

CITY OF TEMPLE TERRACE

Florida

COMMUNITY REDEVELOPMENT AREA

SOUTHEAST QUADRANT DEVELOPMENT CAPACITY AND PLACEMAKING STUDY – SOUTH OF CHICAGO AVENUE



View from 56th Street - Looking North



View from 56th Street Looking North



View from Chicago Avenue Looking



View from South Riverhills Drive Looking East



View from Riverside Park Looking East



SCHOOL OF ARCHITECTURE AND COMMUNITY DESIGN

CITY OF TEMPLE TERRACE

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SOUTHEAST QUADRANT DEVELOPMENT CAPACITY AND PLACEMAKING STUDY – SOUTH OF CHICAGO AVENUE

Overview

The City-owned property south of Chicago Avenue may be a later phase of development in the southeast quadrant of the CRA and eventually could play a key role in the evolution of the Downtown area. This area has two large parcels that can be developed as an anchor for the southern portion of the CRA and enhance the entrance into the City from the south. Although

this area is no longer contiguous with the City-owned property in the northern part of the Southeast Quadrant, it does provide opportunities for accommodating a significant amount of commercial development along the 56th Street corridor, as well as a new residential enclave near the Hillsborough River.

This study was conducted as a pro-bono effort by the University of South Florida's Urban and Community Design program. The intent was to identify the development capacity of the City-owned property at the southern end of the CRA, south of Chicago Avenue and identify conditions that could foster a greater sense of place for this part of the Downtown area.

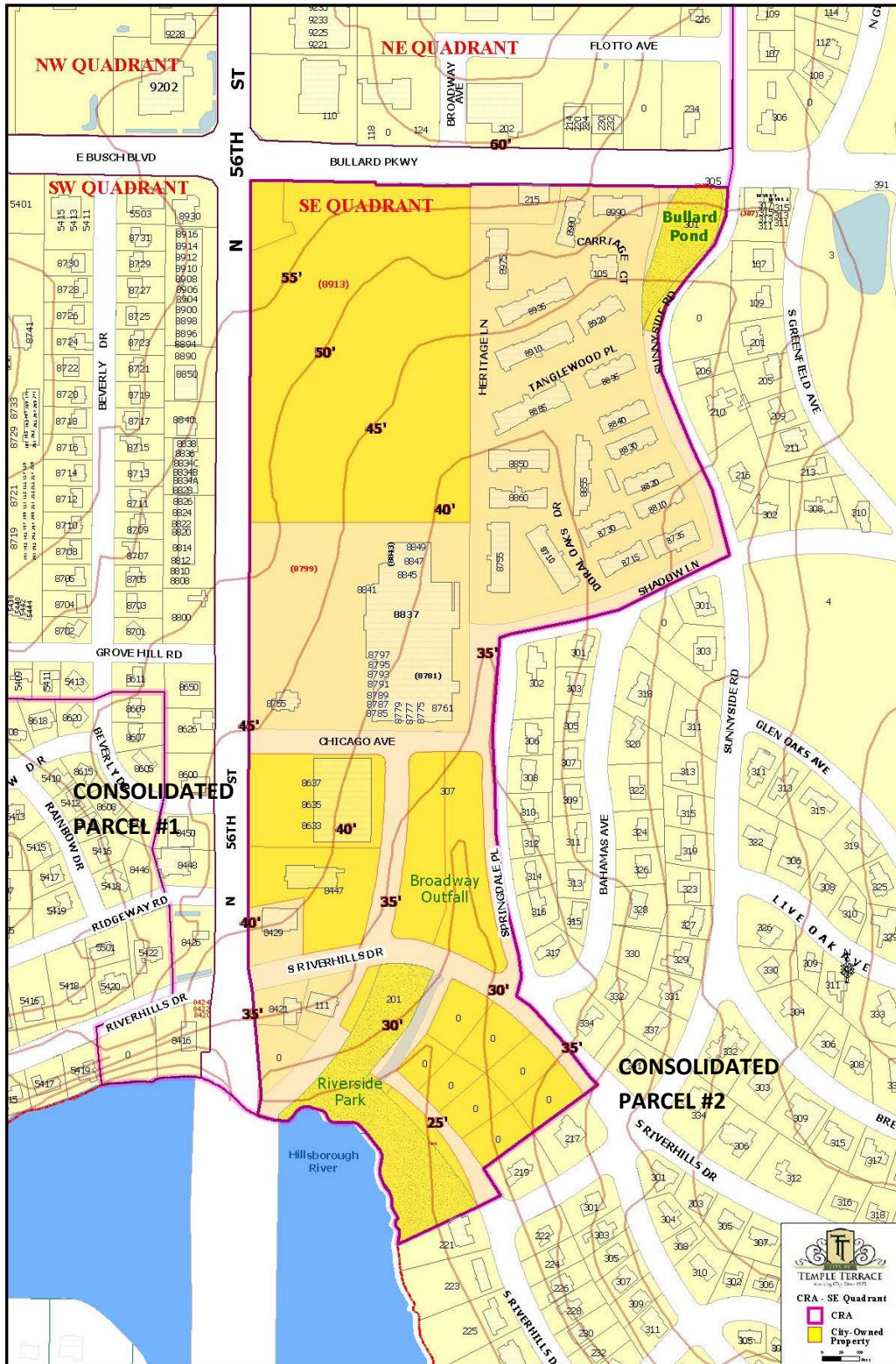
The developable land owned by the City in this area amounts to approximately 7.1 acres. This includes two parcels totaling 4.6 acres facing 56th Street – both with existing structures and a platted street. The remaining City-owned property is directly adjacent to the Hillsborough River and is approximately 2.5 acres in area. This parcel abuts Riverside Park on the west and also includes a platted right of way as part of the total site area.

