



**PORT TAMPA BAY
MONTHLY BUSINESS MEETING
OCTOBER 18, 2016 - 9:30 AM**

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K. Date of Next Meeting

Tuesday, November 15, 2016, 9:30 am

L. Adjournment

A. INVOCATION AND PLEDGE

PUBLIC COMMENT

B. APPROVAL OF MINUTES

**PRESENTATION AND APPROVAL OF
FINANCIAL STATEMENT**

C. APPROVAL OF CONSENT AGENDA

**PORT TAMPA BAY
Business Meeting
September 20, 2016
9:30 am**

The Port Tampa Bay (PTB) Business Meeting was called to order at 9:31 am with the following Board members present: Mr. Stephen W. Swindal, Chairman; Mr. Patrick H. Allman, Secretary/Treasurer; Ms. Sandra Murman, Commissioner; Mr. Gregory Celestan, Commissioner; and Mr. John B. Grandoff III, Commissioner. Mr. Carl Lindell, Jr. Vice-Chairman and Mayor Bob Buckhorn, Commissioner, were both absent.

The following PTB senior management staff members were present: Mr. Paul Anderson, President/CEO; Mr. Charles Klug, Principal Counsel; Mr. Mike Macaluso, Chief Financial Officer; Mr. John Thorington, Vice President of Government Affairs and Board Coordination; Mr. Ram Kancharla, Vice President of Planning and Economic Development; Mr. Bruce Laurion, Vice President of Engineering; Mr. Lane Ramsfield, Vice President of Real Estate; Mr. Karl Strauch, Vice President of Branding and Regional Alliances; Ms. Joanne Toledo, Vice President of Human Resources; Ms. Donna Wysong, Vice President of Legal Affairs; Mr. Ken Washington, Chief Information Officer; and Mr. Ed Miyagishima, Vice President of Communications and External Affairs.

The public attendance sheet is Attachment 1.

A. INVOCATION – PLEDGE

Chaplain Steve Finnesy gave the invocation and led the Pledge of Allegiance.

Chairman Swindal noted that Mayor Buckhorn asked to be excused from this meeting as he was traveling on a Sister City mission to China with representatives from the University of South Florida.

B. PUBLIC COMMENT

There were no public comments.

APPROVAL OF MINUTES OF THE AUGUST 16, 2016 BOARD MEETING

Commissioner Murman, seconded by Commissioner Grandoff, moved to approve and receive the minutes of the August 16, 2016 Board Meeting. The motion carried five to zero with Commissioner Lindell and Mayor Buckhorn being absent.

APPROVAL OF THE FINANCIAL STATEMENT OF ELEVEN MONTHS ENDING AUGUST 31, 2016

Mr. Mike Macaluso presented the statement and reviewed specific line items.

Commissioner Murman noted her praise to PTB staff for maintaining strong financial structure. Mr. Macaluso credited the Board members, Mr. Anderson and staff. Mr. Anderson then thanked Commissioners for their support and noted this year would be the first that PTB had ever gone over \$50 million in net operating income. Mr. Anderson also credited the team effort from PTB stating that a lot of collective effort goes into forecasting revenue.

There being no further comments, Commissioner Murman, seconded by Commissioner Celestan, moved to approve the Financial Statement of Eleven Months ending August 31, 2016. The motion carried five to zero with Commissioner Lindell and Mayor Buckhorn being absent.

C. APPROVAL OF CONSENT AGENDA

- 1. Approval of the Removal of Unserviceable and Surplus Property from Port Tampa Bay's Asset Records**
- 2. Approval of Contract Renewal with Lincoln National Life Insurance Company – Provider of Employee Basic Term Life and Accidental Death and Dismemberment Group Insurance**
- 3. Approval of Lease Agreement with Propeller Club of United States Port of Tampa, Inc.**
- 4. Approval of the Extension to Contract with Hillsborough County Sheriff's Office to Provide Law Enforcement Services to Port Tampa Bay**
- 5. Approval of Lease Agreement with Cashman Dredging and Marine Contracting Co., LLC**
- 6. Approval of the Extension of Lease Agreement with Protected Trust, LLC**

There being no comments, Commissioner Murman, seconded by Commissioner Grandoff, moved to approve the consent agenda as presented. The motion carried five to zero with Commissioner Lindell and Mayor Buckhorn being absent.

D. REGULAR AGENDA

- 1. Approval of FY 2017 Funding for Annual Continuing Contracts for Engineering and Planning Services**

Mr. Bruce Laurion outlined the item as presented in the write-up included in the agenda.

In response to Commissioner Murman's question regarding Small Business Enterprise (SBE) participation, Mr. Laurion indicated that SBE firms could sub-contract with the primary firms. Mr. Laurion also stated that PTB typically requires a minimum of nine percent (9%) SBE participation on all of its contracts. Some of the firms listed in the agenda included a higher percentage of SBE participation. Mr. Laurion also noted that PTB's Procurement Department tracked actual SBE participation.

There being no comments, Commissioner Murman, seconded by Commissioner Grandoff, moved to authorize the funding in the total amount of \$3.3 million from the FY2017 Capital Improvement Program for the continuing contracts for environmental engineering; general engineering and container facilities engineering; and geotechnical/testing and engineering services, planning services and Channelside planning, contingent upon approval of the FY17

Capital Program. The motion carried five to zero with Commissioner Lindell and Mayor Buckhorn being absent.

2. Approval of FY 2017 Funding for Annual Maintenance, Repair, Remediation and Services Contracts

Mr. Bruce Laurion outlined the item as presented in the write-up included in the agenda.

There being no comments, Commissioner Murman, seconded by Commissioner Grandoff moved to authorize funding of the six service contracts, referenced in the agenda item, in the total amount of \$3,144,500, contingent upon approval of the FY2017 Budget. The motion carried five to zero with Commissioner Lindell and Mayor Buckhorn being absent.

3. Approval of Berth 268 (Terminal 6) Wharf Repairs Under Unit Price Contract No. 15-00515

Mr. Bruce Laurion outlined the item as presented in the write-up included in the agenda.

Commissioner Allman asked if proposals were solicited or had the costs been calculated solely from the unit price contracts. Mr. Laurion explained that most of the proposed repairs were covered under the unit price contracts utilizing unit prices. Other items, not defined under the unit price listing, were calculated at cost plus a percentage mark-up. Pricing was compared among the Unit Price Marine Contractors with Universal Environmental Services, Inc. having the lower proposal price.

There being no further comments, Commissioner Allman, seconded by Commissioner Murman, moved to authorize a change order with the Unit Price Repair Contractor, Universal Environmental Services Inc., under Contract No.15-00515 for the Berth 268 wharf repairs, in the amount not to exceed \$383,382 subject to review by Principal Counsel. The motion carried five to zero with Commissioner Lindell and Mayor Buckhorn being absent.

4. Approval of Funding of Navigational Improvements Contract No. 15-00215 with Orion Marine Construction, Inc.

Mr. Patrick Blair, with Port Tampa Bay's Engineering Department, outlined the item as presented in the write-up included in the agenda.

There being no comments, Commissioner Grandoff, seconded by Commissioner Murman, moved to authorize funding of the second year of the Maintenance Dredging Contract No. 15-00215 in amount of \$2 million, with PTB funding subject to approval of the FY2017 Budget on September 21, 2016; and authorize funding of the Big Bend Maintenance Dredging Agreement in amount of \$3.6 million with \$1.2-million of funds coming from PTB's FY2017 Capital Program, and cost share funds of \$2.4-million from TECO and Mosaic, subject to final review by the Principal Counsel. The motion carried five to zero with Commissioner Lindell and Mayor Buckhorn being absent.

5. Approval of the Ranking of Firms for Federal Government Relations Consultant Services

Mr. John Thorington outlined the item as presented in the write-up included in the agenda. Mr. Stu Van Scoyoc, President, Van Scoyoc Associates, Inc. (Van Scoyoc), spoke to the Board members commending PTB for “*one of the most forthright, rigorous, involved competitions we have been involved in in many years.*” Mr. Van Scoyoc noted that his firm was established in 1990 and was currently one of the largest firms in Washington DC. The firm is an independent firm that has done a lot of work in Florida.

Mr. Van Scoyoc asked his team member, John Anderson, to respond to Commissioner Allman’s question regarding if the firm represented any other ports in Florida. Mr. Anderson stated that Van Scoyoc represents Broward County, which oversees Port Everglades. Mr. Anderson noted he had worked with Mr. John Anderson and Mr. Harry Glenn, also of the Van Scoyoc team, and that they possessed strong experience and a strong reputation. Mr. Anderson referenced particular knowledge of Water Resources Development Act (WRDA) Bills.

Commissioner Grandoff requested Mr. John Anderson provide an example of matters Van Scoyoc had pending before Congress. Mr. John Anderson stated Van Scoyoc represented the Port of Virginia and had been working to receive federal funding through the Army Corps of Engineers (ACOE) to get funding into the President’s budget. If the funding were not included in the President’s budget when the ACOE receives its funding, Van Scoyoc would try to get into the ACOE Work Plan, where the ACOE decides where the budgeted funding would be spent.

Mr. John Anderson also noted that another Van Scoyoc team member for PTB, Steve Palmer, had experience with the Department of Transportation (DOT) and highway issues as highways relate to ports and is also an expert on some DOT grant issues. Mr. Van Scoyoc also noted that Mr. Palmer was also working with the Hillsborough County Aviation Authority on infrastructure improvements at the airport.

Mr. Thorington continued his outline of the item as presented in the write-up included in the agenda and expressed his appreciation on behalf of PTB for Alcalde and Fay for its service to the Port for over four decades and in particular to Ms. Lois Moore who had been PTB’s primary representative for the majority of this contract. Mr. Thorington then asked the Board to authorize the Port President/CEO or his designee, to enter into negotiations and execute a contract with Van Scoyoc Associates, Inc. for Federal Government Relations Consultant Services for a not-to-exceed annual amount of \$90,000 for a one-year term with two one-year renewal options, subject to review by the Principal Counsel and to extend Port Tampa Bay’s contract with Alcalde & Fay for one year at a not-to-exceed amount of \$90,000, also subject to review by the Principal Counsel.

In response to Commissioner Celestan’s concern for extending the incumbent’s contract after the selection process selected another firm, Mr. Anderson noted that PTB would be seeking tens of millions of federal dollars. In terms of the ratio to what PTB would be seeking, PTB staff was confident the institutional knowledge that Alcalde and Fay would bring with a \$90,000 contract extension gave PTB the best chance to win awarded federal funding.

Mr. Charles Klug stated that PTB was close to achieving some federal goals it had been pursuing for a considerable amount of time and PTB staff was requesting the extension for Alcalde

and Fay to continue working by utilizing its contacts and institutional knowledge in the related matters to get them completed. Mr. Klug continued explaining that pending engineering and legal matters remain with incumbent firms when new contracts are procured. The incumbent typically remains to complete an assigned project. PTB staff's recommendation to extend the incumbent for this contract would allow the existing firm to continue working with PTB's new firm to make sure all information from the existing firm is shared in order to achieve a common goal for PTB.

Commissioner Celestan commented that the recommendation could have been structured to include two firms. Mr. Anderson noted that PTB maintained two firms for the State legislative services contract and also noted that PTB had received accolades from its peers for its procurement process and its selection committees, which includes outside representatives as objective participants on selection panels.

In response to Commissioner Grandoff's question about "volume of work" on the evaluation form, Mr. Thorington stated that the Procurement Department measured that item and explained that for most of the contracts PTB handled, there was a slight penalty if a firm had done previous work for PTB. The "volume of work" is included in every procurement in an effort to spread the work around to other firms and accounts for five percent (5%) of the total evaluation. There was some clarification on the bid amount. Commissioner Grandoff asked if \$90,000 was a fixed amount prior to receiving proposals and Mr. Klug explained that the staff recommendation of \$90,000 was due to Van Scoyoc Associates bidding that amount. Alcalde and Fay had bid \$96,000. The fees are proposed by the firms and account for 20% of the evaluation ranking.

Commissioner Grandoff asked to speak to an Alcalde and Fay representative regarding matters pending before Congress on behalf of PTB. Ms. Lois Moore stated that the focus had been on the Big Bend Channel dredging for a while and explained the processes and challenges and then noted the achievements and progress that had occurred by working through the WRRDA bill in 2014 with language that provided an exemption for similar projects. PTB began seeking federal appropriations in the 2015 ACOE Work Plan, which appeared to be moving forward until the Assistant Secretary of the Army designated the project as a New Start. Ms. Moore explained that was the critical issue and there was a plan in place to work with the Appropriations Committee to get some language distinguishing New Start versus Ongoing Project on the Appropriations Bill. Ms. Moore continued explaining the existing funding for the Big Bend project that had been in place since 2006.

Commissioner Murman noted Alcalde and Fay's experience and performance with PTB and moved to approve the staff recommendation with an amendment that Alcalde and Fay also have two one-year renewal options. Commissioner Grandoff seconded the motion. In response to Chairman Swindal, Commissioner Murman confirmed that her amendment was to match the recommended contract for Van Scoyoc Associates, which would give PTB two Federal Legislative Services Consultants for the full term of the recommended contract, which would be the same practice as having two State Legislative Services Consultants. There was some continued discussion to be sure Board members were clear on the amended motion. Mr. Klug stated that his understanding of Commissioner Murman's amended motion was to accept the recommendation to enter into a contract with Van Scoyoc Associates for one year with two one-year options to extend for \$90,000 per year and offer a new contract with Alcalde and Fay for one year with two one-year options to extend for \$90,000 per year as well. Commissioners Murman and Grandoff affirmed that was the intent.

After Board members asked Ms. Moore if Alcalde and Fay would accept the terms and if PTB staff and Van Scoyoc also approved, Commissioner Murman, seconded by Commissioner Grandoff, moved to authorize the Port President/CEO or his designee to enter into negotiations and execute a contract with Van Scoyoc Associates, Inc. and Alcalde & Fay Ltd., Inc., for federal government relations consultant services, for a not-to-exceed annual amount of \$90,000 per firm, for a one (1) year term with two (2) one (1) year renewal options, subject to review by the Principal Counsel. The motion carried, as amended, five to zero with Commissioner Lindell and Mayor Buckhorn being absent.

6. Approval of the Contract Award for Outside Counsel for General Support / Litigation Legal Services

Ms. Donna Wysong outlined the next three items (D6, D7 and D8) as presented in the write-ups included in the agenda.

There being no comments, Commissioner Grandoff, seconded by Commissioner Murman, moved to authorize the Port President/CEO or his designee to enter into three (3) year agreements for general support / litigation legal services with each of the firms listed in the agenda item, subject to review by the Vice President of Legal Affairs. The motion carried five to zero with Commissioner Lindell and Mayor Buckhorn being absent.

7. Approval of the Contract Award for Outside Counsel for Real Estate / Land Use Legal Services

There being no comments, Commissioner Grandoff, seconded by Commissioner Celestan, moved to authorize the Port President/CEO or his designee to enter into three (3) year agreements for real estate / land use legal services with each of the firms listed in the agenda, subject to review by the Vice President of Legal Affairs. The motion carried five to zero with Commissioner Lindell and Mayor Buckhorn being absent.

8. Approval of Contract Award for Outside Counsel for Construction Legal Services

There being no comments, Commissioner Murman, seconded by Commissioner Grandoff, moved to authorize the Port President/CEO or his designee to enter into three (3) year agreements for construction legal services with each of the firms listed above, subject to review by the Vice President of Legal Affairs. The motion carried five to zero with Commissioner Lindell and Mayor Buckhorn being absent.

9. Approval of Contract Award for Janitorial Services at Port Tampa Bay Properties

Mr. Norberto Sanchez, Port Tampa Bay Director of Facilities, outlined the item as presented in the write-up included in the agenda.

There being no comments, Commissioner Murman, seconded by Commissioner Grandoff, moved to authorize the Port President/ CEO or his designee to enter into an agreement with Ask Solutions Inc. to provide janitorial services for the period of one (1) year with two (2) one-year consecutive renewal options in the amount of \$405,074.00, and authorize a total budget for the project for \$446,000.00, which includes a ten percent (10%) contingency for unforeseen circumstances that may occur during the contract term, subject to review by the Principal Counsel. The motion carried five to zero with Commissioner Lindell and Mayor Buckhorn being absent.

10. Approval of Workers' Compensation Insurance Coverage

Mr. Mike Macaluso outlined the item as presented in the write-up included in the agenda.

In response to Commissioner Allman regarding whether PTB had ever received rebates based on favorable accident records, Mr. Macaluso explained that PTB had received a refund but that PTB had also paid additional premiums on occasion as the premiums are based on current payroll as the premium increases if there are new hires during the policy period.

There being no further comments, Commissioner Murman, seconded by Commissioner Grandoff, moved to authorize the Port President/CEO or his designee to execute an agreement with Preferred Governmental Insurance Trust (PGIT) for a two (2) year period from October 1, 2016 to September 30, 2018, at an annual premium of \$89,743 per year for each of the two years, subject to review by the Principal Counsel. Also, authorize the Port President/CEO or his designee to bind this coverage if the National Council on Compensation Insurance-requested rate increase is approved prior to October 1, 2016 and results in a premium increase. The Board would be advised of any premium increase at the October 2016 Board meeting. The motion carried five to zero with Commissioner Lindell and Mayor Buckhorn being absent.

11. Approval of Mutual Aid Interlocal Agreement with the Manatee County Port Authority and the Port of St. Petersburg

Mr. Charles Klug outlined the item as presented in the write-up included in the agenda.

Commissioner Murman commented the she hoped this was the start of more mutual agreements with Manatee County and St. Petersburg.

There being no further comments, Commissioner Celestan, seconded by Commissioner Murman, moved to authorize the Port President and CEO to enter into a Mutual Aid Agreement with the Manatee County Port Authority and the City of St. Petersburg, operating on behalf of the Port of St. Petersburg, based on the terms set forth in the agenda item, subject to review by Principal Counsel. The motion carried five to zero with Commissioner Lindell and Mayor Buckhorn being absent.

E. RECEIPT OF REPORTS

- 1. Report of Legal Fees by Project**
- 2. Report of Aged Account Receivables**
- 3. Report of Contract Status**
- 4. Report of Work Permits**
- 5. Report of Expenditures Between \$50,000 and \$100,000**

Commissioner Murman, seconded by Commissioner Celestan, moved to receive the reports as presented. The motion carried five to zero with Commissioner Lindell and Mayor Buckhorn being absent.

F. EXECUTIVE DIRECTOR REPORT

Mr. Anderson reported that PTB was pleased to host the British Consul General, David Prodger, for a tour of the Port last month. Consul General Prodger brought some keen insights and perspectives on Great Britain's role in the global economy. Port Tampa Bay would continue to promote the Port throughout the global consular corps headquartered in the State of Florida.

Mr. Anderson stated that PTB was honored to host Congressman Bob Gibbs for an extensive tour of the Port during his visit to Tampa. Congressman Gibbs is a member of the U.S. House Transportation and Infrastructure Committee, and he chairs the Subcommittee on Water Resources and Environment, which has responsibility for developing Water Resources Development Act (WRDA) legislation amongst other things. Mr. Anderson continued that PTB has a good relationship with the Congressman who is from Ohio. Congressman Gibbs took a close look at the aforementioned Port Redwing dredging issue and was also able to see the two new post panamax gantry cranes.

Last month, PTB and Associated Industries of Florida co-hosted the Building Florida's Future Business Summit at Cruise Terminal 3. The event focused on the importance of transportation infrastructure and economic development in our state. Speakers included Congressman Gibbs, Florida's DOT Secretary Jim Boxold, State Senators Jack Latvala and Jeff Brandes, State Representative Jamie Grant and Mayor Buckhorn. Mr. Anderson continued that PTB was pleased that Commissioners Murman and Grandoff were able to attend the event, which provided an opportunity to highlight many of the important developments occurring in our community, our port and our state.

Mr. Anderson stated that Mr. Raul Alfonso, PTB's Executive Vice President and Chief Commercial Officer, was keynote speaker recently at a major event in Miami, the U.S.-Mexico Logistics and Supply Chain Leaders Meeting. The meeting was well attended by numerous shippers, 3PLs and ports. Mr. Alfonso highlighted the advantage to Mexican exporters of routing their shipments through Florida ports like PTB. Florida's ports recently signed an MOU with its Mexican counterparts. Also, to enhance further the strong ties between our state and Mexico, a Florida-Mexico Trade summit was scheduled for February 2017 in Orlando, Florida.

Mr. Anderson stated he was pleased to recognize PTB employee Torrey Chambliss, who is the manager of Foreign Trade Zone No. 79. Torrey had just been appointed to the Board of Directors of the National Association of Foreign Trade Zones. He is the only appointee on the board from the State of Florida and the first appointee from the State of Florida since 1991.

Mr. Anderson congratulated PTB's Vice President and Chief Information Officer, Ken Washington, who was a finalist for the Tampa Bay Business Journal's CIO of the Year for Government Award. Mr. Anderson also noted that Mr. Gianni Barkett was a finalist for the CIO of the Year for a Private Company (medium size). Mr. Barkett is the son of Amalie Oil's COO Rick Barkett, and he is the CIO for Amalie Oil Company.

Mr. Anderson reported that on September 2, 2016, PTB received official notice of its Port Security Grants Program Award for FY2016. PTB received all funds requested for a new Monitoring and Communications Tower at Redwing and Sustainment Money for PTB's Security Technology Systems. Mr. Anderson noted the process was extremely competitive and PTB should be proud of the recognition its proposals received. Total award amounts to \$1,016,269, which included PTB's 24% cost share.

In addition to the award, the Hillsborough County Sheriff's Office and Hillsborough County Fire Rescue also received awards that would directly benefit the Port.

Mr. Anderson stated that Jorge Torres and others on PTB staff had put a lot of effort in these projects and Mr. Anderson thanked them for all the work on getting over \$1 million in funding for PTB's security grants.

In response to Commissioner Grandoff in regards to Hanjin Shipping Lines bankruptcy, Mr. Anderson stated Hanjin Shipping had recently declared bankruptcy and noted that it was the largest bankruptcy in the ocean carrier industry since the 1980's. As one of the top ten ocean carriers in the world, it would compare to a major global air carrier declaring bankruptcy. It would ripple through the entire global system as other carriers scramble to fill the void. The bankruptcy declaration came at a time where the entire global ocean carrier industry was going through realignment. The largest realignment of ocean carriers in history took place in March 2016, where two of three of the largest ocean carriers dropped out of other alliances and formed their own alliance. That then left the other 25 or so ocean carriers scrambling to find new partners to fill the voids left by losing the three largest ocean carriers.

G. PRESENTATIONS

Mr. Anderson introduced Mr. James Nozar, CEO of Strategic Property Partners, to present an update for Channelside Bay Plaza (Channelside).

The Channelside presentation is Attachment 2.

H. NEW BUSINESS / COMMISSIONERS' COMMENTS

Commissioner Allman noted that the American Victory Ship (floating maritime museum) went into dry-dock for annual maintenance and that a reporter from the Tampa Bay Times was on the vessel when it was moved into dry-dock and would be sharing his experience in the weekend paper. Commissioner Allman thanked companies that donated services or provided services at cost, such as Tampa Ship, Gulf Marine, International Ship, Tampa Bay Pilots, The Florida Aquarium, QC Universal Environmental Solutions, Diversified Environmental Solutions, Padgett-Swann, Seabulk, Marine Towing and PTB. Commissioner Allman noted the cost of dry-dock would exceed \$100,000 and encouraged donations noting that the museum is privately funded and totally depends on donations.

I. FUTURE PROPOSED PROJECTS

Mr. Anderson noted the list of upcoming projects and encouraged vendors to submit bids and/or proposals.

J. CALENDAR OF EVENTS

Mr. Anderson announced the following events:

- September 21, 2016, PTB Boardroom, 5:01 pm – Final Millage Rate and Fiscal Year 2017 Budget Public Hearing
- October 8, 2016, 6:30 PM, Tampa Port Ministries Anchor Ball, Port Tampa Bay Cruise Terminal 3

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K. NEXT MEETINGS

Chairman Swindal announced that the next Board meeting would be held on Tuesday, October 18, 2016, 9:30 am.

L. ADJOURNMENT

There being no further business, the meeting adjourned at 11:22 am.

ATTEST:

Stephen Swindal, Chairman

Patrick H. Allman, Secretary/Treasurer

**PORT TAMPA BAY BUSINESS MEETING
SEPTEMBER 20, 2016 - 9:30 a.m.**

PUBLIC ATTENDANCE SIGN-IN SHEET

NAME**BUSINESS**

SRIAN Hunca

FDOT

George Boyce

FDOT

Stephen Hall

IhA

NEFTALI OCSUPU

A.S.K

Jim Kimbrell

MARINE TOWING

Robyn Huber

Walbridge

Cindy Cox

Terracon

Randall Reid

Beck

ALAN A. ROBB

I.L.A.

