd Floor, City Hall, Tampa, Florida).
- Item 3: Associated CU Rezoning Application, Exhibit M, dated May 22, 1985, Section I.B.2.
(Attached hereto).
- Item 4: Associated CU Rezoning Application, Exhibit M, dated May 22, 1985, Section I.C.4.b.
(Attached hereto).
- Item 5: Associated CU Rezoning Application, Exhibit H-1, dated May 23, 1985.
(Attached hereto).

"INTERNATIONAL PLAZA DEVELOPMENT ORDER -
COMPOSITE EXHIBIT A, I.M.3.
(EXHIBIT M OF CU REZONING, SECTION I.B.2)"

2. Trade-Off Methodology

The purpose of the Trade-Off Methodology is to provide a means of adjusting the amount of development, by land use type, within a development phase as described on Exhibit H-1, General Site Development Plan, in a manner that will not significantly change the impacts of the project on the surrounding area.

The term "trade-off" as used in these Development Guidelines refers to an increase in the amount of development in one or more land use categories in conjunction with a concurrent reduction in the amount of development in one or more of the remaining land use categories in the same phase, so that there is no substantial change in the traffic impact attributable to the project.

Development trade-offs for the total project shall be calculated in the manner set forth in Table M-1. The cumulative amount of retail and hotel development at the end of each phase shall not exceed the following:

	Maximum development Phase 1	cumulative at the end of: Phase 2	amount of: Phase 3
1) Retail (Sq. Ft. Gross Floor Area)	320,000	420,000	500,000
2) Hotel (Rooms)	1,500	1,500	1,500

TABLE M-1
CALCULATION OF DEVELOPMENT FORM OFFICE
International Phase

The purpose of this methodology is to provide a means whereby retail and/or hotel use may be increased above the amounts indicated for the development phase on Exhibit A-1 by reducing the amount of office use that may be built by the end of the phase. The "Trade-off" use for additional retail and/or hotel use is calculated based on traffic characteristics and use as described in the approved International Phase Development of Regional Impacts (Application for Development Approval (IDA/DA)). The procedure is designed to maintain the total external PM peak hour exit trips generated by the project at the end of a phase. If the same amount of office use is proposed for that phase in the IDA/DA, within the same project, any combination of retail and/or hotel use may be proposed, provided the total external PM peak hour exit trips generated by the project do not exceed the same number of total external PM peak hour exit trips generated by the project. The "Trade-off" use is identified and addressed in the IDA/DA.

Table M-2 provides an example trade-off calculation for a hypothetical situation in which Retail and Hotel use may be increased to the maximum level permitted at the end of Phase 1.

EXHIBIT A-1 DEVELOPMENT end of:	A Retail	B Hotel	C Office	D Total
Phase 1	195,400 S/M/A	750 Rooms	1,000,000 S/M/A	1,000,000 S/M/A
Phase 2	207,700	750	1,000,000	1,000,000
Phase 3	190,000	750	1,000,000	1,000,000

a. The amounts for the appropriate phase shown here are used for calculations in Steps 5 and 6 below

1. PROPOSED DEVELOPMENT	S/M/A	Rooms
2. GROSS PM PEAK EXIT TRIPS		
3. MINUS TRIPS TO AIRPORT ACCESS ROAD		
4. MINUS TRANSIT ADJUSTMENT		
5. MINUS INTERNAL CAPTURE		
6. NET EXTERNAL PM PEAK EXIT TRIPS		

1. Enter the proposed amount of Retail and Hotel development in Row 1, Columns A and B, respectively. Not to exceed maximums for Phases as follows: Phase 1: Retail (S/M/A) 370,000, Hotel (Rooms) 1,500 Phase 2: Retail (S/M/A) 420,000, Hotel (Rooms) 1,500 Phase 3: Retail (S/M/A) 500,000, Hotel (Rooms) 1,500	
2. Calculate Gross PM Peak Exit Trips from Retail and Hotel: a. Retail: $\text{Proposed Use} \times \text{Trip Rate} = \text{Gross PM Peak Exit Trips}$ b. Hotel: $\text{Rooms} \times 2.0 \text{ per room} = \text{Gross PM Peak Exit Trips}$	
3. Calculate adjustments for Retail and Hotel trips via Airport Access Road: a. Retail: No trips via Airport Access Road. Enter in Row 3, Column A b. Hotel: 20% of Gross PM Peak Exit Trips from Step 2	
4. Calculate adjustments for transit use by Retail and Hotel: a. Retail: Percent of Gross PM Peak Exit Trips from Step 2 in Phase, percent as follows: Phase 1: 4.0% (80) Phase 2: 5.2% (104) Phase 3: 6.2% (124) b. Hotel: No adjustment for transit use. Enter "0" in Row 4, Column B	
5. Calculate the internal capture of Retail exit trips by Hotel and Office: a. Retail: No adjustment for internal capture. Enter "0" in Row 5, Column A b. Hotel: No adjustment for internal capture. Enter "0" in Row 5, Column B	
6. Calculate internal capture of Hotel and Office exit trips by Retail: a. Retail: No adjustment for internal capture. Enter "0" in Row 6, Column A b. Hotel: No adjustment for internal capture. Enter "0" in Row 6, Column B	