The results of this effort identify three massing scenarios at different densities that could inform the discussion about the possible re-use of this property.

Study Objectives

The primary objective of this investigation was to generate a number of density scenarios that could provide some base information about what's possible if/when the subject property would be developed in the future. These scenarios are intended to represent plausible alternatives for how some portion or all of this property can be put to a more productive use and support the larger economic objectives for the Downtown area. This effort is further intended to inform these objectives and help determine other development criteria for this part of the CRA. Although not intended as a master plan, this study does suggest how the subject property can be subdivided to accommodate a range of development capacities on individual parcels.

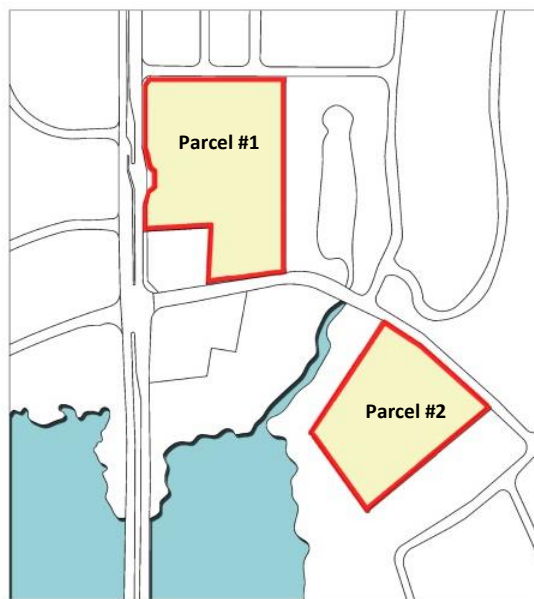
Another objective of this effort was to explore opportunities for connecting this area to the rest of the Downtown and adjacent neighborhoods. This part of the effort also considered other ways in which this area can realize a greater sense of place and become an active destination for the southern part of the CRA. To accomplish this, the study explored how pedestrian movement throughout the area could create a public realm network that would connect both existing and other amenities that could be added in the future. This system would be integral with future development and could include new open space plaza that functions as a gathering space, a transformed Broadway Outfall retention pond into a stormwater park, addition on-street public parking, and an expanded Riverside Park.



City-Owned Property – CRA Southeast Quadrant

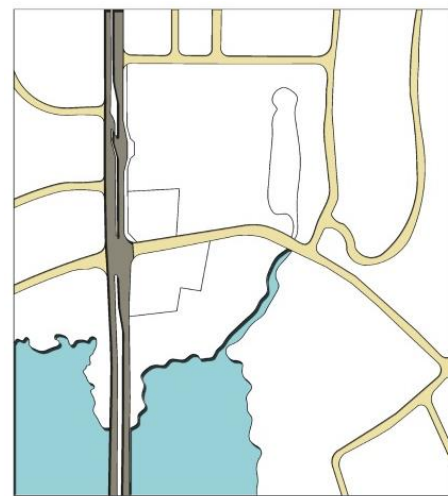
Exiting Conditions

During the early stages of this study, several conditions were considered to better understand constraints, opportunities and other factors that could influence the different density scenarios. The following were conditions that were considered for this effort. They represent most of the features that informed decisions on efficient use of the land, parcel subdivisions, massing form and sensitivity to the established neighborhood context.



Consolidated parcels

A starting point for this study was the identification of two large (consolidated) parcels of land that could be subdivided to accommodate commercial, mixed-use and residential development in the future.



Street Network

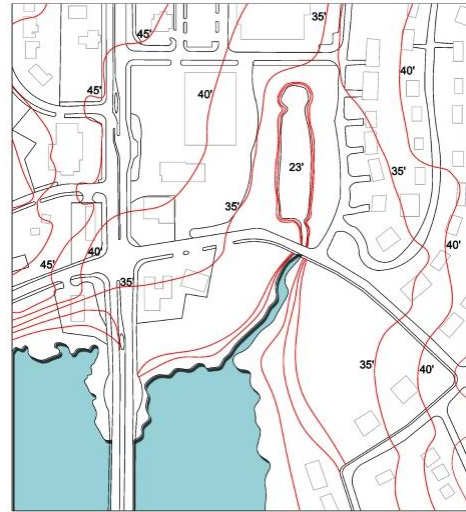
- Regional Roadway
- Residential Streets

The street network in the southern part of the CRA is comprised of North 56th Street, a regional arterial roadway with a 90 ft. R.O.W. and several local or neighborhood streets with rights of way from 40 ft. to 45 ft. (Unbuilt rights of way on the City-owned parcel map were included in the overall consolidated parcel areas).



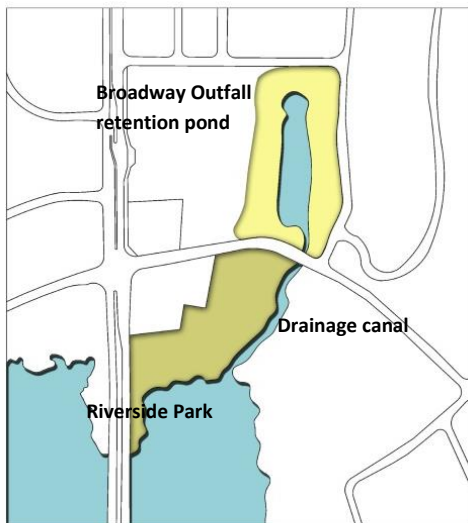
Existing sidewalk network

The sidewalk network in the area currently provides good pedestrian connectivity along 56th Street and to adjacent neighborhood to the east.