Bill Williams

I L A

Albert (A.J.) Lopez Jr.

Orion Marine Const.

Harry Conklin

H&K

HENRY SANNEDRA CPA

Henry Lewis

City Blue

Joyce Fisk

Visit Tampa Bay

Adam Vosong

FRANKLIN STREET

Additional spaces on next page.

**PORT TAMPA BAY BUSINESS MEETING
SEPTEMBER 20, 2016 – 9:30 a.m.**

PUBLIC ATTENDANCE SIGN-IN SHEET

<u>NAME</u>	<u>BUSINESS</u>
SAL KASS	PA
Jonathan Welker	Breakpoint Surveying
Fred Busack	Busack Law Firm
ANGEL DEL MONTE	ALFARO ASENTTEOS
WALT REIGNER	AMEC FW
Rhonda Nolen	King Engineering
Maggie Anchetta	Whiting-Turner
Matt Murphy	Phillips Development
Steve Finney	Tampa Seafarers Center
Arthur Savage	D.R. Savage, Son
FRANK RYDIEL	WALBRIDGE
Tom Buchanan	Honeywell
JR Kotera	GRID
DAVID CIAMPINI	Moss Construction
ED MUSAHSY	FHOC
DANIELLE JOHNSON	ISR

Additional spaces on next page.

**PORT TAMPA BAY BUSINESS MEETING
SEPTEMBER 20, 2016 - 9:30 a.m.**

PUBLIC ATTENDANCE SIGN-IN SHEET

<u>NAME</u>	<u>BUSINESS</u>
DAVID LOY	ATKINS
JESSE BLACKSTOCK	Bcc
TROY MANTHEY	YACHT STARSHIP
Allen Thompson	Tampa Bay Peelt Assoc.
Tim Shesto	PTMAA
Bill Kuzmicki	Aulic / Pat Hargis
KAREN SOMERDER	PARSONS BRINCKERHOFF
Marty Millburg	Ardaman
MARK BARBER	B&C
TAYLOR RALPH	PEEL BLDG
Christian Leon	Transnational Relations
Dennis Maelli	Henry Marine
Rob Rosen	C.O.T.
David Ferraro	MASER Consulting
Chip Storm	Willis, Towers Watson
Julie Saund	Julie Saund

Additional spaces available on next page.

**PORT TAMPA BAY BUSINESS MEETING
SEPTEMBER 20, 2016 – 9:30 a.m.**

PUBLIC ATTENDANCE SIGN-IN SHEET

NAME

Chris Poole

Dean Kent

Gregg Hutt

John Phillips

BUSINESS

NOVA Engineering + Env.

Trenam Law

Trenam Law




GHD Services

Additional spaces available on next page.



PROJECT UPDATE

- Finalize District Master Plan
- Began construction of roadway and infrastructure improvements
- Continue conceptual design on Phase 1 projects
- Evaluating Channelside Bay Plaza property with Tampa-based Alfonso Architects and David Conner & Associates

3




Attachement 2, page 2

PROGRESS AT CHANNELSIDE BAY PLAZA

5

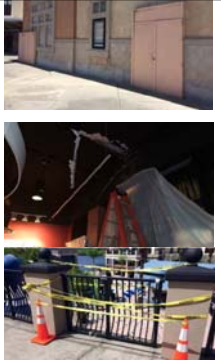
- Investing capital into existing facility
- Franklin Street continues to manage Channelside Bay Plaza
- Meeting with all tenants to discuss present conditions and the future of facility
- Programming and activating Plaza with events and festivals - driving traffic and revenue
- SPP relocated office into the building
- Developing interim place-making efforts to further activate CBP



WHAT WE KNOW

OUTDATED LAYOUT AND DESIGN GREATLY RESTRICTS THE SUCCESS OF THE CENTER

- Comparable facilities have struggled due to inflexible retail design and inward focus
- Building layout and construction quality limits ability to repurpose
- Deferred maintenance needs including fixing incorrect waterproofing, replacing exterior escalators and insufficient HVAC systems
- Plaza needs exceed \$10M bond commitment, without delivering visible or operational improvements to the center
- Today's retail market demands flexible, street oriented spaces



6


CONCLUSIONS

- Significant investment into the existing facility will not realize inherent value
- Required modifications to the facility would exceed replacement cost
- Existing layout cannot be modified to create a vibrant, functional waterfront retail center

PROPOSED ACTION

A complete redevelopment of the site to maximize long-term value for the port and community.

Create an active mixed use destination that embraces the waterfront, offering a sustainable and vibrant gathering space for the community, while respecting the working Port's unique needs.



7

THE VISION

Attachment 2, page 3

A WORLD-CLASS WATERFRONT

ACTIVATE, INTEGRATE, CONNECT


- Connecting the Port, Channel District, SPP project area
- Create open vistas and views from Channelside Drive to the water

RESPECT THE WORKING WATERFRONT

- A phased delivery program
- Optimize public spaces along the waterfront while maintaining security on the wharf

SUSTAIN VALUE

- Generate long-term revenue and value for the Port
- Create comfortably-scaled mixed use development
- Re-position Channelside Bay Plaza with mix of high-quality local and national tenants



9



ACTIVATED PUBLIC SPACE



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Attachment 2, page 4



Attachment 2, page 5

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SPP/Port Tampa Bay Deal Development	September 2016 – December 2016
Proposal to Port Tampa Bay Board for Approval	December 2016 - January 2017
Phase 1 Design & Permitting	January 2017 – December 2017
Phase 1 Construction	January 2018 – December 2018
Decommissioning of Channelside Bay Plaza	Winter 2018/2019
Phase 2 Construction	Spring 2019 – Spring 2020
Phase 3 Construction	2022 - 2024
Phase 4 Construction	2025+



**TAMPA PORT AUTHORITY
BOARD OF COMMISSIONERS
FISCAL YEAR (FY) 2017 BUDGET WORKSHOP
AUGUST 31, 2016**

The Tampa Port Authority's (TPA) FY2017 Budget Workshop was called to order at 10:01 a.m. with the following TPA Board of Commissioners (Board) members present: Mr. Stephen W. Swindal, Chairman; Mayor Bob Buckhorn; Ms. Sandra L. Murman, Commissioner; Mr. Patrick Allman, Commissioner; Mr. Gregory Celestan, Commissioner; and Mr. John B. Grandoff, III, Commissioner.

The following senior management were present: Mr. A. Paul Anderson, President & Chief Executive Officer; Mr. Charles Klug, Principal Counsel; Mr. Raul Alfonso, Executive Vice President - Chief Commercial Officer; Mr. Mike Macaluso, Chief Financial Officer; Mr. Ed Miyagishima, Vice President of Communications and External Affairs; Mr. Ram Kancharla, Vice President of Planning & Development; Mr. Ken Washington, Vice President & Chief Information Officer; Mr. Bruce Laurion, Vice President of Engineering; Mr. Wade Elliott, Vice President of Marketing & Business Development; Ms. Donna Wysong, Vice President of Legal Affairs; Mr. Lane Ramsfield – Vice President of Real Estate; Ms. Joanne Toledo, Vice President of Human Resources; Mr. Mark Dubina, Vice President of Security; and Mr. Karl Strauch, Vice President of Branding Development & Strategic Alliance.

The public attendance sheet is Attachment 1.

The TPA, d/b/a Port Tampa Bay (PTB), Fiscal Year 2017 Budget Workshop Presentation is Attachment 2.

Mr. Anderson presented an overview of the Port's strategic goals and objectives for the Fiscal Year 2017 (FY2017) Budget. Mr. Anderson explained that PTB continues to make generational investments and major infrastructure improvements throughout the Port. PTB is in the midst of a \$200 million three year capital campaign. Major expansion projects include Hookers Point, East Port, Port Sutton, and Port Redwing areas. Mr. Anderson identified the following strategies which are reflected in PTB's Vision 2030 Strategic and Master Plans:

- Continue to grow and expand PTB's cargo and related business by developing supply chain solutions to meet customer's needs.
- Leverage PTB's investments in modern, flexible deep draft berths/terminals to support cargo throughput.
- Optimize PTB's long-term ability to accommodate larger vessels.
- Contribute to the regional economic growth by attracting and retaining water-dependent and water-related companies.
- Target niche cruise vessels while exploring longer term opportunities to serve the next generation cruise vessels.

- Collaboratively redevelop the Channelside District to meet the evolving needs of Tampa's businesses and citizens while diversifying PTB's financial resources to reinvest in modernizing and expanding the port.
- Assume a leadership role among local, regional and state planning and transportation agencies to ensure Tampa has access to first class freight oriented landside transportation infrastructure.
- Continue to maintain and improve our financial ratings.

Mr. Anderson then asked Mike Macaluso to present the FY2017 Budget.

Budget Comparative Statement of Revenues & Expenses (FY2016)

Before beginning his portion of the presentation of the FY2017 Budget, Mr. Macaluso summarized PTB's FY2016 projected financial information as compared to the FY2016 Budget. The FY2016 Projected Total Operating Revenues of \$48,526,000 are expected to be lower than budget for FY2016 due to lower than expected cargo volumes offset by higher lease revenues resulting from new leases and the receipt of a payment from a lease that was terminated. Operating Expenses are expected to be lower than budgeted due to deferred hiring of budgeted employees and deferred maintenance expenses. Operating Income is projected to be \$20,837,000 which is expected to result in slightly lower Operating Income as compared to Budget. Net income is projected to be higher than budget, exceeding \$50,000,000 due to higher than expected Grant Revenues, primarily due to progress grant reimbursements received on various port projects.

FY2017 Budget Trends & Assumptions

Mr. Macaluso discussed the Budget Trends and Assumptions that were used in the development of the FY2017 Budget. An increase of 4% is expected in Operating Revenues in FY2017. Increases are forecasted in the Bulk Cargo line of business. TEU's are expected to increase in FY2017 due to the new Linea Peninsula business. Cruise business is expected to increase in FY2017 as the Carnival Pride returns for nine (9) sailings in FY2017. Lease Revenues are forecasted to remain constant with scheduled CPI increases included in the FY2017 Budget.

Operating Expenses are expected to increase in FY2017 with a lot of the increase due to increasing health insurance premiums, security costs and marketing incentive increases related to the increased cruise business. The FY2017 Budget assumes no new hires in FY2017. Operating Expenses will be monitored in relation to Revenues, and if there is an increase in Operating Revenues at a higher rate than expected, consideration will be given to allowing certain departments to increase their employee count. The FY2017 Budget reflects additional private security necessary to cover some of the new projects such as the Petroleum Terminal Facility and the development at Port Redwing. Security expenses also include costs to maintain the intricate camera system currently in

place. The ad valorem tax rate was lowered to \$.1450 mills. \$22 million in grant revenue will be recognized in FY2017.

Two (2)-Year Comparative Statement of Revenues & Expenses (2016-2017)

Mr. Macaluso presented the Two (2)-Year Income Statement reflecting the FY 2016 Year-End Projection compared to the FY2017 Budget. Operating Revenues are expected to increase and exceed \$50 million in FY2017 as compared to the FY2016 projection. Operating Expenses increase by a little less than 7% (\$1.9 million). Net Non-Operating Revenues increase significantly due to increased maintenance dredging revenues and a cash contribution that is anticipated to be received from a tenant at Eastport. Due to the extent of PTB's Capital Program, Mr. Macaluso advised that at some point in FY2017 new debt is expected to be issued. The timing of the new debt issuance is dependent on the progress of initiating the capital projects currently planned in FY2017. The good news is that when and if new debt is issued, we expect interest rates of less than 4% with the possibility of deferring repayment of principle for two (2) or three (3) years. PTB expects to recognize almost the same amount of Grant Revenue in FY2017 as in FY2016. Again, the amount of Grant Revenue recognized in FY2017 will be dependent on accomplishing the Capital Program in FY2017. Net Income in FY2107 is predicted to exceed \$51 million.

FY2016 vs FY2017 Operating Revenues

Mr. Macaluso explained that Operating Revenues are expected to increase by 4% over FY2016 and that Mr. Alfonso will provide the details as how PTB will accomplish that increase.

Operating Revenue Diversification

Mr. Macaluso presented PTB's current Operating Revenue Diversification slide. PTB continues to make revenue diversification one of its primary objectives. Bulk cargo has been and will continue to be the prime component of PTB's Operating Revenue stream and will exceed 42% of Operating Revenues in FY2017. The Cruise component increases in FY2017 with the return of the Carnival ship and the overall increase in Cruise passengers. Lease Revenues comprise about ¼ of total Operating Revenues. General Cargo includes the container business. This line of business has continued to increase and will do so again in FY2017. This is primarily due to the forecasted increase in the container business as a full-year impact of the Linea Peninsula business is recognized. A diversified revenue stream helps ensure a constant revenue stream, protects PTB from the impact of economic downturns and is one of the key factors that result in PTB's favorable credit ratings and Positive/Stable Outlooks.

Mr. Macaluso introduced Raul Alfonso who discussed the detail that comprises PTB's Operating revenue forecast, the assumptions behind that forecast, and the marketing strategies PTB is undertaking to achieve business development goals and objectives.

FY2017 Operating Revenue Assumptions

Mr. Alfonso commented that PTB's container business could be in the double digits as a percentage of Operating Revenues within the next few years. PTB's projected growth for FY2017 is solid despite the cautionary global economy outlook. Mr. Alfonso referred to a Wall Street Journal article provided to the Commissioners which shows that the within the container industry, retailers are shipping less and keeping inventories lower. The ocean carriers are struggling with their capacity management and vessel scrapping plans. E-commerce is where the retail industry is heading, with the strategy that retailers need to get their products closer to the consumer markets. Mr. Alfonso stated that the FY2017 Operating Revenue Assumptions is a very realistic outlook for PTB. The expected growth of 4% is attributed to an increase in aggregates especially with the strong growth in the construction industry in Florida. There are also increases in liquid bulk. Greater volumes are expected within the Cruise industry.

Container Business Development Strategy

Mr. Alfonso presented PTB's container business development strategy for the FY2017. PTB is investing in infrastructure with partners, tenants, and the State in different business areas. The strategy is a supply chain driven strategy. PTB will continue to be the hub for energy and for building and construction industries as well as for consumer goods.

New On-Dock Cold Storage

Mr. Alfonso explained that PTB is moving very well with Port Logistics and PTB in a partnership on the development of the new state of the art on-dock cold storage facility. A groundbreaking ceremony is scheduled for September 23, 2016. Construction will begin in October, 2016 with an estimated date of completion in September 2017.

Hookers Point – Integrated Long Term Plan for Expanding Distribution and Terminal Capacity

Mr. Alfonso discussed the four phases of the expansion at Hookers Point. Phase 1 will include the construction of a 130,000 square foot temperature controlled facility as he just mentioned. Phase 2 will expand the development of the rail facility. Phase 3 will include the expansion to a food campus. Other container development projects supporting PTB/Ports America joint business plans will be constructed in Phase 4.

Automotive

Mr. Alfonso commented that PTB has been working with its partners and there is a lot of interest in Port Tampa. PTB is currently being considered on two bids by Original

Equipment Manufacturers. Adjacent areas have been established next to the facility at Berth 202 as a foreign trade zone which will provide PTB with the capability to import and export heavy equipment.

Liquid Bulk

Mr. Alfonso explained PTB's long term investments have allowed PTB to provide and continue to be the hub for energy products into central Florida with a combination of commodities from gasoline, diesel, fuel, oils, and ethanol. Over 9,000 ethanol cars have moved through the Gateway Rail ethanol facility this year.

Dry Bulk

Mr. Alfonso discussed the importance of meeting with dry bulk customers and tenants to support their industries for long term growth.

Breakbulk

Mr. Alfonso stated that PTB is focused on manufacturing as well as imports and exports of commodities. PTB has tremendous landside assets and is building infrastructure. Port Redwing will become a great asset for break bulk manufacturing and distribution in the future.

Shipbuilding & Repair

Mr. Alfonso explained that the shipbuilding and repair industry continues to be very important to PTB and staff continues to work with tenants and customers to keep the industry as a strong partner for the long term future.

Real Estate

Mr. Alfonso stated that PTB is Florida's largest port that includes 5000+ acres and is continually looking to expand.

Cruise

Mr. Alfonso explained that PTB works closely with all of their carriers and believes that within the next few years annual passenger counts will surpass 1 million.

Strategic Alliances

Mr. Alfonso mentioned PTB's current strategic partners and anticipates the addition of new regional partners.

Mayor Buckhorn asked why there was a projected increase of 27% in TEU's in FY2017 when that number is the opposite of what is occurring around the country.

Mr. Alfonso explained that the Wall Street Journal articles referencing the container business would apply to larger ports. The Panama Canal has expanded and there will be new ships coming to the Gulf of Mexico and key players will be coming closer to the consumer markets. PTB will have a number of opportunities to attract some of this business.

Mr. Macaluso further commented that 9,600-10,000 of the incremental increase in PTB's TEU numbers in FY2017 are attributable to Linea Peninsula. That business, which is already operating at PTB, makes up 20% of the 27% projected increase. If there are any volume increases in other existing container line business at PTB, an increase of 27% will be easily attainable.

FY2017 Operating Expense Assumptions

Mr. Macaluso discussed the projections in Operating Expenses for FY2017. Operating Expenses are forecasted to increase. Health insurance premiums are increasing by about 25%. A 3% performance increase and a 1.5% market equity increase has been assumed for personnel salary increases. PTB has assumed no new hires in FY2017 however, Mr. Anderson commented that he will revisit the various requests for additional personnel on a case by case basis throughout FY2017 depending upon how Operating Revenues are trending during the fiscal year.

Commissioner Murman requested that a mid-year update to the FY2017 Budget be presented to the Board.

Mr. Anderson agreed to provide a mid-year report on budget versus revenue projections. Mr. Anderson commented that revenue is not booked, accrued or budgeted until there is a signed contract.

Commissioner Allman commented that he would not have an objection if personnel were hired for the Real Estate department. Commissioner Allman feels that more account managers are needed in this department.

Mr. Anderson explained that an outside firm has been hired to help market PTB's real estate program on an international and domestic basis as well as to keep PTB informed as to any potential land acquisitions that may be of interest to PTB. He further commented that PTB's real estate inventory will be categorized and placed on-line, and made available to the public to be much more transparent.

Mr. Macaluso continued the discussion on FY2017 Operating Expenses Assumptions. Security costs continue to be a significant portion of our overall Operating Expense budget, about 25% but PTB is very efficient with security costs. There will be a number of new projects that will require additional security. The contract with the

Hillsborough County Sheriff's Department and private security firms will increase slightly. Security costs have been in excess of 30% of total Operating Expenses in previous years and has since decreased to 25%.

Comparison of Security Costs at Florida Ports

Mr. Macaluso presented a slide that compares security cost per acre at several Florida ports. PTB security costs on a per acre basis are lower than other larger ports in Florida. PTB is a 5,000 acre port with numerous ingress and egress points.

Commissioner Celestan commented that PTB is a large port, but the security is not the same across all the acreage and security is not being provided at the same level across all 5,000 acres.

Mr. Macaluso replied that Commissioner Celestan was exactly correct and that is precisely the reason why PTB is so efficient in managing its security costs. PTB is strategically putting security into the places where it is critical. Mr. Macaluso further explained that security at PTB utilizes a 3-level approach to minimize costs.. PTB contracts with the Hillsborough County Sheriff's Department to meet certain objectives as well as with private security, and finally employs in-house security. Wherever possible, private security costs are passed to PTB's tenants.

Commissioner Celestan asked what the effect would be on the budget if there were a need for a dramatic increase to security.

Mr. Macaluso explained there is some increase already included in the Budget.

Mr. Anderson commented that PTB does cost share with tenants and gave the example of the security costs included in the contract for the REK petroleum facility which the users of the facility pay for through a users' fee.

Mr. Dubina explained that Port Redwing is a good example. Port Redwing is a bulk facility and has the potential of being a manufacturing facility. When growth occurs, the opportunity exists to pass through a security fee on the users' tonnage, or if the project is large, security could be turned over the tenant which would lower PTB's security costs. There is a contingency in the security budget every year for natural disasters and unforeseen circumstances.

Mr. Anderson added that the ports of Miami Dade and Broward are secured by law enforcement departments of Dade and Broward counties at a much higher cost per acre than the cost of security which PTB provides. Debt for security for those ports is backed by those counties' budgets.

Mr. Anderson continued that PTB will also see an increase in fleet management. Several vehicles that were purchased with a homeland security grant will now have to be replaced. A new fleet management plan has been implemented that includes

replacement and servicing. The plan will reduce the number of vehicles that are currently in service.

FY2017 Non-Operating Items

Mr. Macaluso stated the millage rate was reduced for FY2017 to .1450 mills. PTB should realize about \$22 million in grant revenue in FY2017. Grant revenues are recognized as the projects attributable to that grant revenue are completed and invoices are reimbursed to PTB by the agency awarding the grant. Mr. Macaluso anticipates the issuance of \$40 million in new debt in FY2017 to fund the Capital Program. If all of the projects come to fruition that are planned for FY2017, \$27 million in debt will be needed to cover the capital projects planned for that year. The additional debt funding will be necessary for capital projects planned for FY2018. Due to the favorable interest rates at this time, it is recommended to issue debt to cover funding needs for both fiscal years rather than run the risk of higher rates in the future. After consultation with PTB's financial advisors, it is believed the debt service can be structured in such a way that payment of the principal can be deferred until future years, therefore PTB would be paying interest-only for the first couple years of the loan. If there is a delay in the commencement of some of planned capital projects, it may be possible to defer the issuance of the debt.

Chairman Swindal asked if the debt was conventional.

Mr. Macaluso replied, yes, it is municipal debt amortized over 25 years. PTB has been successful in past years in issuing bank loans to either fund projects or refinance outstanding and that option is less costly and time-consuming. However, currently, banks are not willing to lend money for very much longer than 10 or 15 years, much shorter than what PTB needs.

Mr. Anderson commented that earlier this year, PTB refinanced some debt with bank issuance which is a much lower cost on the rate standpoint. Mr. Anderson asked Mr. Macaluso to show PTB's debt analysis over the next three years. There will be a payoff of significant debt in 2020. Mr. Anderson asked that a debt analysis on a cash basis be prepared.

Operating Revenue & Ad Valorem Tax Receipts

Mr. Macaluso presented a slide that detailed a ten (10) year trend of Operating Revenue & Ad Valorem Tax Receipts. The slide shows the increase in Operating Revenues and the corresponding decrease in ad valorem tax revenue.

Mr. Macaluso then introduced Ram Kancharla to present the FY2017 Budget Capital Program.

FY2017 Capital Budget

Mr. Kancharla presented the FY2017 Capital Program. Mr. Kancharla provided an overview of the FY2016 Capital Budget. Capital projects completed in FY2016 totaled approximately \$68 million. Total on-going capital projects that will be carried forward into FY2017 and possibly beyond are approximately \$12.4 million.

Chairman Swindal commented that the slide lists the Gantry Cranes as a completed project which cost as \$25 million. The State paid \$12.5 million and PTB paid \$12.5 million.

Mr. Kancharla replied the \$25 million is the total cost of the Gantry Cranes. The slide reflects the total cost, not just the funding which PTB paid for.

Mr. Anderson added that the slide reflects the cost of each of the completed projects, not the breakdown as to how the projects were paid for.

Completed Projects

Mr. Kancharla then presented pictures of the completed FY2016 projects along with a brief description of each project. The completed projects are:

- East Port Development
 - New Berth 150.
 - 400 ft. berth with breasting dolphins
 - 20 acre cargo yard
 - Rockport Road relocation
 - Completion date: September 2016
 - Project Cost: \$24 million
- Gantry Cranes
 - Two new ship-to-shore container handling gantry cranes
 - Landside infrastructure
 - Completion date: July 2016
 - Project cost: \$25 million
- Dredging
 - Berth 150
 - Redwing
 - General maintenance (various berths, including Port Sutton)
 - Estimated completion date: June 2016
 - Project cost: \$7.7 million

Ongoing Projects

Mr. Kancharla then presented the FY2016 and prior capital projects along with pictures:

- Port Redwing Development
 - Rail (completed)
 - Road work (completed)
 - Security gate
 - Site improvements
 - Estimated completion date: December 2017
 - Estimated project cost: \$15.5 million

- Hookers Point Development
 - Road improvement
 - Rail improvement
 - Utilities
 - Site improvements
 - Estimated completion date: December 2016
 - Estimated project cost: \$20 million

FY2017 Proposed Capital Projects

Mr. Kancharla stated the FY2017 Proposed Capital Budget totals \$109.7 million.