4. Combined Retail and Office: The 80 percent of Retail exiting trips assumed to be from office and hotel combined is adjusted here for the change in retail use: $(C + A) \times \text{Exhibit A-1 Retail} \times \text{Gross PM Peak Retail Exiting Trips}$ $(C + A) \times \text{Exhibit A-1 Retail} \times \text{Proposed Retail}$ $(C + A) \times \text{Exhibit A-1 Retail} \times (C + A \text{ Proposed Retail})$ $(C + A) \times \text{Exhibit A-1 Retail} \times \text{Proposed Retail}$	
5. Retail Share of Combined Trips: Enter in Row 5, Column B a. Retail Share of Combined Trips: Enter in Row 5, Column B b. Hotel Share of Combined Trips: Enter in Row 5, Column B c. Office Share of Combined Trips: Enter in Row 5, Column B d. Transit Share of Combined Trips: Enter in Row 5, Column B e. Total Share of Combined Trips: Enter in Row 5, Column B	
6. Calculate Net External PM Peak Exit Trips for Retail and Hotel by subtracting Rows 4, 5 and 6 from Row 2	
7. Calculate Net External PM Peak Exit Trips for Office as follows: a. Retail: (76) (104) (150) b. Hotel: (76) (104) (150) c. Office: (76) (104) (150) d. Transit: (76) (104) (150) e. Total: (76) (104) (150)	
8. Enter Maximum PM Peak External Exit Trips for phase in Row 6, Column D as follows: Phase 1 Maximum: 2,000 Trips Phase 2 Maximum: 4,000 Trips Phase 3 Maximum: 5,000 Trips	
9. Calculate Net PM Peak External Exit Trips for Office as follows: a. Retail: (76) (104) (150) b. Hotel: (76) (104) (150) c. Office: (76) (104) (150) d. Transit: (76) (104) (150) e. Total: (76) (104) (150)	
10. Calculate Gross PM Peak Exit Trips for Office as follows: a. Retail: (76) (104) (150) b. Hotel: (76) (104) (150) c. Office: (76) (104) (150) d. Transit: (76) (104) (150) e. Total: (76) (104) (150)	
11. Calculate Adjustments for Office via Airport Access Road and Transit Use: a. Airport Adjustment: Percent of Gross PM Peak Exit Trips from Office (20%) b. Transit Adjustment: Percent of Gross PM Peak Exit Trips from Office (20%) c. Total Adjustment: Percent of Gross PM Peak Exit Trips from Office (20%)	
12. Calculate Permissible Office Development in Phase: a. Permissible Office S/M/A: 1,000 b. Permissible Office Rooms: 1,500 c. Permissible Office Trips: 1,500	
13. Total Rows 2, 3, 4 and 5 across and enter in Column D	

TABLE M-2 (EXAMPLE)

The following page is an example trade-off calculation using Table M-1. The example calculates the maximum amount of Office space that may be constructed by the end of Phase 1 of International Plaza when Retail and Hotel are increased as follows:

- o Retail - maximum by the end of Phase 1 is increased to 320,000 square feet gross floor area (SF/GFA).
- o Hotel - maximum by the end of Phase 1 is increased to 1,500 rooms.

The example indicates that a maximum of 1,043,889 SF/GFA of Office use may be constructed by the end of Phase 1 of International Plaza. This is a reduction of 352,311 SF/GFA of Office use from the amount indicated on the General Site Development Plan (Exhibit H-1). The reduction yields a corresponding reduction of external trips equal to the external trip increase yielded by the Retail and Hotel increases.