Topography

Along 56th street, the land mass slopes towards the east and has about a 10ft. – 15ft. change in elevation. From S. Riverhills Drive, the land mass slopes about 10ft. down to the Hillsborough.



Open spaces & Major features

- Retention Pond
- Park

The area currently has two open space features: the Broadway Outfall retention pond and Riverside Park. A drainage canal runs along the eastern edge of the park and connects the pond to the River



Existing building & uses

- Residential
- Commercial
- Post office

The subject property along 56th Street is currently occupied by two one-story commercial structures. For this study, it is assumed that both of these buildings would be demolished. All uses east of Springdale Place are residential in nature.



Existing tree canopy

One of the most distinguishing characteristics of the City-owned property adjacent to the Hillsborough River is the area's mature tree canopy. This condition begins at the edge of the 56th Street bridge and extends towards the south east through Riverside Park and over to the existing residential neighborhood.

Community Input

In late October, community residents were asked to provide input on what they preferred to see on the City-owned subject property. Residents had the opportunity to post comments on the City's FaceBook page and participate in a community workshop. The following questions were asked on the FaceBook page:

1. What type of buildings would you like to see on the City-owned property south of Riverhills Drive?
2. What types of uses should these buildings have that would complement the riverfront and the rest of the Downtown area?
3. How should the City-owned parcels south of Chicago Avenue that face 56th Street be developed to benefit the Downtown CRA?
4. Should the entire area south of Chicago Avenue be planned with walkable and pedestrian-friendly conditions that connect with the neighborhoods and the riverfront park?

For responses to these questions and other comments, see Appendix A: Resident Comments

Development Parcels

The city-owned land in the Southeast Quadrant at the southern end of the CRA includes two consolidated redevelopment parcels (totaling approximately 7.1 acres), several platted (but unbuilt) rights of way, a 1.5 acre park and 2.5 acre stormwater pond.

Consolidated Parcel #1 is approximately 4.6 acres in size and includes two buildings and a platted right of way. This parcel has 415 feet of frontage along 56th Street and extends approximately 410 feet along Chicago Avenue. The eastern edge of this parcel abuts the Broadway Outfall retention pond (This retention pond is not included in the subject property acreage). To the south, Parcel #1 abuts an existing privately-owned, single-story commercial building at the corner of 56th Street and Riverhills Drive.

The northern portion of this parcel is occupied by an existing, vacant single-story building with approximately 35,000 square feet of space. Just south of this is another structure that is used as a restaurant – it has about 6,400 square feet of space. From its 56th Street frontage, this parcel slopes towards the east with approximately ten feet of elevation change.

Consolidated Parcel #2 is approximately 2.5 acres in size and is situated between South Riverhills Drive and the Hillsborough River. This parcel has approximately 440 feet of frontage along the street and has a mature tree canopy on three sides. This parcel has a platted street and a drainage swale from the Broadway Outfall retention pond down to the Hillsborough

River. This parcel has a slope of ten to twelve feet from South Riverhills Drive down to the River.



Consolidated Parcels #1 & #2 – approx. 7.1 acres



Sub-divided development parcels and assumed land-uses

Assumptions and Methodology

As configured, each scenario assumes that market conditions will mature in the CRA and at some point can support both residential and commercial mixed-use development. These scenarios were intended to be used as a flexible baseline model for measuring incremental development patterns. These resulting scenarios were developed to have interchangeable components that can be further modified as needed.

These scenarios also assume that future redevelopment in the area would have to be relate to all of the area’s existing features and conditions – including the street network, open spaces and natural features, infrastructure and adjacent neighborhood conditions. The scenarios did not consider the need for any utility upgrades in the area.

Development (Density) Scenarios

This study explored three alternative development scenarios for the subject City-owned property. These included a low-density, a moderate-density and a high-density scenario – each indicating variable levels of development capacity. These scenarios were selected to better understand what levels of development was possible on the subject property. This could then inform the discussion about how the area could be developed in the future. Each of the scenarios is intended as a flexible alternative for economic development in the area and to provide some preliminary information that could help benchmark future development proposals.