FY2017 Proposed Capital Budget

Mr. Kancharla then presented pictures and descriptions of the new FY2017 Capital Projects. The new Capital Projects are:

- Pendola Point Development
 - Berth 3-Cement unloader improvements
 - 16,250 square foot concrete support deck
 - Mooring dolphins
 - Estimated completion date: mid 2018
 - Estimated project cost: \$5 million

- Hookers Point Development
 - 130,000 square foot refrigerated warehouse
 - Berth 219 expansion
 - Estimated completion date:
 - warehouse - summer 2017
 - berth expansion – spring 2018
 - Estimated project cost: \$19.6 million

- Hookers Point Development – Phase 2
 - Berth 211/210 upland improvements (22 acres)

- Cargo storage yard
 - Site improvements
 - Utilities
 - Security Fencing
- Estimated completion date: spring 2018
- Estimated project cost: \$12.2 million
- Hookers Point Development – Berth 214 (14 acres)
 - Cargo storage yard
 - Site improvements
 - Utilities
 - Security fencing
 - Estimated completion date: fall 2017
 - Estimated project cost: \$5.2 million

Chairman Swindal asked how much of the FY2017 Proposed Capital Budget for the Hooker's Point Improvement project amount of \$38.7 million will actually be funded from PTB's revenues.

Mr. Kancharla replied that a significant portion of the Hooker's Point project presently is funded by grant projects. In the case of Hooker's Point it is almost 50-50 percent between the State and PTB.

- Port Redwing Development Improvements
 - Berth 302
 - 1000 foot wharf
 - Drainage/utilities
 - Site improvements
 - Southbay improvements
 - Road work/site improvements
 - Estimated completion date: December 2017
 - Estimated project cost: \$17.3 million

Mr. Alfonso commented that in all of the expansions projects in which PTB is investing, PTB is working on a half dozen projects with prospects tied to these expansion projects.

Mr. Kancharla added that the list of projects, priorities, and investments were made up with the input of business development and tenant's input. Workshops were held to determine the proposed list of projects.

Mr. Kancharla continued with the new projects for FY2017:

- Port wide dredging
 - General/maintenance dredging of (port-wide) 135,000 cubic yards

- Dredging and material disposal
- Soil placement on spoil island
- Estimated completion date: September 2017
- Estimated project cost: \$5 million

Commissioner Grandoff asked the Board to explore dredging on Bayshore Boulevard and around the perimeter of Harbor Island and Davis Islands. Those areas are residential communities and residents pay ad valorem taxes to the Port District. Commissioner Grandoff commented that the condition of Bayshore Boulevard and the eastern shore of Harbor Island is getting to the point of being invisible and believes that part of PTB's obligation should be to maintain those areas as efficiently as the harbor. Commissioner Grandoff asked that a mechanism be placed in the Budget to put out for bid a Request for Qualifications to have an engineering company size up the Gandy Boulevard to Platt Street stretch of Bayshore Boulevard, Harbor Island perimeter (eastern shore), and Sparkman and clean up those areas. Commissioner Grandoff added that PTB should speak to the City of Tampa and Hillsborough County about splitting the costs.

Chairman Swindal clarified that Commissioner Grandoff was requesting a clean-up rather than maintenance dredging. Chairman Swindal recommended that PTB meet with City of Tampa officials and come up with a plan rather than inserting a number in the Budget. Chairman Swindal commented that he was not sure if there is a shared responsibility because the debris is not coming from anything that PTB has done.

Commissioner Grandoff agreed that the debris is not generated from Port operations, but the debris has settled to the bottom of the channels/ bay and the Port has title to the bottoms of those waterways. Commissioner Grandoff added that he believes the source of the debris are the stormwater drains which are coming down from City of Tampa, Hillsborough County, and State of Florida right-of-ways. Commissioner Grandoff offered to contact some City of Tampa officials and discuss the sharing of these costs.

Charles Klug commented that PTB owns the sovereign submerged lands in Hillsborough County, but the rest of the State's sovereign submerged lands are predominately owned by the trustee of the internal improvement trust fund. In other counties with similar type issues, primarily the State is providing dredging. Mr. Klug suggested looking at the total cost.

FY2017 Proposed Capital Budget

Mr. Kancharla continued with his presentation of a summary of the major new projects proposed in the FY2017 Capital Budget. The proposed total for new capital projects for FY2017 is \$109.7 million.

FY2017 Capital Budget – Sources of Funding

Mr. Kancharla then discussed funding for the FY2017 Capital Program. Estimated port revenue - \$42 million; Grants-\$22.2 million; New Bonds-\$27 million; Harbor Maintenance Fees-\$1.5 million; and ad valorem taxes-\$17 million.

3-year Comparative Statement of Revenues & Expenses FY2017-FY2019

Mr. Macaluso discussed financial projections for FY2017 through FY2019. In FY2018 Operating Revenues increase just over 9%. PTB expects cruise passengers to increase to over 1 million and TEUs are forecasted to increase to 75,000. In FY2019 TEUs are forecasted to increase to 100,000. PTB will also continue to reduce its reliance on ad valorem taxes.

Projected Operating Margin FY2017-FY2019

Mr. Macaluso explained that Operation Margins for FY2018 are expected to be 44% and just over 45% in FY2019.

FY2017 Public Hearing Dates

Mr. Macaluso announced the next two (2) steps in the FY2017 Budget Process. The Preliminary Millage Rate and Budget Public Hearing is scheduled for Wednesday, September 7, 2016 at 5:01 p.m. The Final Millage Rate and Budget Public Hearing is scheduled for Wednesday, September 21, 2016 at 5:01 p.m. He also expressed appreciation to the PTB Board, Mr. Anderson and all of the PTB staff who assisted in providing information for Budget Workshop presentation.

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Chairman Swindal adjourned the Workshop at 11:27 a.m.

Stephen W. Swindal, Chairman

ATTEST:

Patrick H. Allman, Secretary/Treasurer

**PORT TAMPA BAY FY2017 BUDGET WORKSHOP
AUGUST 31, 2016 – 10:00 a.m.**

**PUBLIC COMMENT
SIGN-IN SHEET**

Public Comments may be made at the beginning of the Budget Workshop. Please print your name if you wish to make a public comment at the beginning of the meeting.

NAME

ADDRESS

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PLEASE NOTE: Members of the public wishing to make a statement have three (3) minutes to address the Board of Commissioners. Prepared written statements may be submitted to the recording secretary. Persons addressing the Board shall step up to the speaker's lectern and state their names and addresses.



PORT TAMPA BAY


Fiscal 2017 Budget Workshop

August 31, 2016



Chief Executive's Overview


- Continue to grow and expand PTB's cargo and related business by developing supply chain solutions to meet customers' needs.
- Leverage PTB's investments in modern, flexible deep draft berths/terminals to support cargo throughput
- Optimize PTB's long-term ability to accommodate larger vessels.
- Contribute to the regional economic growth by attracting and retaining water-dependent and water related companies
- Target niche cruise while exploring longer term opportunities to serve the next generation cruise vessels



Chief Executive's Overview (cont'd)

- Collaboratively redevelop the Channelside District to meet the evolving needs of Tampa's business and citizens while diversifying PTB's financial resources to reinvest in modernizing and expanding the port
- Assume a leadership role among local, regional and state planning and transportation agencies to ensure Tampa has access to first class freight oriented landside transportation infrastructure
- Continue to maintain and improve our financial ratings

These strategies and vision are reflective of our *Vision 2030* strategic and master plans.



Budget Comparative Statement of Revenues & Expenses (FY2016)

	FY16 Budget	FY16 Projected
Operating Revenue:		
Port Usage Fees	\$ 37,665	\$ 36,183
Rentals	\$ 11,684	\$ 11,749
Other Operating	\$ 718	\$ 594
Total Operating Revenue	\$ 50,067	\$ 48,526
Operating Expense:		
Personnel	\$ 13,268	\$ 13,518
Promotional	\$ 1,290	\$ 1,294
Administrative	\$ 13,839	\$ 12,877
Total Operating Expense	\$ 28,417	\$ 27,689
Operating Income	\$ 21,650	\$ 20,837
Other Non-Op Rev / (Exp):		
Ad Valorem Tax Receipts	\$ 10,884	\$ 11,052
Ad Valorem Tax Payments	\$ (750)	\$ (471)
Interest Income	\$ 285	\$ 269
Interest Expense	\$ (3,463)	\$ (3,500)
Other, Net	\$ 1,303	\$ (929)
Net Non-Operating Revenue	\$ 8,259	\$ 6,421
Grant Revenue	\$ 17,500	\$ 23,000
Net Income	\$ 47,409	\$ 50,258

FY2017 Budget Trends & Assumptions

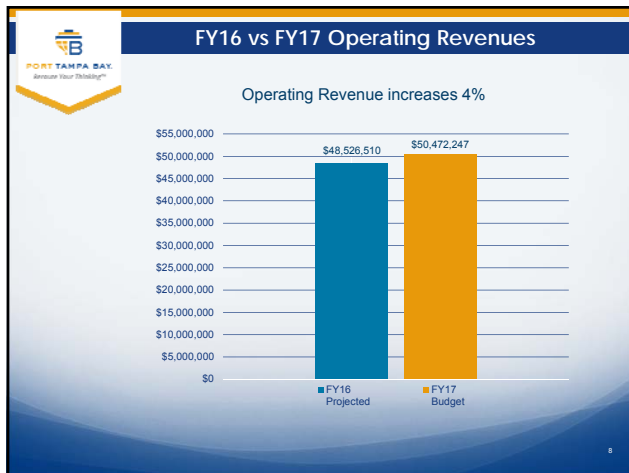
- PTB overall tonnage increases
- Increases in aggregates, flyash, ammonia, phosphate, petroleum and prilled sulphur
- TEUs are projected to increase
- Total cruise passengers up

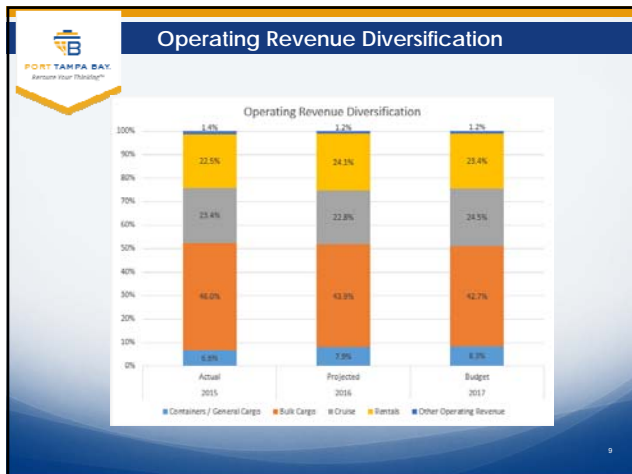
FY2017 Budget Trends & Assumptions (continued)

- Operating Expenses increase due to:
 - Increased health insurance premiums
 - Continued marketing and branding efforts, community outreach and business development
 - Increased costs associated with security, computer subscriber services, facility repair and maintenance and disaster recovery/business continuity
- Ad Valorem tax rate decreases from \$.1550 per \$1,000 valuation to \$.1450 per \$1,000 valuation.
- Anticipate recognizing new grant revenues of \$22 million.

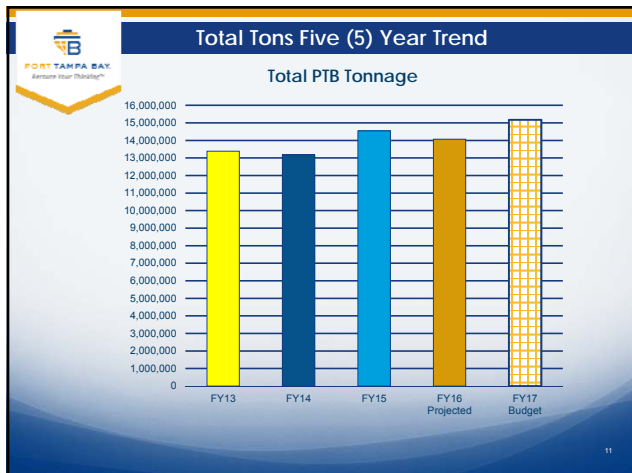
Two-Year Comparative Statement of Revenues & Expenses (2016-2017)

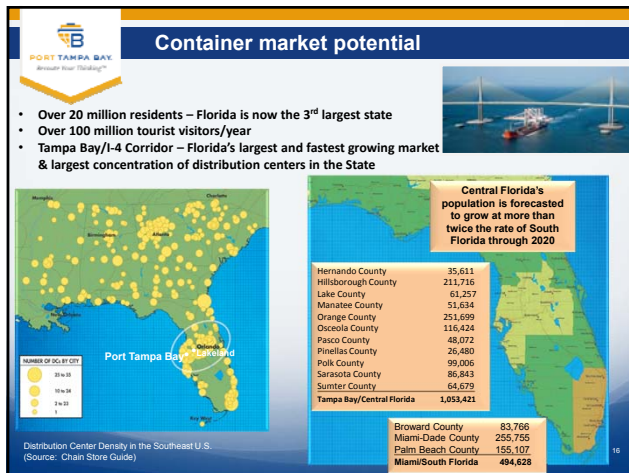
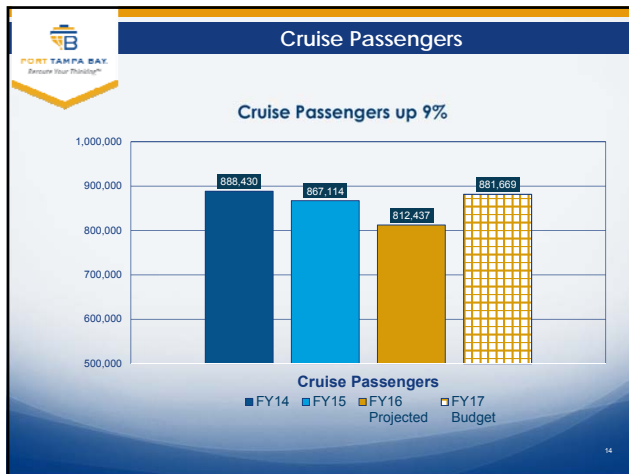
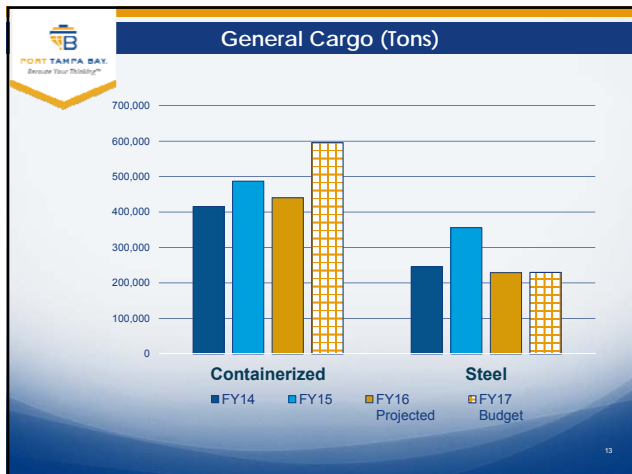
	FY16 Projected	FY17 Budget
Operating Revenue:		
Port Usage Fees	\$ 36,183	\$ 38,130
Rentals	\$ 11,749	\$ 11,731
Other Operating	\$ 594	\$ 611
Total Operating Revenue	\$ 48,526	\$ 50,472
Operating Expense:		
Personnel	\$ 13,518	\$ 14,459
Promotional	\$ 1,294	\$ 1,333
Administrative	\$ 12,877	\$ 14,111
Total Operating Expense	\$ 27,689	\$ 29,894
Operating Income	\$ 20,837	\$ 20,778
Other Non-Op Rev / (Exp):		
Ad Valorem Tax Receipts	\$ 11,052	\$ 10,966
Ad Valorem Tax Payments	\$ (471)	\$ (495)
Interest Income	\$ 269	\$ 273
Interest Expense	\$ (3,500)	\$ (3,829)
Other, Net	\$ (929)	\$ 1,121
Net Non-Operating Revenue	\$ 6,421	\$ 8,036
Net income before Grant Revenue	\$ 27,258	\$ 28,814
Grant Revenue	\$ 23,000	\$ 22,200
Net income	\$ 50,258	\$ 51,014





- ### FY2017 Operating Revenue Assumptions
- Bulk Cargo
 - Expected growth 5%
 - General Cargo
 - TEU (twenty-foot equivalent units) are increasing by 27%
 - Cruise
 - AidaVita returns for six (6) visits
 - Carnival Pride returns
 - HA,RCL, NCL are replacing existing ships with larger ones.
 - *Oosterdam* for *Veendam*, *Rhapsody* for *Vision* and *Jade* for *Star*
 - Lease revenue will remain relatively constant.





Container business development strategy

- Collaborative effort with Ports America
- Post-Panamax crane capacity now provides capability for new services/larger ships as a result of Canal expansion
- Focus on outreach to exporters, importers and ocean carriers
- Executive Shippers' Council, distribution centers and e-commerce
- Marketing/business development support for existing carriers: Zim, MSC, Seatrade, Atlantic RoRo and new service by Linea Peninsular
- Expand logistics networks and strategic alliances
- Development of exports to complement import volumes
- Phased build-out plan to expand terminal capacity as business grows










17

New On-Dock Cold Storage

- Groundbreaking in late September for new state of the art on-dock cold storage to be operational Q3 2017





18

Hookers Point – Integrated Long Term Plan for Expanding Distribution and Terminal Capacity

Master Plan for Integrated Food Logistics



On-dock refrigerated and dry cargo warehouse expansion for storage, distribution and trans-loading all under a FTZ umbrella

- Phase I: 130,000 sf temperature controlled facility
- Phase II: Intermodal rail project (CSX Express Rail)
- Phase III: Expanded food campus
- Phase IV: Other container development projects supporting PTB/Ports America joint business plan

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Automotive

- Positioned for expanded Mexican auto production via short-sea delivery
- Land for expansion with on-dock rail
- Imports – proximity to dealerships
- Exports – US built vehicles, POVs, heavy equipment (proximity to auctions)





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Liquid Bulk

- Energy:
 - Central Florida's hub for energy products: gasoline, diesel, jet fuel, ethanol, lube oil
 - REK terminal public-private partnership expanded terminal with new deep water berth and shared manifold piping Gateway Rail ethanol unit trains
- Ammonia, liquid sulphur, sulphuric acid
- Juice and concentrates

21

Dry Bulk

- Fertilizer
- Granite
- Limestone
- Cement
- Prilled Sulphur

22

Breakbulk

- Steel - Florida's largest steel port
 - Processing & Distribution
 - Manufacturing & Fabrication for Export
- Project cargo

23

Shipbuilding & Repair

- One of the largest shipyard hubs in the Southeast
- Refit, repair & maintenance
- New ship construction

24

Real Estate

- Florida's Largest port – 5000+ acres & growing!
- Significant expansion capability for existing tenants and lines of business
- Large deepwater parcels available for lease with excellent highway/rail access and competitive, abundant energy





FOR LEASE

Cruise

- Top 10 US cruise port
- 6 homeported vessels in FY17
- Port of call vessel visits







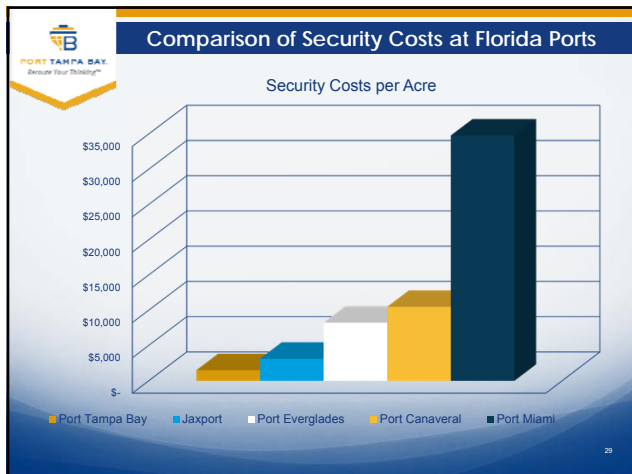



Strategic Alliances

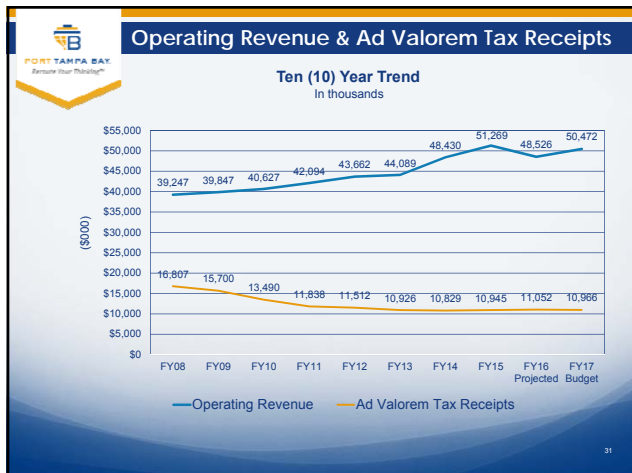


FY2017 Operating Expense Assumptions

- Operating Expenses projected to increase.
- Personnel expenses increase due to:
 - 1.5% market equity increase effective 1/1/17 and average 3% performance increase
 - Health insurance premiums increase
 - No new hires
- Business development and community outreach initiatives continue.
- Administrative expense increases due to technology enhancements, increased R & M for PTB facilities and security
- Security expenses increase
 - Additional security at Pt. Redwing
 - HCSO contract increases 3%
- Security costs make up over 25% of total Operating Expenses in FY2017 budget




- ### FY2017 Non-Operating Items
- Ad valorem millage rate drops to \$.1450 mills (per \$1,000 valuation)
 - Below roll back rate
 - Anticipate recognizing \$22 million in grant revenue from State and Federal funding sources
 - Anticipate issuance of \$40 million in new debt to fund FY17 and FY18 Capital Projects



FY 2016 Capital Budget	
Board Approved FY 2016 Capital Program (in millions)	\$81.2
FY 2016 projects brought to Board for approval:	
Capital Equipment & Expenses	\$ 6.2
Engineering Contracts/Annual Contracts	\$ 6.8
Hookers Point Development	\$ 4.1
Port Redwing Improvements	\$ 1.8
Dredging & Spoil Islands	\$ 5.5
Other Projects	\$ 5.1
Total FY 2016 projects submitted (Board Approved)	\$29.5
Major Projects deferred to FY 2017	
Port Redwing - Berth 302	\$15.0
Port Redwing - South Bay Improvements	\$ 2.3
Hookers Point - Refrigerated Warehouse	\$13.4
Other	\$ 1.7
Total Major Projects deferred to FY 2017	\$32.4

Capital Projects (completed/on-going)	
Completed Projects (in millions)	
East Port Development	\$25.0
Gantry Cranes	\$25.0
Port Redwing Improvements	\$10.9
Maintenance Dredging	\$ 7.7
Total Completed Projects	\$68.6
On-Going Projects (in millions)	
Port Redwing Improvements	\$ 1.8
Hookers Point Improvements	\$ 6.7
Dredging & Spoil Islands	\$ 2.1
Road Improvements	\$ 1.8
Total On-Going Capital Projects	\$12.4

Completed Project: East Port Development



Project Description

- New Berth 150
- 400 ft. Berth with breasting dolphins
- 20-acre Cargo Yard
- Rockport Road relocation

Completion Date:
September 2016

Project cost: \$ 24.0 mil

Completed Project: Gantry Cranes



Project Description

- Two new ship-to-shore container handling gantry cranes
- Landside infrastructure
- Spare parts

Completion Date:
July 2016

Project cost:
\$ 25 mil

Completed Project: Dredging



Hydraulic Dredging
Berth 150
Mechanical Dredging

Project Description

- Berth 150 – over 120K cubic yards
- Redwing – over 700K cubic yards
- General maintenance dredging – (various berths, including Port Sutton Channel)


Completion Date: June 2016
Project cost: \$ 7.7 mil



Maintenance Dredging



On-Going Project: Port Redwing Development



Project Description

- Rail (completed)
- Road work (completed)
- Security Gate
- Site Improvements

Est. Completion Date: December 2017
Est. Project cost: \$ 15.5 mil

On-Going Project: Hookers Point Development



Project Description

- Road Improvement
- Rail Improvement
- Utilities

Est. Completion Date: December 2016
Total Est. Project cost: \$ 20 mil

PHASE 1
PHASE 2

FY 2017 Proposed Capital Projects



40

FY 2017 Proposed Capital Budget	
Major New Projects (in millions)	
Hooker's Point Improvements	\$ 38.7
Port Redwing Improvements	\$ 17.3
Various Capital Improvements	\$ 9.1
Engineering Contracts	\$ 8.1
Tenant Improvements	\$ 6.0
Capital Equipment & Expenses	\$ 5.9
Channelside Improvements	\$ 5.0
Port Sutton Improvements	\$ 5.0
Dredging & Spoil Islands	\$ 5.0
Security Improvements	\$ 5.0
Cruise Terminal Improvements	\$ 3.1
Roadway Improvements	\$ 1.5
Total New Capital Projects FY 2017	\$ 109.7