TABLE M-2 (Continued)
CALCULATION OF OFFICE TRIPS

The purpose of this methodology is to provide a means whereby retail and hotel users may be measured above the building level for the end of a development phase on Exhibit M-1 by using the amount of office use that may be built and the amount of office use that may be built based on the characteristics of the land use as described in the approved final plat. The development of regional impacts/adjustments for development approval (M-1/PM) is the procedure used to maintain the total external PM peak hour trips from the project as projected for that phase of a phase at the same level as was projected for that phase in the M-1/PM. In this manner, the "trade-off" will not increase the external traffic impacts of the project to change significantly from those impacts that were identified and addressed in the M-1/PM.

Table M-2 provides an example trade-off calculation for a hypothetical situation in which retail and hotel users are increased to the maximum level permitted at the end of Phase 1.

EXHIBIT M-1 DEVELOPMENT Cumulative at the end of:	A				B				C				D			
	RETAIL				HOTEL				OFFICE				TOTAL			
Phase 1	195,400	S/G/A	150	Rooms	1,316,000	S/G/A	2,273,100		1,316,000	S/G/A	2,273,100		1,316,000	S/G/A	2,273,100	
Phase 2	287,700		750		750		3,150,000		750		3,150,000		750		3,150,000	
Phase 3	380,000		750		750		3,150,000		750		3,150,000		750		3,150,000	

* The amounts for the appropriate phase shown here are used for calculations in Steps 5 and 6 below.

1. PROPOSED DEVELOPMENT	342,000 S/G/A	1,800 Rooms	1,043,881 S/G/A	33,300
2. GROSS PM PEAK EXIT TRIPS	676	555	1679	
3. MINUS TRIPS TO AIRPORT ACCESS ROAD	0	111	168	299
4. MINUS TRANSIT ADJUSTMENT	41	0	49	90
5. MINUS INTERNAL CAPTURE	164	63	95	324
6. NET EXTERNAL PM PEAK EXIT TRIPS	671	381	1547	2619

S/G/A = Square Feet Gross Floor Area

1. Enter the proposed amount of Retail and Hotel development in Row 1, Column A and B, respectively. Not to exceed maximums for phases as follows:

2. Calculate Gross PM Peak Exit Trips from Retail and Hotel:

3. Calculate adjustments for Retail and Hotel trips via Airport Access Road:

4. Calculate adjustments for Retail and Hotel trips via Transit:

5. Calculate adjustments for Retail and Hotel trips via Internal Capture:

6. Calculate Net External PM Peak Exit Trips for Office as follows:

7. Calculate Net External PM Peak Exit Trips for Office as follows:

8. Calculate Net External PM Peak Exit Trips for Office as follows:

9. Calculate Net External PM Peak Exit Trips for Office as follows:

10. Calculate Net External PM Peak Exit Trips for Office as follows:

11. Calculate Net External PM Peak Exit Trips for Office as follows:

12. Calculate Net External PM Peak Exit Trips for Office as follows:

13. Calculate Net External PM Peak Exit Trips for Office as follows:

14. Calculate Net External PM Peak Exit Trips for Office as follows:

4. Combined Hotel and Office -- The 30 percent of Retail entering trips assumed to be from office and hotel combined is subtracted here for the change in retail use.

1.2 x Exhibit M-1 Retail = 1,043,881 x .30 = 313,164

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"INTERNATIONAL PLAZA DEVELOPMENT ORDER -
COMPOSITE EXHIBIT A, ITEM 4.
(EXHIBIT M OF CU REZONING, SECTION I.C.4.b)"

b. Vehicular Access to Public Streets

Vehicular access points shall be permitted as depicted on Exhibit H-1, subject to the locational criteria set forth in this Section I.C.4.

The only vehicular access to the site from Boy Scout Boulevard (easterly of Westshore Boulevard and westerly of the intersection of Boy Scout Boulevard and Columbus Drive) shall be at the intersection of Lois Avenue and Boy Scout Boulevard.

The maximum number of vehicular access points to Westshore Boulevard and Columbus Drive shall be as follows:

1. Three (3) to Westshore Boulevard (from the west side of Westshore Boulevard), including the proposed Airport access road.
2. Four (4) to Westshore Boulevard, (from the east side of Westshore Boulevard).
3. Five (5) to Columbus Drive.