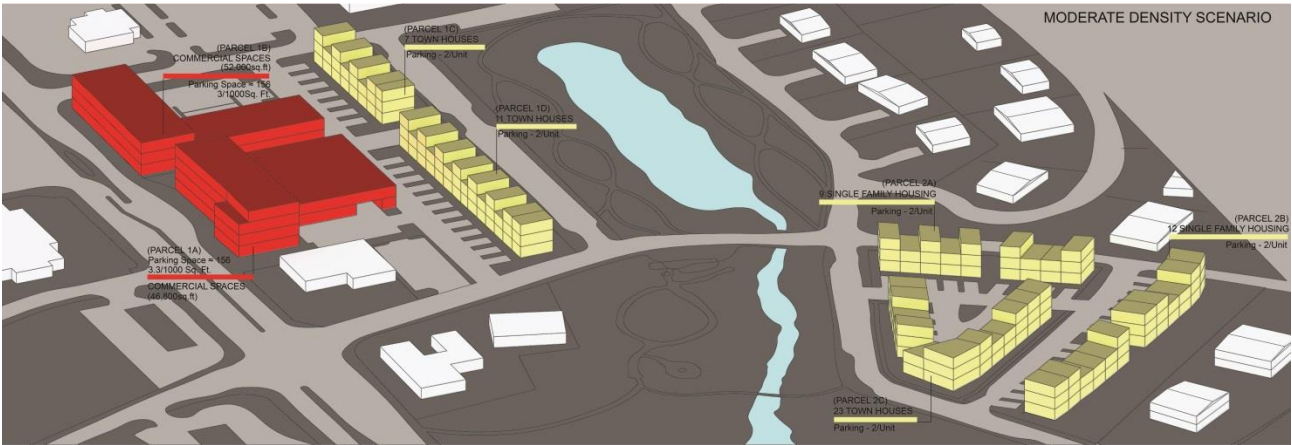
Each development scenario indicates a parcel subdivision strategy and an organizational framework that is intended to show a level of density that could be realized under the right market conditions. They also consider conditions that currently exist in the area, as well as the manner in which pedestrian access, movement and other functional aspects could occur in the area.

Low-Density Scenario



	Parcel 1A	Parcel 1B	Parcel 1C	Parcel 1D	Parcel 2A	Parcel 2B	Parcel 2C
Floor Area (≈ GSF)	32,400	36,000					
Dwelling Units			7 Townhouses	11 Townhouses	4 -5 Single Family Houses	6 – 7 Single Family Houses	10 Townhouses
Parking Spaces	≈ 65 2.2/1000 Sq. Ft.	≈ 65 2.2/1000 Sq. Ft.	2/Unit	2/Unit	2/Unit	2/Unit	2/Unit

Moderate Density Scenario



	Parcel 1A	Parcel 1B	Parcel 1C	Parcel 1D	Parcel 2A	Parcel 2B	Parcel 2C
Floor Area (≈ GSF)	46,800	52,000					
Dwelling Units			7 Townhouses	11 Townhouses	9 Townhouses	12 Townhouses	23 Townhouses
Parking Spaces	≈ 156 3.3/1000 Sq. Ft.	≈ 156 3/1000 Sq. Ft.	2/Unit	2/Unit	2/Unit	2/Unit	2/Unit

High Density Scenario



	Parcel 1A	Parcel 1B	Parcel 1C	Parcel 1D	Parcel 2A	Parcel 2B	Parcel 2C
Floor Area (≈ GSF)	70,000	70,000					
Dwelling Units			7 Townhouses	11 Townhouses	9 Townhouses	12 Townhouses	50 Apartments
Parking Spaces	≈ 156 2.2/1,000 Sq. ft.	≈ 156 2.2/1,000 Sq. ft.	2/Unit	2/Unit	2/unit	2/Unit	≈ 1.2/Unit

New R.O.W., Public Open Space and Parking



	Public Open Space	Public Parking	
56 th Street Plaza (between parcels 1A & 1B)	.3 acres		
Riverside Park Addition	≈ 1.3 acres		
On-Street/Parallel Parking		≈ 67 - 70 spaces	
Riverhills Drive Lot		≈ 26 spaces	
New (50 ft.) R.O.W			1,240 Ft.

Connectivity and Placemaking Opportunities

Fostering better pedestrian connectivity between future development in the southern part of the CRA and the northern portion poses a unique set of challenges. While the existing sidewalk system in the area is extensive and promotes walkability, physical connectivity with the City-owned property north of the Winn-Dixie supermarket plaza can only occur along 56th Street. Because this is a privately-owned commercial area, this condition may interfere with the long-held vision of a cohesive and connected Downtown.

Connectivity from this area to the west currently exists only at the intersection of 56th Street and Riverside Drive. As the subject area evolves in the future, the anticipated level of commercial activity may necessitate new pedestrian crosswalks at Chicago Avenue and/or Beverly Drive. The sidewalk system that currently exists provides good connectivity with the established residential areas to the east. Residents from this neighborhood can easily walk to any future commercial development or open space amenity within ten to fifteen minutes.

Riverside Park, which occupies a portion of the Hillsborough River waterfront, already has a presence in the area as a local destination. However it is somewhat isolated and appears to be used by only a small number nearby residents. As a public open space amenity, the park could be a major contributor to creating a sense of place for this part of the CRA. By expanding the park to the southeast, renovating the Broadway Outfall retention pond into a more pedestrian-oriented stormwater park, creating a new public plaza near the commercial parcels along 56th Street and introducing a connected walkway system, could create a more cohesive public realm. This would be a significant contribution to the area as a desirable destination, foster a greater sense of place in the city and add value to any future development.

Appendix A: Resident Comments

Mr. Hudson

Thank you for providing the opportunity to give input to the CRA south end project. I may not have expressed my thoughts as clearly as I would have liked on the form you gave us. From what I heard last night, I think some version of high density on the northern portion with lower density on the southern portion will be acceptable to most residents. That said the specific type of development should only be determined after the private sector developers can be canvassed in some fashion (I do not know how that can be done) to ensure that what the community desires is something the private sector is willing to build. I know you were not here at the time, but the mistakes which occurred in the northern portion of the CRA (i.e. selecting the residential over retail concept when there was no market or financing available for it) should not be repeated. The number one goal should be to reduce the financial burden on the taxpayers which was created as a direct result of those mistakes. If that means higher density development on the lower portion of the lower end, so be it. If the market changes and a boutique hotel is no longer an option, we should not try to force a square peg in a round hole.