Pendola Point Development

Project Description

- Berth 3 – Cement Unloader Improvements
- 16,250 SF concrete support deck
- Mooring Dolphins

Est. completion date: Mid 2018

Est. project cost: \$ 5.0 mil

Hookers Point Development

Project Description

- 130,000 sq. ft. Refrigerated Warehouse
- Berth expansion – approx. 300 ft. concrete deck

Est. completion date:
Warehouse – Summer 2017
Berth expansion – Spring 2018

Estimated project cost: \$ 19.6 mil

Hookers Point Development

Project Description

Phase 2 – Berth 211/210 Uplands Improvements (22 acres)

- Cargo storage yard
- Site Improvements
- Utilities
- Security Fencing

Est. completion date: Spring 2018

Est. project cost: \$ 13.2 mil

Project Description

Berth 214 Upland Development (14-acres)

- Cargo storage yard
- Site Improvements
- Utilities
- Security Fencing

Est. completion date: Fall 2017
Est. project cost: \$ 5.2 mil

Port Redwing Development Improvements

Project Description

Berth 302

- 1,000 ft. wharf
- Drainage/ utilities
- Site improvements

Southbay Improvement

- Road work/Site improvements

Est. completion date: Dec. 2017
Est. cost \$ 17.3 mil

Port Wide Dredging

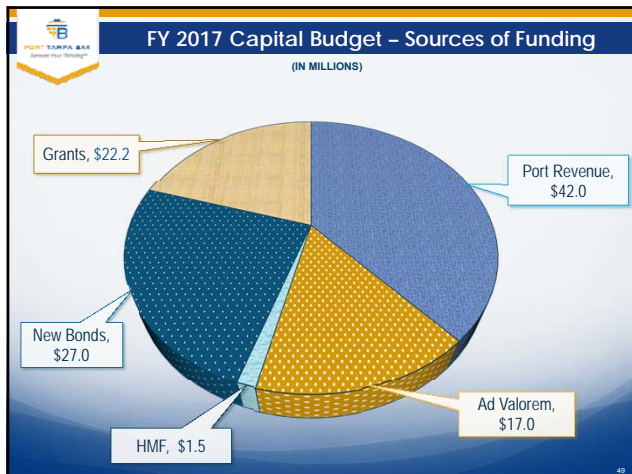
Project Description

- General/Maintenance Dredging (port wide) – approx.135,000 cubic yard
- Dredging and material disposal
- Soil placement on Spoil Island

Est. Completion Date: Sept. 2017
Est. Project Cost: \$ 5.0 mil

FY 2017 Proposed Capital Budget

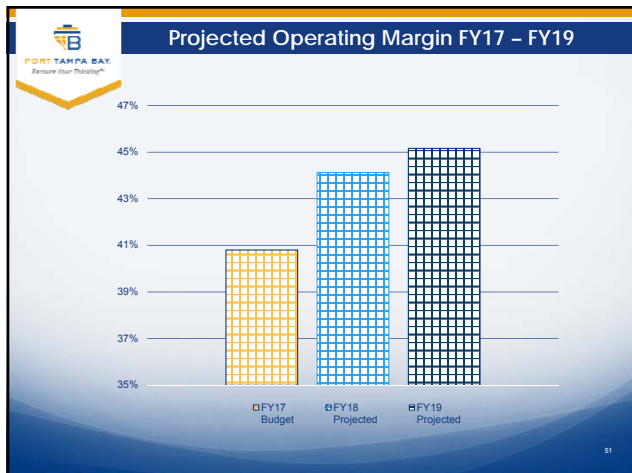
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Security Improvements	\$ 5.0
Cruise Terminal Improvements	\$ 3.1
Roadway Improvements	\$ 1.5
Total New Capital Projects FY 2017	\$ 109.7



3-year Comparative Statement of Revenues & Expenses

2017 - 2019

	FY2017 Proposed	FY2018 Projected	FY2019 Projected
Total Operating Revenue	\$ 50,472	\$ 55,122	\$ 57,850
Total Operating Expense	\$ 29,694	\$ 30,585	\$ 31,502
Operating Income	\$ 20,778	\$ 24,537	\$ 26,348
Net Non-Operating Revenue / (Exp)	\$ (2,929)	\$ (3,000)	\$ (3,000)
Net Income Excl Grants / Ad Valorem	\$ 17,849	\$ 21,537	\$ 23,348
Ad Valorem Tax Receipts (net)	\$ 10,966	\$ 10,796	\$ 10,626
Net Income Excluding Grants	\$ 28,815	\$ 32,333	\$ 33,974



- ### FY2017 Public Hearing Dates
- Preliminary Millage Rate and Budget Public Hearing is scheduled for **Wednesday, September 7, 2016 at 5:01 pm**
 - Final Millage Rate and Budget Public Hearing is scheduled for **Wednesday, September 21, 2016 at 5:01 pm**



**TAMPA PORT AUTHORITY PUBLIC HEARING
TENTATIVE MILLAGE RATE AND BUDGET FOR FISCAL YEAR 2016-2017
SEPTEMBER 7, 2016**

The Public Hearing was called to order at 5:20 p.m. with the following Tampa Port Authority (TPA) Board of Commissioners (Board) members present: Mr. Patrick H. Allman, Secretary/Treasurer; Mayor Bob Buckhorn; Mr. John B. Grandoff, III, Commissioner; and Ms. Sandra L. Murman, Commissioner. Absent was Mr. Steven W. Swindal, Chairman; Mr. Carl Lindell Jr., Vice-Chairman; and Mr. Gregory J. Celestan, Commissioner.

Due to the absence of Board Chairman Swindal and Vice-Chairman Lindell, Commissioner Allman chaired the Public Hearing.

The following senior management were present: Mr. A. Paul Anderson, President and CEO; Mr. Charles Klug, Chief Legal Officer, Mr. Mike Macaluso, Chief Financial Officer; and Mr. Ed Miyagishima, Vice President of Communications & External Affairs; Mr. Lane Ramsfield, Vice President of Real Estate; Mr. Karl Strauch, Vice President of Branding Development & Strategic Alliances; Mr. John T. Thorington, Jr., Vice President of Government Affairs and Board Coordination; Ms. Joanne Toledo, Vice President of Human Resources; and Ms. Donna Wysong, Vice President of Legal Affairs.

The public attendance sheet is Attachment #1.

The Tampa Port Authority Tentative Public Hearing FY2017 Millage Rate & FY2017 Budget Presentation is Attachment #2.

Commissioner Allman stated the purpose of the Public Hearing was to allow for public comment on the Tampa Port Authority's Tentative Millage Rate and Budget for Fiscal Year 2016–2017. He also informed any members of the public that were present that any matters related to their property assessment were under the jurisdiction of the Property's Appraiser's office and should be addressed to that office.

Mr. Klug stated that, in accordance with Florida Statutes, the first issue to bring before the Board was the Tampa Port Authority's Tentative Millage Rate for Fiscal Year 2016-2017. Based on the financial projections to be shown, Port Staff recommended reducing the millage rate to \$.1450 per \$1,000 valuation for Fiscal Year 2016-2017. Mr. Klug further stated that millage rate was below the rolled-back rate of \$.1475 per \$1,000 valuation. Mr. Klug emphasized that the Tampa Port Authority utilizes ad valorem tax revenues solely for the construction and repair and refurbishment of port infrastructure, and for the construction of port projects that are of a public nature. Mr. Klug asked Mr. Macaluso to present an overview of the Fiscal Year 2016-2017 proposed Tentative Budget on which the proposed millage rate was based.

Mr. Macaluso presented an overview of the Fiscal Year 2016-2017 Budget material that was also presented to the Board at the August 31, 2016 Budget Workshop. Mr.

Macaluso stated that none of the data that he was about to present had changed from the data presented at the August 31, 2016 Budget Workshop. Mr. Macaluso then presented the Tampa Port Authority's FY2016 - 2017 Budgeted Financial Statements and Capital Program. He also presented the Tampa Port Authority's FY2016 – 2017 Budget Summary, which reflected all of the Tampa Port Authority's projected cash inflows and outflows in FY2016 – 2017. The Budget Summary total was \$190,539,598. A copy of Mr. Macaluso's presentation is attached.

At the end of his presentation, Mr. Macaluso recommended that first the Board approve the reduction of the Tampa Port Authority's Tentative Millage Rate to \$.1450 per \$1,000 valuation for Fiscal Year 2016–2017 which was below the rolled-back rate of \$.1475 per \$1,000 valuation.

Commissioner Allman opened the floor first for public comments on the proposed Tentative Millage Rate for Fiscal Year 2016-2017.

There were no public comments.

Commissioner Allman asked for a motion to adopt the Tentative Millage Rate for Fiscal Year 2016-2017. It was moved by Commissioner Murman, seconded by Mayor Buckhorn, and carried unanimously to adopt the Tampa Port Authority's Fiscal Year 2016-2017 Tentative Millage Rate of \$.1450 per \$1,000 valuation. This millage rate is below the rolled back rate of \$.1475 per \$1,000 valuation.

After the Board approved the Tampa Port Authority's Tentative Millage Rate, Mr. Macaluso then recommended that the Board approve the Tampa Port Authority's proposed Fiscal Year 2016-2017 Tentative Budget totaling \$190,539,598.

Commissioner Allman then opened the floor for public comment for the proposed Tentative Budget for Fiscal Year 2016-2017.

There was no public comment.

Commissioner Allman asked for a motion to adopt the Tentative Budget for Fiscal Year 2016-2017 of \$190,539,598.

It was moved by Commissioner Grandoff, seconded by Mayor Buckhorn, and carried unanimously to adopt the Tentative Budget of \$190,539,598 for Fiscal Year 2016-2017.

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There being no further business, Commissioner Allman adjourned the Public Hearing at 5:30 p.m.

Stephen W. Swindal, Chairman

ATTEST:

Patrick H. Allman, Secretary/Treasurer

**PORT TAMPA BAY FY2017 TENTATIVE MILLAGE RATE &
FY2017 BUDGET PUBLIC HEARING
SEPTEMBER 7, 2016 – 5:01 p.m.**


**PUBLIC COMMENT
SIGN-IN SHEET**

Public Comments may be made at the beginning of the FY2017 Tentative Millage Rate & FY 2017 Budget Public Hearing. Please print your name if you wish to make a public comment at the beginning of the meeting.

<u>NAME</u>	<u>ADDRESS</u>
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

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PLEASE NOTE: Members of the public wishing to make a statement have three (3) minutes to address the Board of Commissioners. Prepared written statements may be submitted to the recording secretary. Persons addressing the Board shall step up to the speaker's lectern and state their names and addresses.



PORT TAMPA BAY


Tentative Public Hearing
FY2017 Millage Rate & FY2017 Budget

September 7, 2016




FY2017 Millage Rate & FY2017 Budget

- Welcome to the Tampa Port Authority's Tentative Public Hearing for the FY2017 Millage Rate and the FY2017 Budget.
- We would like to remind everyone that matters related to your property assessment are under the jurisdiction of the Property Appraiser's office and should be addressed to that office.



FY2017 Millage Rate & FY2017 Budget

- FY2016 millage rate \$.1550 mills
- FY2017 millage rate \$.1450 mills
- Rolled-back rate per Florida Statutes \$.1475



Two-Year Comparative Statement of Revenues & Expenses (2016-2017)

	FY16 Projected	FY17 Budget
Operating Revenue:		
Port Usage Fees	\$ 36,183	\$ 38,130
Rentals	\$ 11,749	\$ 11,731
Other Operating	\$ 594	\$ 611
Total Operating Revenue	\$ 48,526	\$ 50,472
Operating Expense:		
Personnel	\$ 13,518	\$ 14,212
Promotional	\$ 1,294	\$ 1,319
Administrative	\$ 12,877	\$ 14,163
Total Operating Expense	\$ 27,689	\$ 29,694
Operating Income	\$ 20,837	\$ 20,778
Other Non-Op Rev / (Exp):		
Ad Valorem Tax Receipts	\$ 11,052	\$ 10,966
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Other, Net	\$ (929)	\$ 1,121
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Net Income before Grant Revenue	\$ 27,258	\$ 28,814
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Net Income	\$ 50,258	\$ 51,014

FY2017 Capital Budget – FY2016 Carryover

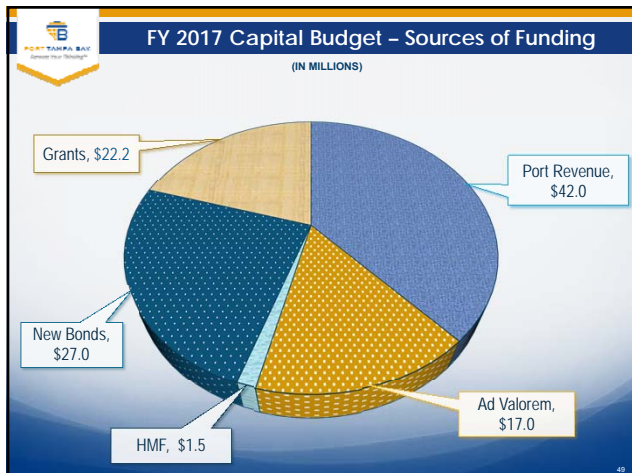
Carryover Projects (in millions)

Board Approved FY2016 Capital Program	<u>\$81.2</u>
Carryover (on-going) to FY2017:	
HOOKERS POINT IMPROVEMENTS	\$ 6.7
PT. REDWING IMPROVEMENTS	\$ 1.8
DREDGING & SPOIL ISLANDS	\$ 2.1
ROAD IMPROVEMENTS	<u>\$ 1.8</u>
TOTAL CARRYOVER (ON-GOING) CAPITAL PROJECTS	\$12.4

FY 2017 Proposed Capital Budget

Major New Projects (in millions)

Hooker's Point Improvements	\$ 38.7
Port Redwing Improvements	\$ 17.3
Various Capital Improvements	\$ 9.1
Engineering Contracts	\$ 8.1
Tenant Improvements	\$ 6.0
Capital Equipment & Expenses	\$ 5.9
Channelside Improvements	\$ 5.0
Port Sutton Improvements	\$ 5.0
Dredging & Spoil Islands	\$ 5.0
Security Improvements	\$ 5.0
Cruise Terminal Improvements	\$ 3.1
Roadway Improvements	<u>\$ 1.5</u>
Total New Capital Projects FY 2017	\$ 109.7



FY2017 Budget Summary

BUDGET SUMMARY TAMPA PORT AUTHORITY Fiscal Year 2016 - 2017	
THE PROPOSED OPERATING BUDGET EXPENDITURES OF THE TAMPA PORT AUTHORITY ARE 2.1% MORE THAN LAST YEAR'S TOTAL OPERATING EXPENDITURES	
	EXPENDITURE - FUNDS
NET CASH CARRIED FORWARD:	\$ 44,444,541
ESTIMATED REVENUES:	
Ad Valorem Taxes (\$459 mil)	\$ 10,965,593
Charges for Services	\$ 58,472,247
Grants and Donations	\$ 22,000,000
Interest Income	\$ 225,400
Less Income	\$ 204,368
Miscellaneous Income (including Debt Proceeds)	\$ 4,154,124
Total Estimated Revenues	\$ 105,723,011
Total Appropriated Revenues and Funds	\$ 150,133,536
EXPENDITURE EXPENSES:	
General Government Services, Operating	\$ 23,594,173
Debt Service Fund	\$ 21,262,722
	<u>\$ 44,856,895</u>
Capital Over Capital Projects from FY 2016	\$ 12,430,843
General Government Services, Equipment & Other	\$ 5,938,286
New Capital Projects - FY 2017	\$ 103,772,812
Proposed Expenditures for Capital Projects	<u>\$ 122,141,941</u>
Fund Balances/Reserves	<u>\$ 23,633,687</u>
Total Appropriated Expenditures and Revenues	\$ 176,523,239

THE BUDGET IS ON FILE IN THE OFFICE OF THE ABOVE-MENTIONED TAMPA PORT AUTHORITY AS A PUBLIC RECORD.



FY2017 Final Hearing Date

 PORT TAMPA BAY
Strength Your Position™

- Final Millage Rate and Budget Public Hearing is scheduled for
Wednesday, September 21, 2016 at 5:01 pm



 **PORT TAMPA BAY**

Tentative Public Hearing
FY2017 Millage Rate & FY2017 Budget

September 7, 2016

**TAMPA PORT AUTHORITY PUBLIC HEARING
FINAL MILLAGE RATE AND BUDGET FOR FISCAL YEAR 2016-2017
SEPTEMBER 21, 2016**

The Public Hearing was called to order at 5:01 p.m. with the following Tampa Port Authority (TPA) Board of Commissioners (Board) members present: Mr. Stephen W. Swindal, Chairman; Mr. Patrick H. Allman, Secretary/Treasurer; Mr. Gregory J. Celestan, Commissioner; Mr. John B. Grandoff, III, Commissioner; and Ms. Sandra L. Murman, Commissioner. Absent was Mayor Bob Buckhorn, and Mr. Carl Lindell Jr., Vice-Chairman.

The following senior management were present: Mr. Charles Klug, Chief Legal Officer, Mr. Mike Macaluso, Chief Financial Officer; and Mr. Ed Miyagishima, Vice President of Communications & External Affairs; Mr. Robert M. Callahan, Vice President of Operations, and Mr. Mark Dubina, Vice President of Security.

The public attendance sheet is Attachment #1.

The Tampa Port Authority Final Public Hearing FY2017 Millage Rate & FY2017 Budget Presentation is Attachment #2.

Chairman Swindal stated the purpose of the Public Hearing was to allow for public comment on the Tampa Port Authority's Final Millage Rate and Budget for Fiscal Year 2016–2017. He also informed any members of the public that were present that any matters related to their property assessment were under the jurisdiction of the Property's Appraiser's office and should be addressed to that office.

Mr. Klug stated that, in accordance with Florida Statutes, the first issue to bring before the Board was the Tampa Port Authority's Final Millage Rate for Fiscal Year 2016-2017. Based on the financial projections to be shown, Port Staff recommended reducing the millage rate to \$.1450 per \$1,000 valuation for Fiscal Year 2016-2017. Mr. Klug further stated that millage rate was below the rolled-back rate of \$.1475 per \$1,000 valuation. Mr. Klug emphasized that the Tampa Port Authority utilizes ad valorem tax revenues solely for the construction and repair and refurbishment of port infrastructure, and for the construction of port projects that are of a public nature. Mr. Klug asked Mr. Macaluso to present an overview of the Fiscal Year 2016-2017 proposed Final Budget on which the proposed millage rate was based.

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Chairman Swindal then opened the floor for public comment for the proposed Final Budget for Fiscal Year 2016-2017.

There was no public comment.

Chairman Swindal asked for a motion to adopt the Final Budget for Fiscal Year 2016-2017 of \$190,539,598.

It was moved by Commissioner Allman, seconded by Commissioner Grandoff, and carried unanimously to adopt the Final Budget of \$190,539,598 for Fiscal Year 2016-2017.

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There being no further business, Chairman Swindal adjourned the Public Hearing at 5:10 p.m.

Stephen W. Swindal, Chairman

ATTEST:


Patrick H. Allman, Secretary/Treasurer



PORT TAMPA BAY


Final Public Hearing
FY2017 Millage Rate & FY2017 Budget

September 21, 2016




FY2017 Millage Rate & FY2017 Budget

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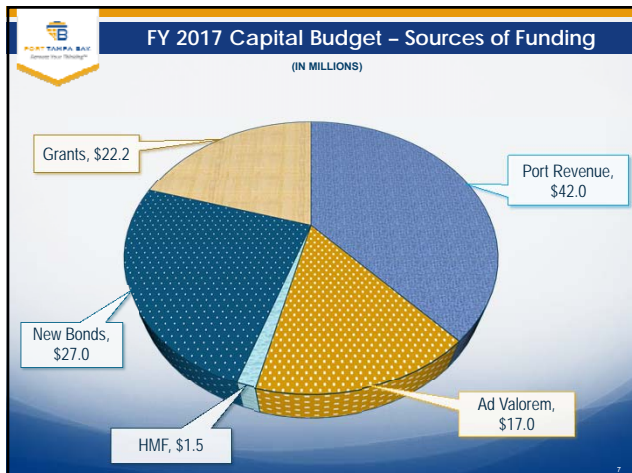
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DREDGING & SPOIL ISLANDS	\$ 2.1
ROAD IMPROVEMENTS	<u>\$ 1.8</u>
TOTAL CARRYOVER (ON-GOING) CAPITAL PROJECTS	\$12.4

FY 2017 Proposed Capital Budget

Major New Projects (in millions)

Hooker's Point Improvements	\$ 38.7
Port Redwing Improvements	\$ 17.3
Various Capital Improvements	\$ 9.1
Engineering Contracts	\$ 8.1
Tenant Improvements	\$ 6.0
Capital Equipment & Expenses	\$ 5.9
Channelside Improvements	\$ 5.0
Port Sutton Improvements	\$ 5.0
Dredging & Spoil Islands	\$ 5.0
Security Improvements	\$ 5.0
Cruise Terminal Improvements	\$ 3.1
Roadway Improvements	<u>\$ 1.5</u>
Total New Capital Projects FY 2017	\$ 109.7



FY2017 Budget Summary

BUDGET SUMMARY
TAMPA PORT AUTHORITY
Fiscal Year 2016 – 2017

THE PROPOSED OPERATING BUDGET EXPENDITURES OF THE TAMPA PORT AUTHORITY ARE 4.3% MORE THAN LAST YEAR'S TOTAL OPERATING EXPENDITURES.

	ENTERPRISE FUND
NET CASH CARRIED FORWARD	\$ 64,696,581
ESTIMATED REVENUES:	
Ad Valorem Taxes (2,450 mils)	\$ 18,965,583
Charges for Services	\$ 38,472,247
Grants and Donations	\$ 31,300,000
Interest Income	\$ 27,000
Loan Income	\$ 76,768
Miscellaneous Income	\$ 41,111,111
Including Debt Proceeds	\$ 125,910,612
Total Estimated Revenues	<u>\$ 126,319,508</u>
Total Appropriated Revenues and Funds	<u>\$ 191,019,089</u>
EXPENDITURES / EXPENSES:	
General Government Services, Operating	\$ 29,004,173
Debt Service P&I	<u>\$ 13,198,757</u>
Proposed Operating Expenses	<u>\$ 42,202,930</u>
Carried Over Capital Projects from FY2016	\$ 12,433,043
General Government Services, Equipment & Other	\$ 5,810,296
New Capital Projects – FY2017	<u>\$ 109,777,872</u>
Proposed Expenditures for Capital Projects	<u>\$ 122,021,201</u>
Fund Balances / Reserves	<u>\$ 23,633,467</u>
Total Appropriated Expenditures and Reserves	<u>\$ 191,019,089</u>

THE BUDGET IS ON FILE IN THE OFFICE OF THE ABOVE-MENTIONED TAXING AUTHORITY AS A PUBLIC RECORD.