The location of access points onto Westshore Boulevard and Columbus Drive are subject to

modification from those locations shown on the General Site Development Plan; however, no two access points on the same side of the street shall be closer to each other than 200 feet as measured from the centerline of one access point to the centerline of the other access point, and no access point shall be located closer than 200 feet from the centerline of the following intersections: Spruce Street and Westshore Boulevard; Columbus Drive and Westshore Boulevard; and Columbus Drive and Boy Scout Boulevard.

"INTERNATIONAL PLAZA DRI
DEVELOPMENT ORDER
EXHIBIT C"

PROJECT AND PA IENT SCHEDULE

PROJECT* (Developer's Fair Share %)	FAIR SHARE COSTS		INTERCHANGES: TOTAL FAIR SHARE LESS INTERIM COSTS**
	AT-GRADE	INTERIM	
1. Lois/Boy Scout (100%)	\$ 392,000		
2. Westshore/Boy Scout (39.2%)	\$ 132,500		
3. Boy Scout: Westshore to Lois (56.7%)	\$ 117,400		
4. Airport Access Road (100%)	\$ 18,400		
5. Boy Scout/Columbus (51.4%)	\$ 118,200		
6. Boy Scout: Lois to Dale Mabry (62.8%)	\$ 175,800		
7. Memorial Hwy: Spruce to Courtney Campbell Causeway (15.3%)		\$223,600	\$1,277,600 - 223,600 \$1,054,000
8. Dale Mabry/Columbus (7.8%)		\$165,600	\$1,076,400 - 165,600 \$ 910,800
9. Westshore/Kennedy (48%)	\$ 118,100		
10. Dale Mabry/Buffalo (5.8%)			\$ 800,400
11. Lois/Cypress (100%)	\$ 16,500		
12. Westshore/Cypress (96.8%)	\$ 174,200		
13. Dale Mabry/Tampa Bay (100%)	\$ 174,000		
14. Westshore/I-275 (32.4%)	\$ 81,000		
15. Courtney Campbell Causeway/Rocky Point Drive (5.2%)	\$ 31,200		
16. Memorial/Gun Club (3.9%)		\$ 162,000	\$ 538,200 - 162,000 \$ 376,200
TOTAL	\$1,549,300	\$ 551,200	\$3,141,400

* The Developer in addition to the projects listed, is responsible for 100 percent of the costs for the left turn site driveways along Westshore Boulevard (between Boy Scout Boulevard and Columbus) and Columbus Drive (between Westshore Boulevard and Boy Scout Boulevard)

** Projects #7, #8, #16: The costs of the interim improvements are applied as a credit against the costs of the ultimate required interchange improvements.

PROJECT AND PAYMENT SCHEDULE
PHASE ONE TRANSPORTATION IMPROVEMENTS*

<u>PROJECT</u>	<u>IMPROVEMENTS</u>
10. Dale Mabry/Buffalo (5.8%)	Interchange improvement: Provide for a grade separation.
11. Lois/Cypress (100%)	Change signal phasing.
12. Westshore/Cypress (96.8%)	One southbound right turn lane; One eastbound right turn lane.
13. Dale Mabry/Tampa Bay (100%)	One northbound left turn lane.
14. Westshore/I-275 (32.4%)	One southbound left turn lane.
15. Courtney Campbell Causeway/Rocky Point (5.2%)	One eastbound thru lane; One westbound thru lane; One northbound left turn lane; One southbound left turn lane.
16. Memorial/Gun Club (3.9%)	Interim improvement: One westbound thru lane. Interchange improvement: Provide for a grade separation.

* These improvements represent new improvements, over and above:
(i) the existing geometric configurations, and (ii) T.I.P. or
approved Development Order, committed geometric improvements.



CITY OF TAMPA

Janett S. Martin, City Clerk

Office of City Clerk

February 25, 1994

Tampa Bay Regional Planning Council
9455 Koger Boulevard
St. Petersburg FL 32702

RE: Petition No. DZ84-93
Ordinance No. 94-33

Dear Sir:

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

If further information is needed, please contact the office of Land Development Coordination,
(813) 223-8405.

Sincerely,

Janett S. Martin
City Clerk

JM/gg

Enclosure: Ordinance No. 94-33

CERTIFIED MAIL

cc: Land Development Coordination



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

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