Again thank you for facilitating the meeting last night.

Chris Barquin

TEMPLE TERRACE REDEVELOPMENT PUBLIC SURVEY

FACEBOOK POSTS COMMENTS

Post 1: What type of buildings would you like to see on the City-owned property south of Riverhills Drive?

1. Bev Baker - Which area is city owned? The light yellow or the bright yellow? The bright yellow seems like a lot of land but the light yellow includes my Shell gas station? (Not sure of relevance but included since this is comment, it was included in this list. Question was answered by Temple Terrace.)
2. James Allen - Wait, the city owns the Curry Bowl restaurant property? No wonder all the business residents in that place have neglected the property. They don't own it. Sell that place. What's wrong with keeping Riverside Park as is? I like the property as a park and greenspace.
3. Bill Loughheed - Sorry, but I can't really follow the map and what parcels are the subject of the question. If the city owns those parcels around Riverhills Park the answer is to expand the park. No need to build anything; simple walking trails through parks are

great features. Similarly, if we're talking about any parcels along the river, those need to be left undeveloped. There's a reason why one of the State's top designated paddling trails starts at Riverhills Park and ends at Hillsborough River Park...very limited development along that stretch of the Hillsborough.

4. Marie Medeck Andrews - I like the park, we don't need more buildings. There are a ton of vacant buildings on 56th already.
 5. Heather Marie - Whatever you do, keep the park. It has the childrens dedication area, which in my opinion, is now sacred ground for parents of little ones passed.
 6. Educate180 - Bring Federal funds to install smart traffic lights through out our city so that we don't have to be waiting on a red light when there is no traffic on the other side. It can reduce our cost of gas, traffic and air pollution. Many cities around are seeing the benefits and we ought to improve our traffic too. It makes our city more attractive.
 7. Tatiana Luciano - turn the whole are into our Central Park for people to come and enjoy. People stay away from congested buildings/traffic areas but are drawn to green and water according to city planning research. we already have tons of potential commercial opportunities in the area that can flourish from tourists and locals making it all the way there.
 8. Eleanor Gaines Wells - Keep the park.
 9. Steve Brandt - Park land no buildings
 10. Hectito Risario - expand it into an attractive botanica green Riverwalk Park with more free parking, benches, walking and picnic areas with open views of the river to attract both locals and tourists. the area has enough commerce, give it to the people. we need more safe green spaces for leisure within the city.
 11. Kathy Prosch Gibson - NO RENTALS PLEASE - make a river front park with a boardwalk and fishing pier. Make sure this park is friendly for the Arts Festival, miss having it on the river.
 12. Carol Del -I Buildings by private enterprise that will pay taxes.
 13. Tampa Bay Life - More green spaces in a crowded city is the logical option. Additionally consider bringing Federal funds to install more smart traffic lights through out our city so that we don't have to be waiting on a red light when there is no traffic on the other side. It can reduce our cost of gas, traffic, accidents and air pollution. Many cities around are seeing the benefits and we ought to improve our traffic too. It makes our city more attractive. <https://www.facebook.com/TampaBayLife/videos/204996573239423/>
Amendment 1 is an effort by big monopoly utilities to choke-off rooftop solar and keep a stranglehold on customers by preventing them from generating their own power.
- Laura Cantrell - Agreed! Keep the green space. No buildings are needed on this map.