**PORT
TAMPA BAY**

Final Public Hearing
FY2017 Millage Rate & FY2017 Budget

September 21, 2016

9

Tampa Port Authority
Budgetary Comparative Statement of Revenues and Expense
with Debt Service Coverage
For the Periods Ending September 2015 and 2016

YTD Sep 2015 Actual	YTD Sep 2016 Actual	Favorable (Unfavorable)	%		YTD Sep 2016 Budget	YTD Sep 2016 Actual	Favorable (Unfavorable)	%
-----Operating Revenue-----								
38,975,282	36,888,793	(2,086,490)	-5.4%	Port Usage Fees	37,664,752	36,888,793	(775,959)	-2.1%
11,551,017	11,752,413	201,396	1.7%	Rentals	11,683,943	11,752,413	68,470	0.6%
742,940	662,644	(80,296)	-10.8%	Other Operating	718,139	662,644	(55,495)	-7.7%
51,269,240	49,303,850	(1,965,389)	-3.8%	-----Total Operating Revenue-----	50,066,834	49,303,850	(762,984)	-1.5%
-----Operating Expense-----								
13,476,512	13,431,112	45,400	0.3%	Personnel	13,267,744	13,431,112	(163,368)	-1.2%
1,307,139	1,019,276	287,863	22.0%	Promotional	1,324,259	1,019,276	304,983	23.0%
13,534,144	12,995,516	538,628	4.0%	Administrative	13,832,736	12,995,516	837,220	6.1%
28,317,795	27,445,904	871,891	3.1%	-----Total Operating Expense-----	28,424,739	27,445,904	978,835	3.4%
22,951,444	21,857,946	(1,093,498)	-4.8%	-----Operating Income-----	21,642,095	21,857,946	215,851	1.0%
Non-Operating Rev/(Exp)								
659,055	262,172	(396,883)	-60.2%	Interest Income	285,229	262,172	(23,057)	-8.1%
(4,760,157)	(3,500,143)	1,260,014	-26.5%	Interest Expense	(3,462,751)	(3,500,143)	(37,392)	1.1%
10,944,744	11,064,672	119,928	1.1%	Ad Valorem Tax Receipts	10,883,981	11,064,672	180,691	1.7%
173,973	(317,992)	(491,966)	-282.8%	Other Net	(798,891)	(317,992)	480,899	-60.2%
7,017,616	7,508,709	491,093	7.0%	-----Net Non-Operating Revenue-----	6,907,568	7,508,709	601,141	8.7%
29,969,060	29,366,655	(602,405)	-2.0%	-----Net Income without Grants-----	28,549,663	29,366,655	816,992	2.9%
17,097,810	27,338,021	10,240,211	59.9%	-----Grants-----	17,500,000	27,338,021	9,838,021	56.2%
47,066,870	56,704,676	9,637,805	20.5%	Net Income with Grants	46,049,663	56,704,676	10,655,013	23.1%
<i>*Before Depreciation/Amortization</i>								
Debt Service Coverage <i>(based on preceding 12-month period)</i>								
24,975,603	22,533,645	(2,441,957)	-10%	Total Available for Debt Service				
14,839,172	14,323,555	(515,617)	-3%	Combined Debt Service, Parity Bonds				
1.68	1.57			Bond Coverage, Parity Bonds				
14,849,243	14,451,761	(397,482)	-3%	Combined Debt Service, Parity & Junior				
1.68	1.56			Bond Coverage, Parity & Junior Bonds				

**SUBJECT: STANDARD WORK PERMIT APPLICATION NO. 15-009 -
CONSTRUCTION OF A COMMERCIAL DOCKING FACILITY FOR CCP
HARBOUR ISLAND, LLC LOCATED AT 601 S. HARBOUR ISLAND
BOULEVARD, TAMPA, FLORIDA**

BACKGROUND:

CCP Harbour Island, LLC has submitted Standard Work Permit Application No. 15-009 to replace the existing 420 square foot docking facility with construction of a forty-one (41) boat slip multi-use docking facility within their privately owned submerged lands along the waterfront at the intersection of Seddon Channel and Garrison Channel located at 601 S. Harbour Island Boulevard, Tampa, Florida. CCP Harbour Island, LLC is requesting authorization to perform the following marine construction activities:

- Demolish the existing dock structures;
- Construct a forty-one (41) boat slip multi-use docking facility, including twenty-seven (27) fixed dock permanent boat slips and fourteen (14) floating dock temporary transient slips with associated finger piers, ramps, gangways, and mooring tie pilings; and
- Construct a 2,522 square foot pile supported fountain deck over an area of open water.

FACTS/COMMENTS:

The project proposal has received recommendations for approval from the Environmental Protection Commission (EPC) of Hillsborough County, and the project has been deemed consistent with the City of Tampa Comprehensive Plan by the Hillsborough County City-County Planning Commission. A corresponding marine construction permit was issued by the U.S. Army Corps of Engineers [SAJ-2015-02297(SP-CSH) issued June 21, 2016] and a permit modification is currently under review by the Florida Department of Environmental Protection (current Environmental Resource Permit No. 29-0336395-001, issued on September 21, 2015).

PTB held a public hearing on September 28, 2016 and there were no comments. The application meets all applicable PTB, EPC, and Planning Commission requirements.

RECOMMENDATION:

Authorize the Port President/CEO or his designee to execute PTB Standard Work Permit 15-009, subject to review by the Principal Counsel.

Board Meeting
October 18, 2016
Environmental #140009/139745



10 - 6:48pm C:\Users\terrikapik\Documents\The Pointe\THE POINT HARBOUR ISLAND TPA 05-11-16.dwg SHEET

CERTIFICATE OF REVISION #27664	THE POINTE HARBOUR ISLAND	WOODS CONSULTING 1714 COUNTY ROAD 1, SUITE 22 DUNEDIN, FL 34698
--	---	--



PORT TAMPA BAY

1101 Channelside Drive
Tampa, Florida 33602
Phone (813) 905-5033
Fax (813) 905-5050

Memorandum

To: A. Paul Anderson
President and CEO

CC: Charles Klug
Raul Alfonso


From: Craig Roberts

Date: September 28, 2016

Subject: CCP Harbour Island, LLC – Standard Work Permit Application #15-009
Public Hearing

71

This public hearing was held in accordance with procedures specified in Chapter 95-488, Laws of Florida. The subject public hearing was held before me on Wednesday, September 28, 2016 at 9:35 a.m. Attached is the transcription of the hearing along with copies of all exhibits.



Craig Roberts
Hearing Officer

Date 9/28/2016

I hereby concur with the Hearing Officer's statement and recommend the President and CEO request approval by the Tampa Port Authority Board of Commissioners to approve the Standard Work Permit Application 15-009 for CCP Harbour Island, LLC.



Jackelyn Julien
Environmental Supervisor

Date 9/28/16

Attachments

PUBLIC HEARING TRANSCRIPT
Wednesday, September 28, 2016 at 9:35 a.m.
Standard Work Permit Application #15-009
CCP Harbour Island, LLC

ATTENDEES

Terri Skapik, Woods Consulting Agent for Applicant

72

HEARING OFFICER

Craig Roberts

1 **Mr. Roberts:**

2
3 This scheduled public hearing of the Tampa Port Authority, d/b/a Port Tampa Bay
4 (PTB) is called to order at 9:35 a.m. This hearing is held under the authority and
5 pursuant to Chapter 95-488 of the Laws of Florida. My name is **Craig Roberts**. I am
6 employed by the Port Tampa Bay and have been appointed by the Port Tampa Bay
7 Board of Commissioners to serve as a hearing officer at public hearings such as the
8 one we are conducting today. In attendance to assist with the hearing is Port Tampa
9 Bay staff Environmental Supervisor, Jackelyn Julien.

10
11 **Mrs. Julien:**

12
13 The purpose of this hearing is to hear comments from the general public and
14 interested parties regarding Port Tampa Bay Standard Work Permit Application Number
15 15-009, submitted by CCP Harbour Island, LLC to rebuild a commercial dock complex
16 at 601 S. Harbour Island Boulevard, Tampa, Florida associated with the existing upland 73
17 hotel, restaurant, and retail shops located along the intersection of the Seddon and
18 Garrison Channels located at the northwest corner of Harbour Island. The agent for the
19 proposed project is Woods Consulting; a marine engineering and permitting consulting
20 firm in Dunedin, Florida. CCP Harbour Island, LLC proposes the following marine
21 construction activities, as follows:

- 22
- 23 • Demolish the existing 420 square foot thirty-six (36) slip docking facility, that
24 consists of twenty (20) permanent slips, sixteen (16) temporary slips, nine (9)
25 finger piers and associated tie pilings,
 - 26
27 • Construct a dock complex consisting of a forty-one (41) boat slip multi-use
28 docking facility, including fifteen (15) fixed finger piers with twenty-seven (27)
29 permanent slips, two (2) linear floating docks with fourteen (14) transient slips,
30 and associated access ramps, gangways, and mooring tie pilings, and
 - 31
32 • Construct a 2,522 square foot pile supported fountain deck over an area of open
33 water.

34
35 I now ask Mrs. Terri Skapik, Woods Consulting, President/Project Manager, to
36 provide any additional information for this proposed project. Prior to beginning your
37 description, please state your name and affiliation for the record.

38
39
40 **Mrs. Skapik:**

41
42 My name is Terri Skapik, Owner/President of Woods Consulting, acting as Agent
43 for the applicant that we are here for and I do not have anything to add to the
44 information you just provided on the scope of work. Nothing has changed and we are

1 here to answer any questions that maybe by the Authority or by any interested parties
2 from the public. Thank you.

3
4 **Mr. Roberts:**

5
6 I will now will enter into the record a series of **six (6)** exhibits.

7
8 **Exhibit No. 1** is copy of the Port Tampa Bay Standard Work Permit Application
9 Number 15-009 received July 17, 2015 with additional information and revised project
10 drawings received on May 16, 2016.

11
12 **Exhibit No. 2** are copies of Port Tampa Bay's certified letters of notice dated July 8,
13 2016 sent to the Environmental Protection Commission of Hillsborough County
14 Wetlands Division, the Planning Commission, riparian property owners in the area, and
15 interested parties for review of the project proposal.

16
17 **Exhibit No. 3** are comments from the Hillsborough County City-County Planning
18 Commission dated August 8, 2016 indicating consistency with the *City of Tampa*
19 *Comprehensive Plan* and recommending approval of the proposal.

20
21 **Exhibit No. 4** are comments from the Environmental Protection Commission of
22 Hillsborough County (EPC) Wetlands Management Division dated August 10, 2016,
23 indicating no objection to the proposed project, subject to specific conditions.

24
25 **Exhibit No. 5** are comments from the City of Tampa Wastewater Department dated
26 July 19, 2016 addressing the service area and indicating that existing facilities would
27 not be impacted by the proposed construction.

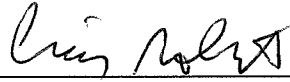
28
29 **Exhibit No. 6** is a copy of the publication (or legal ad) that appeared in the September
30 2, 2016 issue of the Tampa Bay Times advertising this public hearing.

31
32 At this time we will take any public comments concerning this project. Please
33 approach the podium and speak your name, address, and/or organization prior to
34 making a comment. Are there any public comments? Hearing no comments, thank
35 you for your participation.

36
37 A transcript of the hearing proceedings will be made and furnished to the Port
38 Tampa Bay Staff, which will then make a recommendation to the PTB Board of
39 Commissioners. If there is nothing else to come before this Hearing, I declare this
40 hearing closed at 9:40 a.m.

1 I, **CRAIG ROBERTS**, have read and approve the form of the attached transcript of the
2 September 28, 2016 public hearing for Standard Work Permit Application 15-009 for CCP
3 Harbour Island, LLC.
4

5 Dated this 28th day of September, 2016
6

7
8 

9
10 _____
11 Craig Roberts
12 Hearing Officer
13
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Tampa Port Authority
Standard Work Permit Application #15-009
Public Hearing
September 28, 2016 @ 9:30 a.m.

Sign In Sheet

	<u>Name</u> (Please Print)	<u>Affiliation</u>	<u>Wish to Speak</u>
1.	Terri Skapik	Woods Consulting	<input checked="" type="checkbox"/>
2.	_____	_____	<input type="checkbox"/>
3.	_____	_____	<input type="checkbox"/>
4.	_____	_____	<input type="checkbox"/>
5.	_____	_____	<input type="checkbox"/>
6.	_____	_____	<input type="checkbox"/>
7.	_____	_____	<input type="checkbox"/>
8.	_____	_____	<input type="checkbox"/>
9.	_____	_____	<input type="checkbox"/>
10.	_____	_____	<input type="checkbox"/>



PORT TAMPA BAY

ENVIRONMENTAL DEPARTMENT
 1101 Channelside Dr. Tampa, FL 33602
 Ph: (813) 905-5031 · Fax: (813) 905-5050
 www.tampaport.com

**STANDARD WORK PERMIT
 APPLICATION TO PERFORM WORK IN
 WATERS OF THE HILLSBOROUGH COUNTY
 PORT DISTRICT**

For Official Use Only: Application # 15-009 Date Received: JUL 17 2015

NEW PERMIT REVISION

1. STANDARD WORK PERMIT APPLICATION - Brief Project Description:

CONSTRUCT COMMERCIAL DOCKS FOR USE ASSOCIATED WITH EXISTING UPLAND HOTEL, RESTAURANT AND RETAIL SHOPS.

2. APPLICANT INFORMATION

First Name: Nikhil Last Name: Sachdev
 Company Name/Title: CCP Harbour Island LLC, Authorized Representative
 Mailing Address: 4600 W. Cypress St., Suite 120
 City: Tampa State: FL Zip Code: 33607
 Telephone Number: (813) 386-4926
 Email Address: nik@convergentcap.com

3. PROPERTY OWNER(S) INFORMATION (IF DIFFERENT OR IN ADDITION TO APPLICANT)

Check box if property owner is also a co-applicant

First Name: _____ Last Name: _____
 Company Name/Title: _____
 Mailing Address: _____
 City: _____ State: _____ Zip Code: _____
 Telephone Number: _____
 Email Address: _____

4. CO-APPLICANT INFORMATION (IF DIFFERENT OR IN ADDITION TO APPLICANT AND OWNER)

First Name: _____ Last Name: _____
 Company Name/Title: _____
 Mailing Address: _____
 City: _____ State: _____ Zip Code: _____
 Telephone Number: _____
 Email Address: _____

5. AUTHORIZED AGENT INFORMATION

First Name: Terri Last Name: Skapik
 Company Name/Title: Woods Consulting, President
 Mailing Address: 1714 County Road 1, Suite 22
 City: Dunedin State: FL Zip Code: 34698
 Telephone Number: (727) 786-5747
 Email Address: terriskapik@woodsconsulting.org

6. CONTRACTOR INFORMATION

First Name: Patrick Last Name: Hecker
 Company Name/Title: Waterline Construction
 Mailing Address: 4408 N Grady Avenue
 City: Tampa State: FL Zip Code: 33614
 Telephone Number: (813) 806-1977
 Email Address: pathecker@1waterline.com

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JUL 17 2015

15-009

SECTION II

1. LOCATION OF PROPOSED PROJECT

Site Street Address: 601 S. Harbour Island Blvd
City: Tampa State: FL Zip Code: 33602
Folio Number(s): 198756-0050, 198756-0088, 198756-0000, 198756-0070
Section: 24 Township: 29S Range: 18E
Name of Water Body at Project: Seddon Channel

2. PROPOSED USE

- Private Single-Family Dwelling Private Multi-Family Dwelling (Condominium, Apartment, etc.)
 Commercial Other (explain): _____

3. OWNER OF SUBMERGED LANDS:

Majority owned by Applicant/Owner, partially owned by City of Tampa on Garrison Channel side and partially owned by TPA on Seddon Channel side.

Leased Port Property or Port Easement (Check box if applicable and attach information.)

4. PREVIOUS TAMPA PORT AUTHORITY PERMITS ISSUED AT THIS LOCATION:

Permit Number(s): unknown Date: _____ 78

5. PROJECT DESCRIPTION

NOTE: Features and dimensions must be carefully shown on the required application drawings. Please review the attached guidelines provided to ensure that the drawings which you have prepared are acceptable.

A. STRUCTURES:

- NEW WORK MAINTENANCE ADDITION

1) DOCK, OBSERVATION DECK, PIER, OR ELEVATED BOARDWALK

- a. Length of Shoreline: 1,300 Linear Ft.
b. Number of Proposed Docks: 3 No. of Boat Slips/Lifts: ~~0~~ ⁴¹ / 0
c. Length from MHW to Waterward Edge of Structure: 72 (MAX) Ft.
d. Width of Structure: 880 Ft. Mooring Water Depth at M/OLW: 8 (avg) Ft.
e. Existing Structure Area: 420 - remove 9 piers Sq. Ft.
f. Proposed Structure Area: 11,764 Sq. Ft.
g. Overall Area of Facility: 11,764 Sq. Ft.

2) SEAWALLS, RIP-RAP, REVETMENTS OR OTHER SHORELINE STABILIZATION:

- a. Length of Shoreline at Site: _____ Linear Ft.
b. Length of Work Proposed Along Shoreline: _____ Linear Ft.
c. Seawall Vertical Height: _____ Ft.
d. Rip-Rap Slope: Horizontal Distance: _____ Ft.; Vertical Height: _____ Ft.
e. Type of Material: _____
f. Volume: _____ Cubic Ft. Below MHW/OHW

3) OTHER TYPE OF STRUCTURE: (Please Explain) _____

**For Utility Pipeline Projects: Refer to the Engineering Standards for Submerged Land Utility Crossing*

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ENVIRONMENTAL DEPT.

15-009

B. DREDGING / EXCAVATION

NEW WORK MAINTENANCE

1) DIMENSIONS OF AREAS TO BE DREDGED / EXCAVATED:

a. Length: _____ Ft. Width: _____ Ft.; Total Area: _____ Sq. Ft.
b. Depths: Existing _____; Proposed _____
c. Volume: Above MHW _____; Below MHW _____; Total _____ Cubic Ft.
d. Area: Above MHW _____; Below MHW _____; Total _____ Sq. Ft.

2) TYPE OF MATERIAL: _____

3) STORAGE OF MATERIAL: On-site Storage Off-site Disposal Site: _____

**If material is to be taken off-site, describe the method of material storage, haul routes, and specify the location with an attached Affidavit of Authorization from the disposal site's property owner, as applicable to the project. Refer to the Dredge Checklist for additional guidance.*

C. FILLING

1) VOLUME: Above MHW _____; Below MHW _____; Total _____ Cubic Ft.

2) AREA: Above MHW _____; Below MHW _____; Total _____ Sq. Ft.

3) CONTAINMENT: Seawall _____ Dikes _____ Other (explain): _____

4) TYPE OF MATERIAL: _____

5) SOURCE OF MATERIAL: On-site Off-site: _____

**Refer to the Fill Checklist for material sampling requirements and other applicable information.*

6. WORK SCHEDULE: To Begin Project On: _____ And Be Completed By: 01/01/2016

REMARKS / COMMENTS FOR PROJECT:

Work will ultimately begin when all applicable dock permits are obtained.

PROJECT SITE ADJACENT RIPARIAN PROPERTY OWNERS:
(Please include Name, Address, Telephone Number, and Email)

Owner Name(s)
HARBOUR ISLAND OWNER LLC
Company Name/ Title
345 PARK AVE, STE 1100
Mailing Address
NEW YORK, NY 10154-1703
City, State; Zip Code
Telephone Number/Email

Owner Name(s)
PARKCREST HARBOUR ISLAND CONDOMINIUM
Company Name/ Title
700 S HARBOUR ISLAND BLVD.
Mailing Address
TAMPA, FL 33602
City, State; Zip Code
(813) 229-2500
Telephone Number/Email

**Provide mailing labels (property owner(s) name and physical mailing address) for each riparian property located within a 1,500 foot radius of the project site, pursuant to Section 25(d) of the TPA Enabling Act, Chapter 95-488.*

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JUL 17 2015

SECTION IV

AFFIDAVIT OF OWNERSHIP OR CONTROL of the property on which the proposed project is to be undertaken
I CERTIFY THAT: (Must Check the Appropriate Box)

- I am the record owner, lessee, or record easement holder of the property described below.
- I am not the record owner, lessee, or record easement holder of the property described below, but I will have the requisite property interest before undertaking the proposed project. (Please Explain in Remarks/Comments Section)

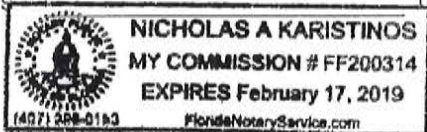
LEGAL DESCRIPTION OF PROJECT PROPERTY: (Use additional sheets, if necessary)

SEE ATTACHED WARRANTY DEED

Nikhil Sachdev
Print Name of Owner/Applicant

[Signature]
Signature of Owner/Applicant

Sworn to and subscribed before me at HILLSBOROUGH County, 7TH
this July day of 2015



[Signature]
Notary Public
My Commission Expires FEBRUARY 17, 2019 80

7. PUBLIC INTEREST STATEMENT

Accordingly, in the comment box provided below or attached narrative, describe how your proposed project is not contrary to the public interest based on the criteria outlined in Section II, D.1. of the Tampa Port Authority Submerged Lands Management Rules.

- a. The decision to authorize the use of Jurisdictional Lands requires a determination that such use is not contrary to the public interest, except for lands within Aquatic Resource Protection Areas, in which case it must be determined that the use is in the public interest. In all cases it will be in the responsibility of the applicant to provide evidence as to the public interest impact of the proposed activity or use.
- b. The public interest determination requires an evaluation of the probable impacts of the proposed activity on Jurisdictional Lands and the associated water body. All direct and indirect impacts related to the proposed activity as well as the cumulative effects of those impacts shall be taken into consideration. Relevant factors to be considered include: conservation, general environmental and natural resource concerns, wetlands values, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, aesthetics, economics, public health and safety, relative extent of the public need for the proposed use or activity, reasonable alternative locations and methods to accomplish the objective of the proposed use or activity, potential detrimental effects on the public uses to which the area is otherwise suited, the effect on cultural, scenic and recreational values, and the needs and welfare of the people.

COMMENT BOX:

SEE ATTACHED PUBLIC INTEREST STATEMENT

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JUL 17 2015

ENVIRONMENTAL DEPT.

15-000

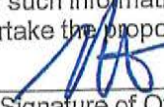
SECTION V

CERTIFICATION & AUTHORIZATION:

- a. I authorize the agent listed in Section I to negotiate modifications or revisions, when necessary, and accept or assent to any stipulations on my behalf.
- b. I understand I may have to provide any additional information/ data that may be necessary to provide reasonable assurance of evidence to show that the proposed project will comply with applicable water quality standards or other environmental standards both before construction and after the project is completed.
- c. In addition, I agree to provide entry to the project site for inspectors with proper identification or documents as required by law from the environmental agencies for the purpose of making preliminary analyses of the site. Further, I agree to provide entry to the project site for such inspectors to monitor permitted work, if a permit is granted.
- d. Further, I hereby acknowledge the obligation and responsibility for obtaining all of the local, state and federal permits before commencement of any activity.

I certify that I am familiar with the information contained in this application, and that to the best of my knowledge and belief such information is true, complete, and accurate and complete. I further certify that I possess the authority to undertake the proposed activity.

81



Signature of Owner/Applicant

07/07/2015

Date

NOTE: This application must be signed by the person who desires to undertake the proposed activity or by an authorized agent. If an agent is applying on behalf of the applicant who is not the property owner, attach proof of authorization from the property owner.

PLEASE SUBMIT COMPLETED APPLICATION, REQUIRED DRAWINGS, AND FEE(S) TO:

TAMPA PORT AUTHORITY
ATTN: ENVIRONMENTAL DEPARTMENT
1101 CHANNELSIDE DR.
TAMPA, FL 33602

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JUL 17 2015

ENVIRONMENTAL DEPT.

Woods Consulting

Environmental Permitting Marine Engineering Hydrogeology Land Planning

1714 County Road 1, Suite 22
Dunedin, FL 34698

May 12, 2016

Jackie Julien
Port Tampa Bay
1101 Channelside Drive.
Tampa, FL 33602-3216

Re: CCP Harbour Island, LLC
Standard Work Permit Application No. 15-009
Response to RAI dated December 1, 2015

RECEIVED

MAY 16 2016

ENVIRONMENTAL DEPT.

Dear Jackie,

82

Please note the dock design has been modified and enclosed are revised plan drawings signed and sealed by a Florida-licensed Engineer. In summary, there is a reduction in the number of wet slips from 59 to 41, a reduction in the overall square footage of surface water impacts (from 11,764 sf to 9,548 sf), an increase in the setback to the edge of Seddon Channel (from 29 ft to 60 ft and no closer than existing structures) and added a 5 ft setback at the south property line where a 0.6 ft setback was originally proposed. The revisions also keep all structures within the Applicant's property boundary. Attached also is a revised Sheet 2 of 5 of the Application as requested to clarify the work proposed.

Therefore, in response to the items listed in the December 1, 2015 RAI, please note the following:

1. Please provide the property survey on no larger than 11" x 17" size sheets. Please also provide the deed of title transfer that demonstrates submerged lands ownership by the applicant for this property.

RESPONSE: Please see attached reduced-size surveys as requested and the warranty deeds.

2. Provide applicable upland site's zoning information if a dock facility or mooring slips were made part of any restrictions or limitations as required by the City.

RESPONSE: The development of Harbor Island allows for a total of 500 slips, 55 of which were originally approved at the subject property by the State and US Army Corps. Attached are the zoning map and copies of the final Ordinance Number 97-97 approved by the City of Tampa. A plan view from the 1998 Army Corps permit is also attached showing the allotment of 55 slips for these subject properties were approved by the State (Florida Department of Environmental Protection). A slip inventory was recently performed for your review. See attached aerials and a data table of all the Harbour Island parcels and approved slips. Based on the data inventory, there are 293 slips – including the 59 slips originally proposed with the application. If 41 slips are approved, the total slip count will only be 275, much less than 500 allowed for the overall Harbour Island development.

3. Please provide a signed-sealed scaled site plan showing the proposed dock layout with all of the submerged lands ownership boundaries shown and labeled for each ownership area (Applicant's City of Tampa, and PTB) as it relates to the proposed dock footprint in front of the applicant's surveyed property/riparian boundaries, as described in the submitted application. On this site plan, please note the proposed structure and pre-empted square footage that falls within each of the individual ownership areas. Please note that the pre-empted area as defined on our rules "means the area of Jurisdictional Lands upon which traditional public uses have been or would be excluded by structure occupancy. The area may include, but is not limited to: the submerged lands occupied by the docks and other structures; swimming areas set apart by buoys, ropes or similar structures and boat lift structural areas." The pre-empted area for this particular dock structure would include the mooring slips/tie piling areas.

RESPONSE: Please note the dock layout was modified and all docking structures are now fully contained within the applicant's parcel boundaries.

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4. **Variance for Dock Distance to Federal Channel.** It appears that the proposed Dock B extends a distance of approximately 29 feet from the limits of the Seddon federal navigation channel. As such, a variance request must be submitted to allow this new encroachment into the federal channel pursuant to Section V.3.(4) which stipulates "no dock, mooring piling or other similar structure shall be located to extend within 100 feet of a federal navigation project channel as defined in Section 253.02(10), F.S." Please note that this encroachment must be officially authorized by the U.S. Army Corps of Engineers (USACOE) for PTB to support the encroachment.

To continue processing this application, please submit a stand-alone variance request letter for the proposed encroachment addressing each of the five (5) rule criteria as applicable to this project, pursuant to Section II.E. Refer to enclosure 2.

RESPONSE: Please note with the modified dock design, there is no new encroachment into the federal channel. The existing structures are 60 ft away at the nearest point and the proposed docks maintain this same distance of 60 ft. Regardless, please find attached a stand-alone variance request letter for your review.

5. On sheet 15 (Setbacks), it depicts that Dock C is proposed at the applicant's southern property boundary line with no setback observed (0.6 feet distance noted) which will require that the adjacent property owner(s) support this encroachment and provide an executed Affidavit of No Objection prior to permit issuance. According to the Hillsborough County Property Appraiser's website, the south adjacent property boat slip parcel is owned by Ralph Martino and the upland/shoreline property is owned by Seddon Cove Condominium.

RESPONSE: Please note the southern setback is now 5 ft where 0.6 ft was originally proposed. Please see Sheet 18.

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6. **Scaled signed-sealed engineering drawings.** Please address the following items and submit revised scaled, engineering plan sheets no larger than 11 x 17 inches as appropriate:
- On sheet 2, show and label the applicant's property ownership boundary for this project and include the immediate adjacent property/riparian boundaries and the owner(s) names and address(es). A universal property/riparian line symbol provided in the legend may be used if consistent throughout the plans. Per the application and Hillsborough County Property Appraiser's website, this project encompasses four (4) individual parcels of property owned by the applicant.

RESPONSE: Please see attached Sheet 2 with the information added as requested.

- On sheets 3 and 12, show and label the official Garrison channel boundary, as defined by the U.S. Army Corps of Engineers. In addition, please note the closest distance from each of the proposed dock structures to the two adjoining federal channels, Garrison & Seddon. It appears that Dock B is approximately 29 ft away from Seddon Channel at the closest location point, 165 feet for Dock C to Seddon Channel boundary, but the distance for Dock A to the Garrison channel boundary is not clearly depicted.

RESPONSE: Please note the sheet numbering changed for the new dock layout. The Garrison Channel is now shown and labeled on Sheet 3 and on new Sheet 15 (previously Sheet 12) as requested.

- On sheet 7, please check the scale provided is accurate since two measurements found didn't match the noted dimensions, specifically the main walkway and the 30 ft. long piers that measured at 35 ft.

RESPONSE: Please note the sheet numbering changed for the new dock layout and Dock C is no longer proposed. The scale on the new sheets have been checked and are scaled correctly.

- On sheet 12, please clearly overlay all three (3) proposed docks at the accurate locations and footprints proposed:

RESPONSE: Please note the sheet numbering changed for the new dock layout. Please see attached new Sheet 15 (previously Sheet 12) with an overlay of all the proposed docks as requested.

- On sheet 13, please clearly show the proposed location of the four (4) Florida Friendly Boating/Manatee protection signs.

RESPONSE: Please note the sheet numbering changed for the new dock layout. Please see attached new Sheet 16 (previously Sheet 13) with the proposed locations of the (4) manatee protection signs.

7. Please provide "No Mooring" signage at the end of the proposed docks where a slip isn't proposed. Please show the location of these signs and a typical sign detail on a site plan. "No Mooring" signage appears appropriate at the north end of Dock A and north and south ends of Dock B.

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RESPONSE: Please note the sheet numbering changed for the new dock layout. Please see attached new Sheet 16 (previously Sheet 13) with the proposed locations of (2) added No Mooring signs to be mounted on the piers servicing Slips #1 and #27 to prevent mooring where no slips are proposed.

8. Please ensure that all dock designs have taken into consideration the American's with Disabilities (ADA) requirements for public usage of this proposed commercial multi-slip dock facility, including main walkways and finger piers, per federal and City of Tampa codes, as appropriate. If there are specific ADA designed slips, please identify these slips on sheets 5, 6, and/or 7. Although the public interest statement alluded to inclusion of ADA specifications for the dock design, no specific notes were provided on the engineering site plans. In addition, please also note if a specific slip shall be dedicated to the continued use of the City's water taxi service, as mentioned in the provided public interest evaluation.

RESPONSE: The dock designs have incorporated the ADA requirements for public usage per the City of Tampa's building code Chapter 5-101.4.7. Wherein Accessibility guidelines are referred to follow Chapter 11 of the Florida Building Code. Notes have been added to the new Sheet 11 with the portions of the applicable codes. The Transient slips at Floating Docks A and B are essentially all ADA accessible per the applicable codes of the City of Tampa. There are no city, state or federal requirement to label or reserve transient boat slips that are ADA accessible. Vessels will be directed to the appropriate slips upon arrival. The pier servicing Slip #1 (fixed pier) is 5 ft wide to meet ADA accessibility rules and labeled as such. The floating docks will continue to offer a stop for the City's water taxi service but no specific slip has been dedicated for that purpose yet.

9. **Sewage Pump-Out and Treatment Facilities.** According to the City of Tampa's Coastal Management Comprehensive Plan policy, all new marina facilities of 50 slips or more shall provide permanent pump-out facilities, unless grand-fathered in. This project proposes 59 slips for the dock facility. Please address this concern and Comprehensive Plan standard requirement. For more information, please contact Mr. Shawn College with the City-County Planning Commission at 813-273-3774, extension 367.

RESPONSE: Please note that only 41 slips are now proposed and the facility no longer requires a sewage pump-out or treatment center.

10. Please address if any historic resources have been identified to exist within or adjacent to the project area as determined by the Department of Historical Resources of the State Historic Preservation Office (SHPO). This information is critical at the earliest stage of the project design to ensure no federal or state regulations are violated and to redesign facility if needed.

RESPONSE: No historical resources have been identified to existing within or adjacent to the project area. We understand the Florida Department of Environmental Protection and US Army Corps consulted with the Department of State and no comments or concerns were received as part of their permitting.

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11. Please provide a stand-alone management plan or general operation information/narrative for this project and applicable point of contact for this proposed docking facility, such as limited use of day time transient mooring only available, specific size vessels for specific slip sizes, 24/7 contact person and/or possible security information [name(s), title(s), affiliated company, contact phone number and email, etc.], associated fees for mooring, etc, as appropriate for this project.

RESPONSE: Please see attached draft operations and maintenance plan for the project.

We appreciate your assistance with this project. Should you have any questions or need any clarification on the response items, please feel free to contact Woods Consulting.

My regards,



Terri Skapik
President.
Woods Consulting

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SECTION II

1. LOCATION OF PROPOSED PROJECT

Site Street Address: 601 S. Harbour Island Blvd
City: Tampa State: FL Zip Code: 33602
Folio Number(s): 198756-0050, 198756-0088, 198756-0000, 198756-0070
Section: 24 Township: 29S Range: 18E
Name of Water Body at Project: Seddon Channel

2. PROPOSED USE

- Private Single-Family Dwelling Private Multi-Family Dwelling (Condominium, Apartment, etc.)
 Commercial Other (explain): _____

3. OWNER OF SUBMERGED LANDS: Owned by Applicant/Owner

Leased Port Property or Port Easement (Check box if applicable and attach information.)

4. PREVIOUS TAMPA PORT AUTHORITY PERMITS ISSUED AT THIS LOCATION:

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Permit Number(s): unknown Date: _____

5. PROJECT DESCRIPTION

NOTE: Features and dimensions must be carefully shown on the required application drawings. Please review the attached guidelines provided to ensure that the drawings which you have prepared are acceptable.

A. STRUCTURES:

- NEW WORK MAINTENANCE ADDITION

1) DOCK, OBSERVATION DECK, PIER, OR ELEVATED BOARDWALK

- a. Length of Shoreline: 1,300 Linear Ft.
b. Number of Proposed Docks: 17 No. of Boat Slips/Lifts: 41 / 0
c. Length from MHW to Waterward Edge of Structure: 46 (MAX) Ft.
d. Width of Structure: 880 Ft. Mooring Water Depth at M/OLW: 8 (avg) Ft.
e. Existing Structure Area: 420 - remove 9 piers Sq. Ft.
f. Proposed Structure Area: 9,548 Sq. Ft.
g. Overall Area of Facility: 9,548 Sq. Ft.

2) SEAWALLS, RIP-RAP, REVETMENTS OR OTHER SHORELINE STABILIZATION:

- a. Length of Shoreline at Site: na Linear Ft.
b. Length of Work Proposed Along Shoreline: na Linear Ft.
c. Seawall Vertical Height: na Ft.
d. Rip-Rap Slope: Horizontal Distance: na Ft.; Vertical Height: na Ft.
e. Type of Material: na
f. Volume: na Cubic Ft. Below MHW/OHW

3) OTHER TYPE OF STRUCTURE: (Please Explain) _____

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**For Utility Pipeline Projects: Refer to the Engineering Standards for Submerged Land Utility Crossing*

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Return to upon recording:

Meridian Partners
4600 West Cypress Street
Suite 130
Tampa, FL 33607

Folio Numbers: 198756.0000, 198756.0050, 198756.0070, 198756.0072 and 198756.0088

Consideration: \$7,500,001.00

SPACE ABOVE RESERVED FOR RECORDING INFORMATION

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SPECIAL WARRANTY DEED

This **SPECIAL WARRANTY DEED** is executed this 4th day of September, 2014, by **WILDER CORPORATION OF DELAWARE**, a Delaware corporation having an address of 2536 Countryside Blvd., Suite 250, Clearwater, FL 33763 (hereinafter called "Grantor"), to **CCP HARBOUR ISLAND LLC**, a Florida limited liability company having an address of 4600 West Cypress Street, Suite 120, Tampa, FL 33607 (hereinafter called "Grantee"), the foregoing sometimes being referred to herein as the "Parties".

WITNESSETH, That Grantor, for and in consideration of the sum of Ten and No/100 Dollars (\$10.00) and/or other valuable consideration, the receipt and sufficiency whereof is hereby acknowledged, hereby grant, bargain, sell, alien, remise, release, convey and confirm unto Grantee, all that certain land lying and situate in Hillsborough County, Florida, to-wit:

SEE ATTACHED EXHIBIT "A"

Subject to all easements, restrictions, reservations, and limitations of record, if any, existing as of the date of this conveyance.

Together with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

TO HAVE AND TO HOLD the same in fee simple forever. Grantor hereby covenants with Grantee that Grantor is lawfully seized of the aforesaid land in fee simple, that Grantor has good right and lawful authority to sell and convey said land and Grantor hereby warrants title to said land and will defend the same against the lawful claims of all persons claiming by, through or under Grantor, but not otherwise.

SIGNATURE PAGE FOLLOWS

THIS IS NOT A CERTIFIED COPY

IN WITNESS WHEREOF, Grantor has signed and sealed these presents the day and year first above written.

Witnesses:

Mary Cardenuto
Name: Mary Cardenuto
Debbie De Rosa
Name: Debbie De Rosa

GRANTOR:

WILDER CORPORATION OF DELAWARE,
a Delaware corporation

By: *Maurice Wilder*
Maurice Wilder, President

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STATE OF FLORIDA
COUNTY OF PINELLAS

Executed and acknowledged before me this 2nd day of September 2014, by Maurice Wilder, the President of Wilder Corporation of Delaware, a Delaware corporation. He (check one): is personally known to me; or produced _____ as identification.

(seal)

Mary Cardenuto
Notary Public
State of Florida



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Exhibit A
Legal Description

PARCEL A:

That part of a parcel of land bounded by Seddon, Garrison, and Sparkman Channels, according to map of "U.S. Harbor Lines, Tampa Harbor, Florida, Hillsboro River and Hillsboro Bay" prepared by the Corps of Engineers, U.S. Army and approved by the Secretary of the Army on January 19, 1953, being a part of HARBOUR ISLAND PARCEL ONE RE-REVISED, HARBOUR ISLAND PARCEL THREE REVISED, AND HARBOUR ISLAND RETAIL PARCEL, more particularly described as follows:

From the Northwest corner of Government Lot 14, Section 19, Township 29 South, Range 19 East, Hillsborough County, Florida, run thence South 00° 24'28" West, 1688.61 feet, along the West boundary of said Section 19 and the Southerly extension thereof, to a point on the Combined Pierhead and Bulkhead Line for the Southerly side of Garrison Channel, according to map of "U.S. Harbor Lines, Tampa Harbor, Florida, Hillsboro River and Hillsboro Bay"; thence South 72° 36'25" West, 980.56 feet along said Combined Pierhead and Bulkhead Line, for a Point of Beginning; from said Point of Beginning, thence continue South 72° 36'25" West 345.40 feet along said combined Pierhead and Bulkhead Line, to Tampa Harbor Line Point THL 215, thence South 23° 50'39" West, 437.22 feet along intersection Combined Pierhead and Bulkhead Line for Garrison and Seddon Channels, according to said map of "U.S. Harbor Lines, Tampa Harbor, Florida, Hillsboro River and Hillsboro Bay", to Tampa Harbor Line Point THL 216, thence North 75° 37'20" East 84.50 feet, thence South 20° 58'38.5" East, 59.76 feet, thence South 24° 01'21.5" West 14.90 feet, thence South 20° 58'38.5" East 48.05 feet thence North 69° 10'57" East 32.00 feet, thence South 21° 23'31" East 9.95 feet thence North 69° 01'21.5" East, 111.20 feet, thence North 20° 58'38.5" West 75.00 feet, thence North 69° 01'21.5" East, 160.00 feet, thence North 20° 58'38.5" West 15.00 feet, thence North 69° 01'21.5" East, 256.50 feet, thence North 20° 58'38.5" West 270.00 feet, thence North 69° 01'21.5" East 19.74 feet, thence North 20° 58'38.5" West 66.64 feet to the Point of Beginning.

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PARCEL B:

That part of a parcel of land bounded by Seddon, Garrison, and Sparkman Channels, according to map of "U.S. Harbor Lines, Tampa Harbor, Florida, Hillsboro River and Hillsboro Bay" prepared by the Corps of Engineers, U.S. Army and approved by the Secretary of the Army on January 19, 1953, described as follows:

From the Northwest corner of Government Lot 14, Section 19, Township 29 South, Range 19 East, Hillsborough County, Florida, run thence along the West boundary of said Section 19, South 00° 24'28" West, 1688.61 feet to a point on the Combined Pierhead and Bulkhead Line for the Southerly side of Garrison Channel, according to said map of "U.S. Harbor Lines, Tampa Harbor, Florida, Hillsboro River and Hillsboro Bay"; thence South 72° 36'25" West 948.29 feet along said Combined Pierhead and Bulkhead Line for the Southerly side of Garrison Channel to the Point of Beginning; thence South 20° 53'58" East 139.61 feet, thence South 69° 06'02" West 51.76 feet to a point on the Easterly right-of-way line of Harbour Island Boulevard, thence along said Easterly right-of-way line the following 3 (three) courses (1) North 20° 58'39" West 74.92 feet; (2) North 69° 01'21" East, 19.74 feet, (3) North 20° 58'39" West 66.64 feet to a point on said Combined Pierhead and Bulkhead Line for the Southerly side of Garrison Channel, thence North 72° 36'25" East 32.27 feet along said Combined Pierhead and Bulkhead Line for the Southerly side of Garrison Channel to the Point of Beginning.

HOTEL STRUCTURE ADDITION:

PARCEL 1:

That part of a parcel of land bounded by Seddon, Garrison, and Sparkman Channels, according to map of "U.S. Harbor Lines, Tampa Harbor, Florida, Hillsboro River and Hillsboro Bay" prepared by the Corps of Engineers, U.S. Army and approved by the Secretary of the Army on January 19, 1953, being more particularly described as follows:

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From the Northwest corner of Government Lot 14, Section 19, Township 29 South, Range 19 East, Hillsborough County, Florida, run thence along the West boundary of said Section 19, South 00° 24'28" West, 1688.61 feet to a point on the Combined Pierhead and Bulkhead Line for the Southerly side of Garrison Channel, according to said map of "U.S. Harbor Lines, Tampa Harbor, Florida, Hillsboro River and Hillsboro Bay"; thence South 72° 36'25" West, 1325.96 feet along said Combined Pierhead and Bulkhead Line for the Southerly side of Garrison Channel to Tampa Harbor Line Point THL 215; thence South 23° 50'39" West, 437.22 feet, along intersection Combined Pierhead and Bulkhead Line for Garrison and Seddon Channels, according to said map of "U.S. Harbor Lines, Tampa Harbor, Florida, Hillsboro River and Hillsboro Bay", to Tampa Harbor Line Point THL 216 and the Point of Beginning; thence North 75° 37'20" East, 84.50 feet; thence South 20° 58'38.5" East, 59.76 feet; thence South 24° 01'21.5" West, 14.90 feet; thence South 20° 58'38.5" East, 48.05 feet; thence North 69° 10'57" East, 32.00 feet; thence South 21° 23'31" East, 9.95 feet; thence South 69° 01'21.5" West, 32.07 feet; thence South 20° 58'38.5" East, 160.00 feet; thence North 69° 01'21.5" East, 12.00 feet; thence South 20° 58'38.5" East, 78.50 feet; thence South 69° 01'21.5" West, 54.65 feet; thence North 25° 38'47" West, 377.86 feet, to the Point of Beginning.

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PARCEL 2:

That part of a parcel of land bounded by Seddon, Garrison, and Sparkman Channels, according to map of "U.S. Harbor Lines, Tampa Harbor, Florida, Hillsboro River and Hillsboro Bay" prepared by the Corps of Engineers, U.S. Army and approved by the Secretary of the Army on January 19, 1953, being more particularly described as follows:

From the Northwest corner of Government Lot 14, Section 19, Township 29 South, Range 19 East, Hillsborough County, Florida, run thence along the West boundary of said Section 19, South 00° 24'28" West, 1688.61 feet to a point on the Combined Pierhead and Bulkhead Line for the Southerly side of Garrison Channel, according to said map of "U.S. Harbor Lines, Tampa Harbor, Florida, Hillsboro River and Hillsboro Bay"; thence South 72° 36'25" West, 1325.96 feet along said Combined Pierhead and Bulkhead Line for the Southerly side of Garrison Channel to Tampa Harbor Line Point THL 215; thence South 23° 50'39" West, 437.22 feet, along intersection Combined Pierhead and Bulkhead Line for Garrison and Seddon Channels, according to said map of "U.S. Harbor Lines, Tampa Harbor, Florida, Hillsboro River and Hillsboro Bay", to Tampa Harbor Line Point THL 216; thence South 25° 38'47" East, 377.86 feet; thence North 69° 01'21.5" East, 54.65 feet; thence North 20° 58'38.5" West, 27.15 feet to the Point of Beginning; thence continue North 20° 58'38.5" West, 31.35 feet; thence North 69° 01'21.5" East, 193.08 feet; thence South 20° 58'38.5" East, 50.58 feet; thence South 66° 56'03" East 11.40 feet; thence South 20° 58'38.5" East, 3.19 feet; South 69° 01'21.5" West, 60.00 feet; thence North 20° 58'38.5" West, 16.69 feet; South 69° 01'21.5" West, 3.43 feet; thence North 65° 51'39" West, 19.27 feet; thence South 69° 01'21.5" West, 124.25 feet, to the Point of Beginning.

PARCEL 3:

That part of HARBOUR ISLAND PARCEL 1 RE-REVISED, a parcel of land bounded by Seddon, Garrison and Sparkman Channels, according to map of "US, Harbor Lines, Tampa Harbor, Florida, Hillsboro River and Hillsboro Bay" prepared by the Corps of Engineers, U.S. Army and approved by the Secretary of the Army, on January 19, 1953, described as follows:

From the Northwest corner of Government Lot 14, Section 19, Township 29 South, Range 19 East, Hillsborough County, Florida, run thence South 00° 24'28" West 1688.61 feet, along the West boundary of said Section 19 and a Southerly extension thereof, to a point on the Combined Pierhead and Bulkhead Line for the Southerly side of Garrison Channel, according to said map of "U.S. Harbor Lines, Tampa Harbor, Florida, Hillsboro River and Hillsboro Bay"; thence South 72° 36'25" West 1000.34 feet along said combined Pierhead and Bulkhead Line; thence South 20° 58'38.5" East 337.88 feet to the Point of Beginning; thence continue South 20° 58'38.5" East 553.69 feet to a point on a curve, thence 34.51 feet Northwesterly along the arc of a curve to the right said curve having a radius of 45.00 feet and a central angle of 43° 56'26" (chord bearing North 42° 28'12" West, 33.67 feet); thence North 20° 57'19" West, 102.19 feet; thence South 69° 01'21.5" West, 34.20 feet; thence North 20° 58'38.5" West, 90.00 feet; thence South 69° 01'21.5" West, 15.00 Feet; thence

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North 20° 58'38.5" West 170.00 feet to the beginning of a circular curve to the left; thence Northwesterly 70.69 feet along said curve (having a radius of 45.00 feet, a central angle of 90° 00'00", and a chord bearing and distance of North 65° 58'38.5" West 63.64 feet) to the end of said curve; thence South 69° 01'21.5" West 60.00 feet to the beginning of a circular curve to the right, thence Northwesterly 86.39 feet along said curve (having a radius of 55.00 feet, a central angle of 90° 00'00", and a chord bearing and distance of North 65° 58'38.5" West 77.78 feet) to the end of said curve; thence North 20° 58'38.5" West 60.00 feet; thence North 69° 01'21.5" East 221.50 feet to the Point of Beginning.