Appendix B: Estimate of Tax Impacts for Redevelopment Scenarios

Low-density Scenario							
	Parcel 1A	Parcel 1B	Parcel 1C	Parcel 1D	Parcel 2A	Parcel 2B	Parcel 2C
Floor Area (≈ GSF)	32,400	36,000					
Dwelling Units			7	11	5	7	10
			Townhouses	Townhouses	SFR	SFR	Townhouses
Parking Spaces	≈ 65	≈ 65	2/Unit	2/Unit	2/Unit	2/Unit	2/Unit
	2.2/1000 Sq. Ft.	2.2/1000 Sq. Ft.					
Assumptions by Temple Terrace:							
Assessment growth rate		2%	per year				
Millage rate		same as 2017					
Townhome assessment		\$ 250,000					
SFR assessment		\$ 300,000					
Preliminary assessment ballpark based on mixed use commercial, by PA: \$125/SF							
Summary	Retail/Office		Single Family		Townhomes		Year
	68,400 SF		12 units		28 units		
Assessment	\$ 125 per SF		\$ 300,000 per unit		\$ 250,000 per unit		
Total Assessment	\$ 8,550,000		\$ 3,600,000		\$ 7,000,000		2018
Millage:	Assessment	Taxes	Assessment	Taxes	Assessment	Taxes	Year
Temple Terrace/County/Port		Assessment Growth Rate per Temple Terrace:					
13.0822	\$ 8,550,000	\$ 111,853	\$ 3,600,000	\$ 47,096	\$ 7,000,000	\$ 91,575	2018
13.0822	\$ 8,721,000	\$ 114,090	\$ 3,672,000	\$ 48,038	\$ 7,140,000	\$ 93,407	2019
13.0822	\$ 8,895,420	\$ 116,372	\$ 3,745,440	\$ 48,999	\$ 7,282,800	\$ 95,275	2020
13.0822	\$ 9,073,328	\$ 118,699	\$ 3,820,349	\$ 49,979	\$ 7,428,456	\$ 97,181	2021
13.0822	\$ 9,254,795	\$ 121,073	\$ 3,896,756	\$ 50,978	\$ 7,577,025	\$ 99,124	2022
13.0822	\$ 9,439,891	\$ 123,495	\$ 3,974,691	\$ 51,998	\$ 7,728,566	\$ 101,107	2023
13.0822	\$ 9,628,689	\$ 125,964	\$ 4,054,185	\$ 53,038	\$ 7,883,137	\$ 103,129	2024
13.0822	\$ 9,821,262	\$ 128,484	\$ 4,135,268	\$ 54,098	\$ 8,040,800	\$ 105,191	2025
13.0822	\$ 10,017,688	\$ 131,053	\$ 4,217,974	\$ 55,180	\$ 8,201,616	\$ 107,295	2026
13.0822	\$ 10,218,041	\$ 133,674	\$ 4,302,333	\$ 56,284	\$ 8,365,648	\$ 109,441	2027
13.0822	\$ 10,422,402	\$ 136,348	\$ 4,388,380	\$ 57,410	\$ 8,532,961	\$ 111,630	2028
13.0822	\$ 10,630,850	\$ 139,075	\$ 4,476,148	\$ 58,558	\$ 8,703,620	\$ 113,862	2029
13.0822	\$ 10,843,467	\$ 141,856	\$ 4,565,670	\$ 59,729	\$ 8,877,693	\$ 116,140	2030
13.0822	\$ 11,060,337	\$ 144,694	\$ 4,656,984	\$ 60,924	\$ 9,055,246	\$ 118,463	2031
13.0822	\$ 11,281,543	\$ 147,587	\$ 4,750,124	\$ 62,142	\$ 9,236,351	\$ 120,832	2032
City of Temple Terrace Only							
7.205	\$ 11,507,174	\$ 82,909	\$ 4,845,126	\$ 34,909	\$ 9,421,078	\$ 67,879	2033
7.205	\$ 11,737,318	\$ 84,567	\$ 4,942,029	\$ 35,607	\$ 9,609,500	\$ 69,236	2034
7.205	\$ 11,972,064	\$ 86,259	\$ 5,040,869	\$ 36,319	\$ 9,801,690	\$ 70,621	2035
7.205	\$ 12,211,505	\$ 87,984	\$ 5,141,686	\$ 37,046	\$ 9,997,724	\$ 72,034	2036
7.205	\$ 12,455,736	\$ 89,744	\$ 5,244,520	\$ 37,787	\$ 10,197,678	\$ 73,474	2037
7.205	\$ 12,704,850	\$ 91,538	\$ 5,349,411	\$ 38,543	\$ 10,401,632	\$ 74,944	2038
7.205	\$ 12,958,947	\$ 93,369	\$ 5,456,399	\$ 39,313	\$ 10,609,664	\$ 76,443	2039
7.205	\$ 13,218,126	\$ 95,237	\$ 5,565,527	\$ 40,100	\$ 10,821,858	\$ 77,971	2040
7.205	\$ 13,482,489	\$ 97,141	\$ 5,676,837	\$ 40,902	\$ 11,038,295	\$ 79,531	2041
7.205	\$ 13,752,138	\$ 99,084	\$ 5,790,374	\$ 41,720	\$ 11,259,061	\$ 81,122	2042
7.205	\$ 14,027,181	\$ 101,066	\$ 5,906,182	\$ 42,554	\$ 11,484,242	\$ 82,744	2043
7.205	\$ 14,307,725	\$ 103,087	\$ 6,024,305	\$ 43,405	\$ 11,713,927	\$ 84,399	2044
7.205	\$ 14,593,879	\$ 105,149	\$ 6,144,791	\$ 44,273	\$ 11,948,205	\$ 86,087	2045
7.205	\$ 14,885,757	\$ 107,252	\$ 6,267,687	\$ 45,159	\$ 12,187,169	\$ 87,809	2046
7.205	\$ 15,183,472	\$ 109,397	\$ 6,393,041	\$ 46,062	\$ 12,430,913	\$ 89,565	2047
Total Years							30