PIAZZA AREA 5:

PARCEL 4:

That part of HARBOUR ISLAND PARCEL 1 RE-REVISED, a parcel of land bounded by Seddon, Garrison and Sparkman Channels, according to map of "U.S. Harbor Lines, Tampa Harbor, Florida, Hillsboro River and Hillsboro Bay" prepared by the Corps of Engineers, U.S. Army and approved by the Secretary of the Army, on January 19, 1953, described as follows:

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From the Northwest corner of Government Lot 14, Section 19, Township 29 South, Range 19 East, Hillsborough County, Florida, run thence South 00° 24'28" West 1688.61 feet along the West boundary of said Section 19 and a Southerly extension thereof, to a point on the Combined Pierhead and Bulkhead Line for the Southerly side of Garrison Channel, according to said map of "U.S. Harbor Lines, Tampa Harbor, Florida, Hillsboro River and Hillsboro Bay"; thence South 72° 36'25" West 980.56 feet along said Combined Pierhead and Bulkhead Line, thence South 20° 58'38.5" East 66.64 feet; thence South 69° 01'21.5" West, 19.74 feet; thence South 20° 58'38.5" East 900.00 feet; thence South 69° 01'21.5" West, 46.50 feet to the Point of Beginning; thence continue South 69° 01'21.5" West, 34.46 feet to a point on a curve; thence 21.49 feet Southwesterly along the arc of a curve to the left, having a radius of 37.50 feet and a central angle of 32° 49'36" (chord bearing South 85° 32'27" West, 21.19 feet); thence South 69° 25'49" West, 139.97 feet to a point on a curve; thence 95.02 feet Northwesterly along the arc of a curve to the right, having a radius of 68.00 feet and a central angle of 80° 03'33" (chord bearing North 61° 00'25" West, 87.47 feet); thence North 17° 32'37" West, 50.09 feet; thence North 20° 58'38" West, 31.00 feet to a point of curvature; thence 106.81 feet Northwesterly along the arc of a curve to the left having a radius of 68.00 feet and central angle of 90° 00'00", (chord bearing North 65° 58'38" West, 96.17 feet; thence South 69° 01'21.5" West, 44.00 feet; thence North 20° 58'38.5" West 75.31 feet thence North 69° 01'21.5" East, 60.00 feet; thence North 20° 58'38.5" West, 3.19 feet; thence North 66° 56'03" West, 11.40 feet; thence North 20° 58'38.5" West, 50.58 feet; thence North 69° 01'21.5" East 63.59 feet, thence South 20° 58'38.5" East, 4.55 feet; thence North 69° 01'21.5" East 36.25 feet; thence South 20° 58'38.5" East, 54.00 feet; thence South 69° 01'21.5" West, 3.33 feet; thence South 20° 58'38.5" East 230.08 feet; thence South 69° 01'21.5" West 1.65 feet; thence South 20° 58'38.5" East, 15.00 feet; thence North 69° 01'21.5" East, 11.33 feet; thence South 20° 58'38.5" East, 16.75 feet to a point on a curve; thence 16.88 feet Northeasterly along the arc of a curve to the left, having a radius of 30.00 feet and central angle of 32° 13'51" (chord bearing North 85° 18'17" East, 16.65 feet); thence North 69° 01'21.5" East, 141.00 feet to a point of curvature; thence 70.69 feet Northeasterly along the arc of a curve to the left, having a radius of 45.00 feet and a central angle of 90° 00'00" (chord bearing North 24° 01'21" East, 63.64 feet); thence South 20° 58'38.5" East, 80.00 feet to the Point of Beginning.

HARBOUR ISLAND WATERWALK:

PARCEL 5:

That part of a parcel of land bounded by Seddon, Garrison and Sparkman Channels, according to map of "U.S. Harbor Lines, Tampa Harbor, Florida, Hillsboro River and Hillsboro Bay", prepared by the Corps of Engineers U.S. Army and approved by the Secretary of the Army on January 19, 1953, described as follows:

From the Northwest corner of Government Lot 14, Section 19, Township 29 South, Range 19 East, Hillsborough County, Florida; run thence South 00° 24'28" West, 1688.61 feet along the West boundary of said section 19 and a Southerly extension thereof to a point on the Combined Pierhead

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and Bulkhead Line for the Southerly side of Garrison Channel, according to said map of "U.S. Harbor Lines, Tampa Harbor, Florida, Hillsboro River and Hillsboro Bay", thence South 72° 36' 25" West, 1325.96 feet along said Combined Pierhead and Bulkhead Line; thence South 23° 50' 35" West, 437.22 feet along said Combined Pierhead and Bulkhead Line; thence South 25° 38' 47" East, 377.86 feet along said Combined Pierhead and Bulkhead Line for the Easterly side of Seddon Channel to the Southwesterly corner of Lincoln Island Associates No.1, Ltd., as recorded in Official Records Book 11900, page 686, of the public records of Hillsborough County, Florida and the Point of Beginning; thence along the Southerly boundary of said Lincoln Island Associates No. 1 Ltd., North 69° 01' 22" East 54.65 feet to a point on the Westerly boundary of property deeded to Harbour Island Community Services Association and recorded in Official Records Book 10803, page 327, of the public records of Hillsborough County, Florida; thence along said Westerly boundary, South 20° 58' 38" East, 21.50 feet; thence along said Westerly boundary South 25° 47' 50" East, 85.56 feet to the most Northwesterly corner of Seddon Cove Phase 1 Condominium as recorded in Condominium Plat Book 9, page 45, of the public records of Hillsborough County, Florida; thence South 25° 43' 50" East, 9.73 feet along the Westerly boundary of said Seddon Cove Phase 1 to the most Northeasterly corner of the plat of HARBOUR ISLAND MARINA PHASE 1, according to the map or plat thereof as recorded in Plat Book 71, page 14, of the public records of Hillsborough County, Florida; thence South 64° 16' 10" West, 52.96 feet along the Northerly boundary of said HARBOUR ISLAND MARINA PHASE 1; thence North 25° 38' 47" West 121.24 feet along the aforesaid Combined Pierhead and Bulkhead Line for Seddon Channel to the Point of Beginning.

93

EASEMENT PARCEL:

PARCEL 6:

TOGETHER WITH all easements for the benefit of the property created by that certain Reciprocal Easement Agreement recorded in Official Records Book 4206, page 621; as amended by First Amendment thereto recorded in Official Records Book 4347, page 1719; and by Second Amendment thereto recorded in Official Records Book 4598, page 727; and by Third Amendment thereto recorded in Official Records Book 5721, page 951, and as affected by Assignment of Easement recorded in Official Records Book 6958, page 1616, of the public records of Hillsborough County, Florida.

RECEIVED
MAY 16 2016
ENVIRONMENTAL DEPT.

ORDINANCE NO. 97- 97

AN ORDINANCE REZONING PROPERTY IN THE GENERAL VICINITY OF 700 SOUTH HARBOUR ISLAND, IN THE CITY OF TAMPA, FLORIDA, AND MORE PARTICULARLY DESCRIBED IN SECTION 1, FROM ZONING DISTRICT CLASSIFICATION(S) PD TO PD; PROVIDING AN EFFECTIVE DATE.

WHEREAS, a public hearing as required by law was held in City Council Chambers, Third Floor, City Hall, 315 East Kennedy Boulevard, in the City of Tampa, Florida, relating to the rezoning of the real estate described in Section 1 of this ordinance under the terms and provisions of Chapter 27, 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:

94

LEGAL DESCRIPTION: (Attached hereto and made a part hereof as Exhibit A),

which is presently zoned PD under City of Tampa Code Chapter 27, be changed to ZONING DISTRICT CLASSIFICATION PD, as provided for in Chapter 27, 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 thereof 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 hereby amended and to be controlled by a site development plan dated 12/3/96 and Development Standards and Conditions for Harbour Island, Petition #Z96-65 dated 4/4/97, copies of which are attached hereto and by reference made a part hereof as Exhibits B and C, respectively.

Section 3. That the approval of said rezoning shall not release the Petitioner/Owner 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 4. That all ordinances in conflict herewith are repealed to the extent of any conflict.

Section 5. That if any part of this ordinance shall be declared unconstitutional or invalid by a court of competent jurisdiction, the remaining provisions, at the City of Tampa's election, shall remain in full force and effect.

Section 6. That this ordinance shall take effect immediately upon becoming a law.

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PASSED AND ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAMPA,
FLORIDA ON APR 24 1997.

ATTEST:

Janett S. Martin
CITY CLERK

PREPARED AND APPROVED BY:

Andrea E. Zelman
ANDREA E. ZELMAN
ASSISTANT CITY ATTORNEY

Ronnie Mason
CHAIRMAN, CITY COUNCIL

APPROVED by me on APR 25 1997

Dick A. Greco
DICK A. GRECO, MAYOR

Z96-65

95

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ENVIRONMENTAL DEPT.

LEGAL DESCRIPTION

HARBOUR ISLAND OVERALL

DESCRIPTION: That part of a parcel of land bounded by SEDDON, GARRISON, and SPARKMAN CHANNELS, according to map of "U.S. HARBOR LINES, TAMPA HARBOR, FLORIDA, HILLSBORO RIVER AND HILLSBORO BAY" prepared by the Corps of Engineers, U.S. Army and approved by the Secretary of the Army on January 19, 1953, being more particularly described as follows:

From the Northwest corner of Government Lot 14, Section 19, Township 29 South, Range 19 East, Hillsborough County, Florida, run thence S.00°24'28"W., 1688.61 feet, along the West boundary of said Section 19 and a Southerly extension thereof, to a point on the Combined Pierhead and Bulkhead Line for the Southerly side of GARRISON CHANNEL, according to said map of "U.S. HARBOR LINES, TAMPA HARBOR, FLORIDA, HILLSBORO RIVER AND HILLSBORO BAY" and the POINT OF BEGINNING; thence N.72°36'25"E., 1068.05 feet, along said Combined Pierhead and Bulkhead Line to Tampa Harbor Line Point THL 214; thence S.43°17'11"E., 1231.48 feet, along intersection Combined Pierhead and Bulkhead Line for GARRISON AND SPARKMAN CHANNELS, according to said map of "U.S. HARBOR LINES, TAMPA HARBOR, FLORIDA, HILLSBORO RIVER AND HILLSBORO BAY", to Tampa Harbor Line Point THL 208; thence S.20°49'13"W., 1847.53 feet, along the Combined Pierhead and Bulkhead Line on the Westerly side of SPARKMAN CHANNEL to Tampa Harbor Line Point THL 206; thence S.06°17'13"W., 2860.93 feet, along the Combined Pierhead and Bulkhead Line on the Westerly side of SPARKMAN CHANNEL, to Tampa Harbor Line Point THL 204; thence S.80°19'12"W., 231.07 feet along the intersection Combined Pierhead and Bulkhead Line for SPARKMAN AND SEDDON CHANNELS, to Tampa Harbor Line Point THL 218; thence N.25°38'47"W., 4870.17 feet, along the Combined Pierhead and Bulkhead Line on the Easterly side of SEDDON CHANNEL, to Tampa Harbor Line Point THL 216; thence N.23°50'35"E., 437.22 feet, along the intersection Combined Pierhead and Bulkhead Line for SEDDON AND GARRISON CHANNELS, to Tampa Harbor Line Point THL 215; thence N.72°36'25"E., 1325.96 feet, along the Combined Pierhead and Bulkhead Line on the Southerly side of GARRISON CHANNEL, to the POINT OF BEGINNING.

96

AND

CITY OF TAMPA
RIGHT OF WAY SECTION
DESCRIPTION APPROVED

Date 10/2/16 By [Signature]

Legal Description Continues on Next Page

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EXHIBIT A

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HARBOUR ISLAND OVERALL BOAT SLIP AREA

DESCRIPTION: That part of a parcel of land bounded by SEDDON, GARRISON and SPARKMAN CHANNELS, according to map of "U.S. HARBOR LINES, TAMPA HARBOR, FLORIDA, HILLSBORO RIVER AND HILLSBORO BAY" prepared by the Corps of Engineers, U.S. Army and approved by the Secretary of the Army on January 19, 1953, described as follows:

From the Northwest corner of Government Lot 14, Section 19, Township 29 South, Range 19 East, Hillsborough County, Florida, run thence S.00°24'28"W., 1688.61 feet, along the West boundary of said Section 19 and a Southerly extension thereof, to a point on the Combined Pierhead and Bulkhead Line for the Southerly side of GARRISON CHANNEL, according to said map of "U.S. HARBOR LINES, TAMPA HARBOR, FLORIDA, HILLSBORO RIVER AND HILLSBORO BAY", and the POINT OF BEGINNING; thence S.72°36'25"W., 1325.96 feet along said Combined Pierhead and Bulkhead Line to Tampa Harbor Line Point 215; thence S.25°50'35"W., 437.22 feet along the Intersection Combined Pierhead and Bulkhead Line for said GARRISON and SEDDON CHANNELS to Tampa Harbor Line Point 216; thence S.25°38'47"E., 4870.17 feet along the Combined Pierhead and Bulkhead Line of SEDDON CHANNEL to Tampa Harbor Line Point 218; thence S.80°19'12"W., 104.01 feet; thence along a line 100.00 feet from and parallel with the said combined Pierhead and Bulkhead Line N.25°38'47"W., 4429.05 feet; thence S.69°02'35"W., 63.32 feet; thence N.28°07'18"W., 636.88 feet; thence N.24°03'36"E., 630.89 feet; thence S.65°44'52"E., 333.25 feet; thence N.69°00'25"E., 95.80 feet; thence S.20°59'35"E., 27.90 feet; thence N.72°36'25"E., 1640.51 feet to a point of intersection with a non-tangent curve, having a radius of 991.13 feet and a central angle of 04°22'42"; thence Southerly along the arc of said curve to the left, from which the local tangent at the beginning point bears S.00°13'57"W., 75.74 feet, said arc subtended by a chord which bears S.01°57'24"E., 75.72 feet to the point of intersection with a non-tangent line; thence S.04°53'23"E., 27.67 feet (29.59 feet by previous description) to the said Combined Pierhead and Bulkhead Line; thence S.72°36'25"W., along said Combined Pierhead and Bulkhead Line, 542.74 feet (542.77 feet by previous description) to the POINT OF BEGINNING.

AND

LESS THOSE LANDS WHICH ARE IDENTIFIED BY THE FOLLOWING DESCRIPTIONS:

Legal Description Continues on Next Page

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ENVIRONMENTAL DEPT.

SEDDON'S COVE
OVERALL BOUNDARY

DESCRIPTION: That part of a parcel of land bounded by SEDDON, GARRISON, and SPARKMAN CHANNELS, according to map of "U.S. HARBOR LINES, TAMPA HARBOR, FLORIDA, HILLSBORO RIVER AND HILLSBORO BAY" prepared by the Corps of Engineers, U.S. Army and approved by the Secretary of the Army on January 19, 1953, described as follows:

From the Northwest corner of Government Lot 14, Section 19, Township 29 South, Range 19 East, Hillsborough County, Florida, run thence S.00°24'28"W., 1688.61 feet along the West boundary of said Section 19 and a Southerly extension thereof to a point on the Combined Pierhead and Bulkhead Line for the Southerly side of GARRISON CHANNEL, according to said map of "U.S. HARBOR LINES, TAMPA HARBOR, FLORIDA, HILLSBORO RIVER AND HILLSBORO BAY"; thence S.72°35'25"W., 980.56 feet, along said Combined Pierhead and Bulkhead Line; thence S.20°58'38.5"E., 66.64 feet; thence S.69°01'21.5"W., 19.74 feet; thence S.20°58'38.5"E., 900.00 feet; thence S.69°01'21.5"W., 83.50 feet; thence S.20°58'38.5"E., 79.00 feet to a point of curvature; thence Southeasterly 49.13 feet along the arc of a curve to the left having a radius of 1197.92 feet and a central angle of 02°21'00" (chord bearing S.22°09'08.5"E., 49.13 feet); thence from a tangent bearing of S.26°05'32"E., Southeasterly 192.76 feet along the arc of a curve to the left having a radius of 1192.92 feet and a central angle of 09°15'30" (chord bearing S.30°43'17"E., 192.55 feet) to the Point of Beginning; thence continuing along said curve, Southeasterly 13.60 feet along the arc of a curve to the left having a radius of 1192.92 feet and a central angle of 00°39'12" (chord bearing S.35°40'38"E., 13.60 feet); thence from a tangent bearing of S.33°13'38.5"E., Southeasterly 44.50 feet along the arc of a curve to the left having a radius of 1187.92 feet and a central angle of 02°08'46" (chord bearing S.34°18'02"E., 44.49 feet); thence S.58°36'00"W., 69.98 feet; thence S.31°24'00"E., 45.00 feet; thence S.58°36'00"W., 51.62 feet; thence S.23°22'07"W., 87.36 feet; thence S.25°43'50"E., 115.00 feet; thence S.64°16'10"W., 259.53 feet; thence N.29°43'48"W., 40.29 feet; thence N.41°45'09"W., 32.71 feet; thence N.25°43'50"W., 766.80 feet; thence N.64°16'10"E., 177.60 feet to a point of curvature; thence Southeasterly 101.40 feet along the arc of a curve to the right having a radius of 60.00 feet and a central angle of 96°49'51" (chord bearing S.67°18'55"E., 69.76 feet) to a point of tangency; thence S.18°54'00"E., 107.54 feet; thence S.27°36'00"E., 74.00 feet; thence S.48°40'00"E., 317.82 feet to a point of curvature; thence Southeasterly 35.81 feet along the arc of a curve to the left having a radius of 21.00 feet and a central angle of 72°44'00" (chord bearing S.85°02'00"E., 34.19 feet) to a point of tangency; thence N.58°35'00"E., 67.37 feet to the POINT OF BEGINNING.

AND

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HARBOUR COURT CONDOMINIUM - PHASE 1

That part of a parcel of land bounded by SEDDON, GARRISON, and SPARKMAN CHANNELS, according to map of "U.S. HARBOR LINES, TAMPA HARBOR, FLORIDA, HILLSBORO RIVER AND HILLSBORO BAY" prepared by the Corps of Engineers, U.S. Army and approved by the Secretary of the Army on January 19, 1953, described as follows:

From the Northwest corner of Government Lot 14, Section 19, Township 29 South, Range 19 East, Hillsborough County, Florida, run thence S.00°24'28"W., 1686.61 feet, along the West boundary of said Section 19 and a Southerly extension thereof, to a point on the Combined Pierhead and Bulkhead Line for the Southerly side of GARRISON CHANNEL, according to said map of "U.S. HARBOR LINES, TAMPA HARBOR, FLORIDA, HILLSBORO RIVER AND HILLSBORO BAY"; thence S.77°36'25"W., 380.56 feet, along said Combined Pierhead and Bulkhead Line; thence S.20°58'38.5"E., 66.61 feet; thence S.69°01'21.5"W., 19.74 feet; thence S.20°58'38.5"E., 900.00 feet; thence N.69°01'21.5"E., 70.50 feet; thence S.20°58'38.5"E., 79.00 feet to the beginning of a curve to the left; thence Southerly, 44.87 feet, along the arc of said curve (having a radius of 1093.92 feet, a central angle of 07° 21'00", and a chord bearing and distance of S.72°09'08.5"E., 44.86 feet); thence S.19°42'26"E., 94.48 feet; thence, from a tangent bearing of S.28°13'38.5"E., Southeasterly, 305.78 feet, along the arc of a curve to the left (having a radius of 1103.97 feet, a central angle of 26°15'00", and a chord bearing and distance of S.41°21'08.5"E., 501.35 feet), to the end of said curve; thence S.54°28'38.5"E., 23.47 feet to a POINT OF BEGINNING; thence from a tangent bearing of N.12°42'06"E., Northerly, 267.42 feet, along the arc of a curve to the right (having a radius of 1463.19 feet, a central angle of 18°28'18", and a chord bearing and distance of N.17°56'15"E., 267.05 feet) along the Easterly line of a Force Main Easement as recorded in Deed Book 1546, Page 466 and Deed Book 1705, Page 70, Public Records of Hillsborough County Florida; thence S.65°58'38.5"E., 176.66 feet; thence N.69°01'21.5"E., 114.00 feet; thence S.20°58'38.5"E., 190.00 feet; thence N.88°30'00"E., 111.18 feet; thence S.01°30'00"E., 221.64 feet to the beginning of a curve to the right; thence Southwesterly, 79.84 feet, along the arc of said curve (having a radius of 19.00 feet, a central angle of 90°00'00", and a chord bearing and distance of S.43°30'00"W., 26.87 feet) to the end of said curve; thence S.88°30'00"W., 39.00 feet to the beginning of a curve to the right; thence Northwesterly, 384.22 feet along the arc of said curve (having a radius of 594.61 feet, a central angle of 37°01'22", and a chord bearing and distance of N.72°59'19"W., 377.57 feet) to the end of said curve; thence N.54°28'38.5"W., 143.17 feet to the POINT OF BEGINNING.

99

AND

LOT 1, ISLAND WALK, according to map or plat thereof as recorded in Plat Book 69 on Page 31 of the public records of Hillsborough County, Florida

AND

LOT 1, ISLAND PLACE, according to map or plat thereof as recorded in Plat Book 71, Page 77 of the public records of Hillsborough County, Florida

AND

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LEGAL DESCRIPTION, HARBOUR HOMES

That part of a parcel of land bounded by SEDDON, GARRISON and SPARKMAN CHANNELS, according to map of "U.S. HARBOR LINES, TAMPA HARBOR, FLORIDA, HILLSBORO RIVER AND HILLSBORO BAY" prepared by the Corps of Engineers, U.S. Army and approved by the Secretary of the Army on January 17, 1951, described as follows:

From the Northwest corner of Government Lot 14, Section 17, Township 25 South, Range 19 East, Hillsborough County, Florida, run thence S.00°24'28"W., 1682.61 feet, along the West boundary of said Section 19 and a Southerly extension thereof, to a point on the Combined Pierhead and Bulkhead Line for the Southerly side of GARRISON CHANNEL, according to said map of "U.S. HARBOR LINES, TAMPA HARBOR, FLORIDA, HILLSBORO RIVER AND HILLSBORO BAY"; thence run N.72°36'25"E., along said Pierhead Bulkhead line a distance of 505.12 feet to the Westerly right of way line of SOUTH BENEFACTIAL DRIVE; thence S.03°18'30"E., along said Westerly line a distance of 65.38 feet; thence S.05°27'19"E., along said Westerly line a distance of 148.34 feet; thence 129.54 feet along the arc of a curve to the right said curve having a radius of 275.00 feet and a chord of 119.34 feet which bears S.08°00'21"W.; thence S.21°30'00"W., a distance of 65.13 feet; thence S.68°30'00"E., a distance of 23.00 feet; thence S.21°10'00"W., a distance of 157.25 feet; thence 442.37 feet along the arc of a curve to the left said curve having a radius of 1102.00 feet and a chord of 429.61 feet which bears S.10°00'00"W.; thence S.31°30'00"E., a distance of 171.00 feet; thence S.07°12'35"E., a distance of 100.50 feet; thence S.01°30'00"E., a distance of 639.00 feet; thence N.88°30'00"E., a distance of 80.00 feet; thence S.01°30'00"E., a distance of 449.94 feet, to the POINT OF BEGINNING; thence N.88°30'00"E., a distance of 158.63 feet; thence N.58°00'00"E., a distance of 39.40 feet; thence N.88°30'00"E., a distance of 178.23 feet; thence N.06°54'54"E., a distance of 15.70 feet; thence S.88°04'07"E., a distance of 122.19 feet; thence S.07°12'29"E., a distance of 35.50 feet; thence S.40°19'35"E., a distance of 19.30 feet; thence S.11°51'40"E., a distance of 70.15 feet; thence S.00°30'58"E., a distance of 51.55 feet; thence S.12°55'21"E., a distance of 50.57 feet; thence S.11°44'44"W., a distance of 37.27 feet; thence S.10°10'06"W., a distance of 28.17 feet; thence S.11°39'16"E., a distance of 60.91 feet; thence S.9°47'22"E., a distance of 49.52 feet; thence S.73°47'39"W., a distance of 35.14 feet; thence S.23°43'31"W., a distance of 49.53 feet; thence S.02°07'50"W., a distance of 46.35 feet; thence S.04°01'39"W., a distance of 53.48 feet; thence S.09°16'04"W., a distance of 55.80 feet; thence S.01°27'22"W., a distance of 47.84 feet; thence N.01°10'00"W., a distance of 597.94 feet; the POINT OF BEGINNING.