Moderate-density Scenario									
	Parcel 1A	Parcel 1B	Parcel 1C	Parcel 1D	Parcel 2A	Parcel 2B	Parcel 2C		
Floor Area (≈ GSF)	46,800	52,000							
Dwelling Units			7	11	9	12	23		
			Townhouses	Townhouses	Townhouses	Townhouses	Townhouses		
Parking Spaces	≈ 65	≈ 65	2/Unit	2/Unit	2/Unit	2/Unit	2/Unit		
	2.2/1000 Sq. Ft.	2.2/1000 Sq. Ft.							
Assumptions by Temple Terrace:									
Assessment growth rate		2%	per year						
Millage rate		same as 2017							
Townhome assessment		\$ 250,000							
SFR assessment		\$ 300,000							
Preliminary assessment ballpark based on mixed use commercial, by PA: \$125/SF									
Summary	Retail/Office		Single Family		Townhomes		Year		
	98,800 SF		0 units		62 units				
Assessment	\$ 125 per SF		\$ 300,000 per unit		\$ 250,000 per unit				
Total Assessment	\$ 12,350,000		\$ -		\$ 15,500,000		2018		
Millage:	Assessment	Taxes	Assessment	Taxes	Assessment	Taxes	Year		
Temple Terrace/County/Port		Assessment Growth Rate per Temple Terrace:							
13.0822	\$ 12,350,000	\$ 161,565	\$ -	\$ -	\$ 15,500,000	\$ 202,774	2018		
13.0822	\$ 12,597,000	\$ 164,796	\$ -	\$ -	\$ 15,810,000	\$ 206,830	2019		
13.0822	\$ 12,848,940	\$ 168,092	\$ -	\$ -	\$ 16,126,200	\$ 210,966	2020		
13.0822	\$ 13,105,919	\$ 171,454	\$ -	\$ -	\$ 16,448,724	\$ 215,185	2021		
13.0822	\$ 13,368,037	\$ 174,883	\$ -	\$ -	\$ 16,777,698	\$ 219,489	2022		
13.0822	\$ 13,635,398	\$ 178,381	\$ -	\$ -	\$ 17,113,252	\$ 223,879	2023		
13.0822	\$ 13,908,106	\$ 181,949	\$ -	\$ -	\$ 17,455,517	\$ 228,357	2024		
13.0822	\$ 14,186,268	\$ 185,588	\$ -	\$ -	\$ 17,804,628	\$ 232,924	2025		
13.0822	\$ 14,469,993	\$ 189,299	\$ -	\$ -	\$ 18,160,720	\$ 237,582	2026		
13.0822	\$ 14,759,393	\$ 193,085	\$ -	\$ -	\$ 18,523,935	\$ 242,334	2027		
13.0822	\$ 15,054,581	\$ 196,947	\$ -	\$ -	\$ 18,894,414	\$ 247,180	2028		
13.0822	\$ 15,355,673	\$ 200,886	\$ -	\$ -	\$ 19,272,302	\$ 252,124	2029		
13.0822	\$ 15,662,786	\$ 204,904	\$ -	\$ -	\$ 19,657,748	\$ 257,167	2030		
13.0822	\$ 15,976,042	\$ 209,002	\$ -	\$ -	\$ 20,050,903	\$ 262,310	2031		
13.0822	\$ 16,295,563	\$ 213,182	\$ -	\$ -	\$ 20,451,921	\$ 267,556	2032		
City of Temple Terrace Only									
7.205	\$ 16,621,474	\$ 119,758	\$ -	\$ -	\$ 20,860,959	\$ 150,303	2033		
7.205	\$ 16,953,903	\$ 122,153	\$ -	\$ -	\$ 21,278,178	\$ 153,309	2034		
7.205	\$ 17,292,982	\$ 124,596	\$ -	\$ -	\$ 21,703,742	\$ 156,375	2035		
7.205	\$ 17,638,841	\$ 127,088	\$ -	\$ -	\$ 22,137,817	\$ 159,503	2036		
7.205	\$ 17,991,618	\$ 129,630	\$ -	\$ -	\$ 22,580,573	\$ 162,693	2037		
7.205	\$ 18,351,450	\$ 132,222	\$ -	\$ -	\$ 23,032,185	\$ 165,947	2038		
7.205	\$ 18,718,479	\$ 134,867	\$ -	\$ -	\$ 23,492,828	\$ 169,266	2039		
7.205	\$ 19,092,849	\$ 137,564	\$ -	\$ -	\$ 23,962,685	\$ 172,651	2040		
7.205	\$ 19,474,706	\$ 140,315	\$ -	\$ -	\$ 24,441,939	\$ 176,104	2041		
7.205	\$ 19,864,200	\$ 143,122	\$ -	\$ -	\$ 24,930,777	\$ 179,626	2042		
7.205	\$ 20,261,484	\$ 145,984	\$ -	\$ -	\$ 25,429,393	\$ 183,219	2043		
7.205	\$ 20,666,714	\$ 148,904	\$ -	\$ -	\$ 25,937,981	\$ 186,883	2044		
7.205	\$ 21,080,048	\$ 151,882	\$ -	\$ -	\$ 26,456,740	\$ 190,621	2045		
7.205	\$ 21,501,649	\$ 154,919	\$ -	\$ -	\$ 26,985,875	\$ 194,433	2046		
7.205	\$ 21,931,682	\$ 158,018	\$ -	\$ -	\$ 27,525,593	\$ 198,322	2047		
Total Years							30		

High-density Scenario									
	Parcel 1A	Parcel 1B	Parcel 1C	Parcel 1D	Parcel 2A	Parcel 2B	Parcel 2C		
Floor Area (≈ GSF)	70,000	70,000							
Dwelling Units			7	11	9	12	50		
			Townhouses	Townhouses	Townhouses	Townhouses	Apartments		
Parking Spaces	≈ 65	≈ 65	2/Unit	2/Unit	2/Unit	2/Unit	2/Unit		
	2.2/1000 Sq. Ft.	2.2/1000 Sq. Ft.							
Assumptions by Temple Terrace:									
Assessment growth rate		2%	per year						
Millage rate		same as 2017							
Townhome assessment		\$ 250,000							
SFR assessment		\$ 300,000							
Preliminary assessment ballpark based on mixed use commercial, by PA: \$125/SF.									
Preliminary assessment ballpark based on apartments, by PA: \$.									
Summary	Retail/Office		Single Family		Townhomes				Year
	140,000 SF		0 units		39 units		50 units		
Assessment	\$ 125 per SF		\$ 300,000 per unit		\$ 250,000 per unit		\$ 125,000 per unit		
Total Assessment	\$ 17,500,000		\$ -		\$ 9,750,000		\$ 6,250,000		2018
Millage:	Assessment	Taxes	Assessment	Taxes	Assessment	Taxes	Assessment	Taxes	Year
Temple Terrace/County/Port		Assessment Growth Rate per Temple Terrace:							
13.0822	\$ 17,500,000	\$ 228,939	\$ -	\$ -	\$ 9,750,000	\$ 127,551	\$ 6,250,000	\$ 81,764	2018
13.0822	\$ 17,850,000	\$ 233,517	\$ -	\$ -	\$ 9,945,000	\$ 130,102	\$ 6,375,000	\$ 83,399	2019
13.0822	\$ 18,207,000	\$ 238,188	\$ -	\$ -	\$ 10,143,900	\$ 132,705	\$ 6,502,500	\$ 85,067	2020
13.0822	\$ 18,571,140	\$ 242,951	\$ -	\$ -	\$ 10,346,778	\$ 135,359	\$ 6,632,550	\$ 86,768	2021
13.0822	\$ 18,942,563	\$ 247,810	\$ -	\$ -	\$ 10,553,714	\$ 138,066	\$ 6,765,201	\$ 88,504	2022
13.0822	\$ 19,321,414	\$ 252,767	\$ -	\$ -	\$ 10,764,788	\$ 140,827	\$ 6,900,505	\$ 90,274	2023
13.0822	\$ 19,707,842	\$ 257,822	\$ -	\$ -	\$ 10,980,084	\$ 143,644	\$ 7,038,515	\$ 92,079	2024
13.0822	\$ 20,101,999	\$ 262,978	\$ -	\$ -	\$ 11,199,685	\$ 146,517	\$ 7,179,285	\$ 93,921	2025
13.0822	\$ 20,504,039	\$ 268,238	\$ -	\$ -	\$ 11,423,679	\$ 149,447	\$ 7,322,871	\$ 95,799	2026
13.0822	\$ 20,914,120	\$ 273,603	\$ -	\$ -	\$ 11,652,153	\$ 152,436	\$ 7,469,329	\$ 97,715	2027
13.0822	\$ 21,332,402	\$ 279,075	\$ -	\$ -	\$ 11,885,196	\$ 155,485	\$ 7,618,715	\$ 99,670	2028
13.0822	\$ 21,759,050	\$ 284,656	\$ -	\$ -	\$ 12,122,900	\$ 158,594	\$ 7,771,089	\$ 101,663	2029
13.0822	\$ 22,194,231	\$ 290,349	\$ -	\$ -	\$ 12,365,357	\$ 161,766	\$ 7,926,511	\$ 103,696	2030
13.0822	\$ 22,638,116	\$ 296,156	\$ -	\$ -	\$ 12,612,665	\$ 165,001	\$ 8,085,041	\$ 105,770	2031
13.0822	\$ 23,090,878	\$ 302,079	\$ -	\$ -	\$ 12,864,918	\$ 168,301	\$ 8,246,742	\$ 107,886	2032
City of Temple Terrace Only									
7.205	\$ 23,552,696	\$ 169,697	\$ -	\$ -	\$ 13,122,216	\$ 94,546	\$ 8,411,677	\$ 60,606	2033
7.205	\$ 24,023,750	\$ 173,091	\$ -	\$ -	\$ 13,384,661	\$ 96,436	\$ 8,579,911	\$ 61,818	2034
7.205	\$ 24,504,225	\$ 176,553	\$ -	\$ -	\$ 13,652,354	\$ 98,365	\$ 8,751,509	\$ 63,055	2035
7.205	\$ 24,994,309	\$ 180,084	\$ -	\$ -	\$ 13,925,401	\$ 100,333	\$ 8,926,539	\$ 64,316	2036
7.205	\$ 25,494,196	\$ 183,686	\$ -	\$ -	\$ 14,203,909	\$ 102,339	\$ 9,105,070	\$ 65,602	2037
7.205	\$ 26,004,079	\$ 187,359	\$ -	\$ -	\$ 14,487,987	\$ 104,386	\$ 9,287,171	\$ 66,914	2038
7.205	\$ 26,524,161	\$ 191,107	\$ -	\$ -	\$ 14,777,747	\$ 106,474	\$ 9,472,915	\$ 68,252	2039
7.205	\$ 27,054,644	\$ 194,929	\$ -	\$ -	\$ 15,073,302	\$ 108,603	\$ 9,662,373	\$ 69,617	2040
7.205	\$ 27,595,737	\$ 198,827	\$ -	\$ -	\$ 15,374,768	\$ 110,775	\$ 9,855,620	\$ 71,010	2041
7.205	\$ 28,147,652	\$ 202,804	\$ -	\$ -	\$ 15,682,263	\$ 112,991	\$ 10,052,733	\$ 72,430	2042
7.205	\$ 28,710,605	\$ 206,860	\$ -	\$ -	\$ 15,995,908	\$ 115,251	\$ 10,253,787	\$ 73,879	2043
7.205	\$ 29,284,817	\$ 210,997	\$ -	\$ -	\$ 16,315,827	\$ 117,556	\$ 10,458,863	\$ 75,356	2044
7.205	\$ 29,870,513	\$ 215,217	\$ -	\$ -	\$ 16,642,143	\$ 119,907	\$ 10,668,040	\$ 76,863	2045
7.205	\$ 30,467,924	\$ 219,521	\$ -	\$ -	\$ 16,974,986	\$ 122,305	\$ 10,881,401	\$ 78,400	2046
7.205	\$ 31,077,282	\$ 223,912	\$ -	\$ -	\$ 17,314,486	\$ 124,751	\$ 11,099,029	\$ 79,969	2047
Total Years									30