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LEGAL DESCRIPTION: ISLAND HOMES

That part of a parcel of land bounded by SIDCOX, GARRISON and SPANONAN CHANNELS, according to map of "U.S. HARBOR LINES, TAMPA HARBOR, FLORIDA, HILLSBORO RIVER AND HILLSBORO BAY" prepared by the Corps of Engineers, U.S. Army and approved by the Secretary of the Army on January 18, 1953, described as follows:

From the Northwest corner of Government Lot 11, Section 19, Township 29 South, Range 19 East, Hillsborough County, Florida, run thence S.00°24'21"W., 1631.61 feet, along the West boundary of said Section 19 and a Southerly extension thereof, to a point on the Combined Pierhead and Bulkhead Line for the Southerly side of GARRISON CHANNEL, according to said map of "U.S. HARBOR LINES, TAMPA HARBOR, FLORIDA, HILLSBORO RIVER AND HILLSBORO BAY"; thence run N.72°16'25"E. along said Pierhead Bulkhead line a distance of 505.12 feet to the Westerly right of way line of SOUTH BENEFICIAL DRIVE; thence S.03°18'30"E. along said westerly line a distance of 65.38 feet; thence S.05°29'19"E. along said westerly line a distance of 148.31 feet; thence 179.54 feet along the arc of a curve to the right said curve having a radius of 275.00 feet and a chord of 123.34 feet which bears S.04°00'21"W.; thence S.21°30'00"W. a distance of 69.13 feet; thence S.64°30'00"E. a distance of 21.00 feet; thence S.21°30'00"W. a distance of 147.25 feet; thence 442.37 feet along the arc of a curve to the left said curve having a radius of 1102.00 feet and a chord of 439.41 feet which bears S.10°00'00"W.; thence S.01°30'00"E. a distance of 171.00 feet; thence S.07°12'31"E. a distance of 100.50 feet; thence S.01°30'00"E. a distance of 127.39 feet; thence 29.45 feet along the arc of a curve to the right and the Easterly right of way line of SOUTH HARBOR ISLAND BOULEVARD as now established said curve having a radius of 19.00 feet and a chord of 26.47 feet which bears S.43°30'00"W.; thence S.44°30'00"W. a distance of 39.00 feet; thence 344.22 feet along the arc of a curve to the right said curve having a radius of 594.61 feet and a chord of 377.57 feet which bears N.72°59'19"W.; thence N.51°21'38"W. a distance of 166.59 feet; thence 162.65 feet along the arc of a curve to the right said curve having a radius of 1103.92 feet and a chord of 162.50 feet which bears N.50°15'23"W.; thence S.43°57'39"W. a distance of 41.00 feet to a point on the Westerly right of way line of said SOUTH HARBOR ISLAND BOULEVARD and the POINT OF BEGINNING; thence 175.02 feet along the arc of a curve to the right said curve having a radius of 1147.92 feet and a chord of 174.16 feet which bears S.50°15'23"E. thence S.54°21'38"E. a distance of 39.69 feet; thence 593.49 feet along the arc of a curve to the left said curve having a radius of 1493.19 feet and a chord of 549.54 feet which bears S.01°59'50"E.; thence S.76°32'23"W. a distance of 150.00 feet; thence 3.60 feet along the arc of a curve to the left said curve having a radius of 1633.19 feet and a chord of 3.30 feet which bears S.13°31'37"E.; thence S.64°16'10"W. a distance of 212.61 feet; thence N.18°57'03"W. a distance of 84.44 feet; thence N.25°50'16"W. a distance of 625.65 feet the Southerly most corner of SIDCOX COVE, PHASE 3 a condominium as recorded in Condominium Plat Book 10, Page 25 of Public Records for Hillsborough County, Florida. thence run along the Southerly boundary of said condominium plat the following six (6) courses: 1) N.64°16'10"E. a distance of 259.53 feet; 2) N.25°41'50"W. a distance of 115.00 feet; 3) N.23°22'07"E. a distance of 17.36 feet; 4) N.54°16'00"E. a distance of 51.62 feet; 5) N.31°21'00"W. a distance of 45.00 feet; 6) N.51°16'00"E. a distance of 63.98 feet to a point on the Southerly right of way line of South Harbor Island Boulevard as now established; thence 42.45 feet along the arc of a curve to the left said curve having a radius of 1147.92 feet and a chord of 42.45 feet which bears S.16°21'50"E.; thence S.51°16'03"W. a distance of 10.50 feet; thence S.34°41'57"E. a distance of 55.00 feet; thence N.51°16'03"W. a distance of 31.09 feet; thence N.34°41'57"W. a distance of 2.00 feet; thence N.51°16'03"E. a distance of 15.50 feet; thence 125.61 feet along the arc of a curve to the right said curve having a radius of 1147.92 feet and a chord of 125.55 feet which bears S.43°00'21"E. to the POINT OF BEGINNING.

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ENVIRONMENTAL DEPT.

CONDOMINIUM SALES OFFICE--DESC AS FOLLOWS
COMM AT NW COR OF GOV LOT 14 RUN S 1699.61 FT ALG
W BDRY OF SEC 19 THN S 72 DEG 36 MIN 25 SEC W
980.56 FT TH S 20 DEG 58 MIN 38.5 SEC E 66.64 FT
THN S 69 DEG 01 MIN 21.5 SEC W 19.74 FT THN S 20
DEG 58 MIN 38.5 SEC E 900 FT THN N 69 DEG 01 MIN
21.5 SEC E 20.50 FT THN S 20 DEG 58 MIN 38.5 SEC
E 45 FT TO POB CONT SLY 34 FT THN SLY 44.87 FT
ALG AN ARC TO LEFT CHD BRG AND DIST S 22 DEG 09
MIN 08.5 SEC E 44.86 FT THN S 17 DEG 42 MIN 26 SEC
E 81.66 FT THN N 69 DEG 01 MIN 21.5 SEC E 156.65
FT THN N 20 DEG 58 MIN 38.5 SEC W 8.50 FT THN N
69 DEG 01 MIN 21.5 SEC E 25 FT THN N 20 DEG 58 MIN
38.5 SEC W 171 FT THN S 69 DEG 01 MIN 21.5 SEC W
161.96 FT THN S 24 DEG 01 MIN 21.5 SEC W 26.87 FT
TO POB

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AND

TRACT BEG AT NW COR OF GOV LOT 14 RUN S 1628.61 FT
THN S 72 DEG 36 MIN W 980.56 FT S 20 DEG 58 MIN E
66.64 FT S 69 DEG W 19.74 FT S 20 DEG 58 MIN E 900
FT N 69 DEG E 20.50 FT S 20 DEG 58 MIN E 77 FT S
22 DEG E 44.86 FT S 17 DEG 42 MIN E 94.48 FT S 34
DEG E 223.99 FT S 50 DEG W 84 FT TO POB THN S 51
DEG 18 MIN W 15.50 FT S 38 DEG 41 MIN E 2 FT S 51
DEG 18 MIN W 21 FT N 38 DEG 41 MIN W 39.50 FT N 51
DEG 18 MIN E 21 FT S 38 DEG 41 MIN E 20.50 FT N 51
DEG 18 MIN E 15.24 FT AND S 39 DEG 34 MIN E 17 FT
TO POB PUMP STATION

AND

FR NW COR GOV LOT 14 SEC 19 RUN S 1699.16 FT S 72
DEG 36 MIN W 1080.75 FT S 20 DEG 58 MIN E 46.90 FT
N 69 DEG E 12.25 FT S 20 DEG 58 MIN E 176 FT S 69
DEG W 29.5 FT S 20 DEG 58 MIN E 35 FT S 69 DEG W
50 FT TO CURVE SWLY C/B S 24 DEG W 77.78 FT S 20
DEG 58 MIN E 30 FT TO POB CONT S 20 DEG 58 MIN E
60 FT TO CURVE SELY C/B S 65 DEG 58 MIN E 77.78 FT
S 69 DEG W 55 FT S 24 DEG W 219.30 FT S 69 DEG W
171.27 FT N 20 DEG 58 MIN W 20 FT S 69 DEG W 12 FT
N 20 DEG 58 MIN W 140 FT N 69 DEG E 143.27 FT N 20
DEG 58 MIN W 75 FT N 69 DEG E 150 FT N 20 DEG 58
MIN W 15 FT N 69 DEG E 35 FT TO POB

AND

Legal Description Continues on Next Page

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TRACT DESC AS BEG AT NW COR OF GOVT LOT 14 SEC
19-29-19 RUN S 1628.61 FT S 73 DEG W 1020.75 FT
S 21 DEG E 46.90 FT N 69 DEG E 12.25 FT S 21 DEG E
176 FT S 69 DEG W 38.50 FT S 21 DEG E 35 FT S 69
DEG W 60 FT TO BEG OF CURVE RAD 55 FT CHD BRG S 24
DEG W 77.78 FT THN S 21 DEG E 90 FT TO A CURVE RAD
55 FT CHD BRG S 66 DEG E 77.78 FT TO POB THN N 69
DEG E 60 FT TO CURVE RAD OF 45 FT CHD BRG S 66 DEG
E 63.64 FT S 21 DEG E 170 FT N 69 DEG E 15 FT S 21
DEG E 220 FT TO CURVE RAD OF 45 FT CHD BRG S 24
DEG W 63.64 FT S 69 DEG W 141 FT TO CURVE HAVING
RAD OF 30 FT CHD BRG S 85 DEG W 16.65 FT N 21 DEG
W 16.73 FT S 69 DEG W 11.33 FT N 21 DEG W 15 FT
N 69 DEG E 1.65 FT N 21 DEG W 230.08 FT N 69 DEG E
3.33 FT N 21 DEG W 34 FT S 69 DEG W 36.25 FT N 21
DEG W 4.55 FT S 69 DEG W 85.40 FT N 24 DEG E 219.2 FT N 69
DEG E 55 FT TO POB

AND

FROM NW COR OF GOV LOT 14 RUN S 1628.61 FT ALG W
BDRY OF SEC 19 CONT S ALG W BDRY 470.41 FT E
511.12 FT TO CURVE W/RAD OF 998 FT CHD BRG S 10
DEG W 397.94 FT THN S 203 FT S 04 DEG W 100.50 FT
THN S 607.39 FT N 88 DEG 30 MIN E 10 FT FOR POB
CONT N 88 DEG 30 MIN E 234 FT S 207 FT S 88 DEG
30 MIN W 204 FT THN 47.12 FT ALG ARC OF CURVE W/
RAD OF 30 FT CHD BRG N 46 DEG 30 MIN W 42.43 FT
N 177 FT TO POB

AND

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(Harbour Homes - Phase Two)

A parcel of land lying in Section 19, Township 29 South, Range 19 East, Hillsborough County, Florida, and being more particularly described as follows:

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Beginning at the Southwest corner of HARBOUR HOMES PHASE ONE according to the plat thereof as recorded in Plat Book 70, page 20, public records of Hillsborough County, Florida, run thence along the South boundary of said HARBOUR HOMES PHASE ONE, N 81°28'22" E, 474.41 feet to the Southeast corner of said HARBOUR HOMES PHASE ONE, also being a point on the Mean High Water Line of SPARKMAN CHANNEL; thence along said Mean High Water Line the following five (5) courses: 1) S 06°26'04" W, 14.05 feet; 2) S 05°26'54" W, 53.72 feet; 3) S 01°58'34" W, 53.63 feet; 4) S 02°33'21" W, 54.10 feet; 5) S 07°35'56" W, 29.98 feet, thence N 84°33'45" W, 453.30 feet to a point of intersection with the Southerly prolongation of the Westerly boundary of said HARBOUR HOMES PHASE ONE; thence along said Southerly prolongation, N 01°30'02" W, 101.52 feet to the POINT OF BEGINNING.

The above legal is now platted as part of HARBOUR HOMES PHASE TWO recorded in Plat Book 74, page 31, which consists of a portion of Tract A and Tract C; a portion of Lot 12, Lots 13 thru 15 (inclusive), Block 5; Lots 1 thru 5 (inclusive), Block 6; a portion of Lot 37, Lots 38 thru 43 (inclusive), Block 3; and a portion of Lots 3, 4, 5 and 6, Block 4; all of said mentioned plat in Hillsborough County, Florida.

AND

Lots 2, 3, 5 and 6, Block 3, Port Royal, Phase I, according to the Plat thereof recorded in Plat Book 75, page 80-1 thru 80-5, public records of Hillsborough County, Florida.

End of Legal Description

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4/4/97

Z96-65

DATE 4/4/97

**DEVELOPMENT STANDARDS AND CONDITIONS
FOR HARBOUR ISLAND, Petition #Z96-65**

PERMITTED USES

Land Uses permitted within Harbour Island include marinas; residential dwellings; commercial, retail and office buildings; restaurants; hotels; conference center; helistop; recreational facilities (private and commercial); places of assembly; a Tampa Electric Company (TECO) substation; day care and nursery facilities; congregate living facilities (including small and large group care facilities); public service facilities; people mover, trolley and light rail stops; commercial communications towers; satellite dishes; public or private cultural facilities; and associated accessory uses and infrastructure. Development shall be in accordance with the thresholds established during the review of the Harbour Island DRI. The Conceptual Site Development Plan illustrates areas controlled by Rezoning Petition No. Z87-44A, Rezoning Petition No. Z93-31, Rezoning Petition No. Z95-34, and Rezoning Petition No. Z96-65, and includes a tabulation of the permitted number of dwellings, the permitted number of non-residential square feet, the permitted number of hotel and conference center rooms, the permitted number of seats for attraction facilities, (all of which is subject to a trade off mechanism contained in the DRI Development Order, as amended), and the permitted number of boat slips approved under the DRI Development Order, as amended, and the controlling Rezoning Petitions.

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EXHIBIT C

PERFORMANCE STANDARDS

A. External Relationships

1. Perimeter Setbacks

All structures within Harbour Island will be located a minimum distance of five (5) feet from the perimeter of the development's property boundary. Uses such as waterfront walkways, marinas, seawalls (as defined in Section 13-4 of the City of Tampa Code) and activities and structures incidental thereto shall be excluded from this provision.

Setbacks from naturally vegetated wetland areas will be in accordance with the requirements and procedures of the City of Tampa Landscape Ordinance in effect at the time of permitting.

The approximate location of jurisdictional line(s) of wetland areas on Harbour Island is presented on the Existing Conditions Map (sheet 1 of 3) [contained in Rezoning Petition Z93-31]. Upon the establishment of the final jurisdictional line(s) as officially determined by the applicable environmental agencies, the developer shall submit to the City a revised Existing Conditions Map depicting said finally determined jurisdictional line(s).

Detailed site plans will reflect the final jurisdictional line(s) as determined by the applicable environmental agencies.

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2. Building Height

Structures in the parcel designated "Commercial (Retail)/Office/Residential/Attraction/Hotel/Conference Center" shall not exceed applicable Federal Aviation Administration and Hillsborough County Aviation Authority height regulations. Other structures developed on the remainder of Harbour Island will not exceed a height of 158 feet above the minimum level for habitable floors established by the Federal Emergency Management Agency provided such structures also meet applicable Federal Aviation Administration and Hillsborough County Aviation Authority height regulations.

3. Transportation Impacts

Transportation impacts of the development have been reviewed and addressed pursuant to the original DRI review process. The developer shall adhere to the transportation conditions set forth in the DRI Development Order, as amended.

4. Building Location

The location of buildings and land uses within Harbour Island shall be flexible based on design and future market conditions. The developer shall be required, however, to submit detailed site plans in accordance with Section 27-327(e)(3), City of Tampa Zoning Code, and these Development Standards. Proposed land use locations and principal roadways depicted on the Conceptual Site Development Plan are conceptual and subject to

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refinement. Lines depicting demarcation between land use categories (see Conceptual Site Development Plan) may also be adjusted to accommodate evolving market conditions.

B. Internal Relationships

1. Open Space and Landscaping

Twenty percent (20%) of the overall development site (the entire area comprising the legal description for the Harbour Island Development of Regional Impact) shall be set aside for open space. Open space, for purposes of the Harbour Island PD zoning district, will be defined as part or parts of the project area reserved for the purpose of providing light and air, or visual, aesthetic, environmental or recreational amenities, or similar purposes. Such open space will, in general, be available for entry and use by the occupants of the use or building(s) with which it is associated; or will be available for entry and use by the general public or defined persons on Harbour Island. Open space shall include parks, plazas, lawns, landscaped areas and yards, ponds, protected environmental areas, decorative plantings, pedestrian ways, waterfront walkways, landscaped medians and active and passive recreation areas. Impervious areas devoted to the foregoing "open space" activities shall be considered open space, provided, however, impervious roadway surfaces and parking areas shall not be considered open space.

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In determining the open space in a single-family subdivision of attached or detached homes in which the underlying lot is conveyed in fee simple, open space in the subdivision shall comprise not less than ten percent (10%) of the proposed and existing phases of the subdivision. All such open space shall be included in the twenty percent (20%) of the development site referred to in the first sentence of this Section B.1.

Detailed site plans shall include a cumulative tabulation of the amount of acreage devoted to open space for all previously approved projects on Harbour Island, as determined by plats, deeds, recorded covenants, approved site plans, laws or regulations, or similar commitments or obligations.

Landscaping will be provided in accordance with the requirements and procedures of the City of Tampa Landscape Ordinance in effect at the time of permitting. In reviewing landscaping for a proposed phase of a project or subdivision, the adequacy of compliance with applicable landscaping requirements and procedures shall, if requested by the developer, be determined by reviewing the landscaping for both the proposed and previously approved phases of the project or subdivision and related platted landscaped areas; provided that this shall not require that previously approved phases comply with subsequently adopted, more restrictive landscaping standards.

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2. **Minimum Distance Between Buildings**

The developer will orient or arrange buildings to allow for adequate light and air between adjacent buildings. The specific minimum distances between buildings will be dependent upon the use of the proposed building and the use of the abutting building. The minimum distance between the buildings on Harbour Island will be provided in accordance with the Table, below.

TABLE
MINIMUM DISTANCE BETWEEN BUILDINGS¹

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PROPOSED BUILDING	ABUTTING BUILDING				
	Residential	Commercial	Office	Conf. Center	TECO Substation
Residential	See Footnote ²	25	20	15	20
Commercial ³	25	10	15	15	20
Office ³	20	15	10	15	20
Conference ³ Center	15	15	15	N/A	20
TECO Substation ³	20	20	20	20	N/A

FOOTNOTES

- ¹ The minimum distance between buildings identified in Table 1 may be reduced administratively during detailed site plan review provided that such buildings comply with applicable building, safety and fire codes.
- ² There shall be no minimum distance between residential buildings, provided that such buildings comply with all applicable building, safety and fire codes.
- ³ Non-residential buildings (commercial, office, conference center, and TECO substation) adjacent to a residential building. For each five feet of building height in excess of 75 feet of such proposed non-residential building, the minimum distance between such buildings shall be increased by one foot.

3. **Buffers Between Land Uses and/or Buildings**

Buffers shall be permitted between land uses and/or buildings. These buffers may be a wall or landscape area or similar structure.

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4. **Setbacks from Internal Roadway Network**

All buildings will be set back a minimum distance of twenty (20) feet from the edge of pavement of principal roadways (those roadways being identified on the Conceptual Site Development Plan). For purposes of the Harbour Island PD zoning district, a building will be defined as any structure designed or intended for the support, enclosure, shelter, or protection of persons, animals, chattels, or property. Buildings will be set back a minimum of 5 feet from secondary roadways or driveways not shown on the Conceptual Plan, but which will be identified on future detailed site plans for purposes of providing access to individual development sites. Building setbacks of less than 5 feet from secondary roadways or driveways shall be permitted, provided it is demonstrated that such buildings comply with applicable building, safety and fire codes. Such determinations shall be made by the Zoning Administrator in accordance with S-1 special use procedures set forth in Subsection 27-267(b)(1), City of Tampa Code (or such administrative approval procedure as may be subsequently adopted under the City of Tampa Code).

5. **Internal Vehicular Circulation, Access, Combined Facilities, Parking**

- a) Buildings shall have access to a public street either directly or via a private road, driveway, easement, court or other area dedicated to public or private use for such purposes.

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- b) Access and internal circulation will be designed whenever possible to include combined access for multiple uses and internal street connections between all uses.
- c) No permanent on-street over night parking will be permitted on principal roadways within the residential sections of Harbour Island. Off-street parking for nonresidential uses and service areas will be whenever possible, combined, limited, located and designed to minimize traffic friction and excessive interruptions to on-site or off-site traffic.
- d) Roadways shall be privately constructed and maintained. Although private, designs for such roadways will be reviewed in accordance with applicable City of Tampa ordinances and regulations. To the extent permitted by such ordinances and regulations, however, it is intended that issues such as roadway width and access and egress for service and emergency vehicles will reasonably reflect the needs and operating procedures of the particular areas or projects served and not impose restrictions which are inappropriate.
- Specific parking and loading areas for permitted uses will be provided in accordance with applicable procedures and requirements of Article X, City of Tampa Zoning Code. Provisions for mass transit and cooperative parking facilities may allow for variances in required parking through administrative procedures

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when technical justification is supplied by the developer to the City of Tampa.

- e) The developer shall comply with applicable requirements under the American's With Disabilities Act. The developer shall cooperate with the Hillsborough Area Regional Transit Authority (HART) in HART's efforts to provide safe access for pedestrian and transit users.

6. Screening Trash Receptacles

All solid waste collection containers will be screened from sight or located in such a manner as not to be visible from any street or the first floor of any residential dwelling. Collection receptacles shall also be located in such a manner so as to accommodate solid waste pick-up and to avoid traffic circulation conflicts between service vehicles and residents of the development.

7. Utilities

The Conceptual Site Development Plan depicts the location of a Tampa Electric Company (TECO) substation. All facilities and equipment located within the substation area will be designed and constructed in accordance with TECO engineering standards and policies and applicable provisions of the National Electric Safety Code, as amended. The substation area will be bordered by a structure, such as a wall or landscaped barrier. The substation facility will be managed by TECO in accordance with the applicable state and local regulations. Other than the equipment

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associated with or located within the TECO substation area, utility lines for Harbour Island will be installed underground. Appurtenances such as transformer boxes, pedestal mounted thermal boxes, and meter cabinets may be placed above ground.

8. Signage

Signage shall be established in accordance with applicable City of Tampa ordinances and regulations in effect at the time of permitting.

9. Alcoholic Beverages

All non residential development will be deemed to carry an appropriate zoning district classification which would allow the applicant or other developer on Harbour Island to petition for alcoholic beverage ("wet") zoning. Developers, businesses or organizations choosing to seek approval of an alcoholic beverage zoning will be responsible to comply with applicable ordinances and regulations to obtain necessary permits.

Substantial Deviations

The developer shall be subject to the substantial deviation determination procedure set forth in Section 27-323(7), City of Tampa Zoning Code.

Administrative Approval Procedure/Variations

Administrative approvals of those changes which are not substantial deviations and/or those changes which are contemplated in these Development Standards shall be processed in accordance with procedures set forth in Section 27-267(b)(1), City of Tampa Zoning Code (or such

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administrative approval procedure as may be subsequently adopted under the City of Tampa Code). Subsequent to Final Plat recordation, any request to reduce approved setbacks or increase residential building height agreed upon during the platting process shall be subject to review by the Variance Review Board at a noticed public hearing in accordance with all applicable rules and procedures (as provided by the City of Tampa Code and Variance Review Board by-laws), unless otherwise permitted by applicable City of Tampa ordinances. Subject to the prior written approval of the Architectural Review Committee of the Harbour Island Community Services Association, Inc., fee simple owners shall be permitted to apply for variances/waivers under applicable City of Tampa Land Development Regulations.

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Fire Protection

The developer shall comply with applicable fire, safety and building codes. Fire Protection Standards for Marinas and Boatyards (NFPA 303) shall apply to the design and development of the boat slips.

CITY COUNCIL CHAIRMAN

CITY CLERK

THOMAS H. SULLIVAN

DEVELOPMENT COORDINATION MANAGER

[Revised April 4, 1997]

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HARBOUR ISLAND OVERALL

DESCRIPTION: That part of a parcel of land bounded by SEDDON, GARRISON, and SPARKMAN CHANNELS, according to map of "U.S. HARBOR LINES, TAMPA HARBOR, FLORIDA, HILLSBORO RIVER AND HILLSBORO BAY" prepared by the Corps of Engineers, U.S. Army and approved by the Secretary of the Army on January 19, 1953, being more particularly described as follows:

From the Northwest corner of Government Lot 14, Section 19, Township 29 South, Range 19 East, Hillsborough County, Florida, run thence S.00°24'28"W., 1688.61 feet, along the West boundary of said Section 19 and a Southerly extension thereof, to a point on the Combined Pierhead and Bulkhead Line for the Southerly side of GARRISON CHANNEL, according to said map of "U.S. HARBOR LINES, TAMPA HARBOR, FLORIDA, HILLSBORO RIVER AND HILLSBORO BAY" and the POINT OF BEGINNING; thence N.72°36'25"E., 1068.05 feet, along said Combined Pierhead and Bulkhead Line to Tampa Harbor Line Point THL 214; thence S.43°17'11"E., 1231.48 feet, along intersection Combined Pierhead and Bulkhead Line for GARRISON AND SPARKMAN CHANNELS, according to said map of "U.S. HARBOR LINES, TAMPA HARBOR, FLORIDA, HILLSBORO RIVER AND HILLSBORO BAY", to Tampa Harbor Line Point THL 208; thence S.20°49'13"W., 1847.53 feet, along the Combined Pierhead and Bulkhead Line on the Westerly side of SPARKMAN CHANNEL to Tampa Harbor Line Point THL 206; thence S.06°17'13"W., 2860.93 feet, along the Combined Pierhead and Bulkhead Line on the Westerly side of SPARKMAN CHANNEL, to Tampa Harbor Line Point THL 204; thence S.80°19'12"W., 231.07 feet along the intersection Combined Pierhead and Bulkhead Line for SPARKMAN AND SEDDON CHANNELS, to Tampa Harbor Line Point THL 218; thence N.25°38'47"W., 4870.17 feet, along the Combined Pierhead and Bulkhead Line on the Easterly side of SEDDON CHANNEL, to Tampa Harbor Line Point THL 216; thence N.23°50'35"E., 437.22 feet, along the intersection Combined Pierhead and Bulkhead Line for SEDDON AND Bulkhead Line on the Southerly side of GARRISON CHANNEL, to the POINT OF BEGINNING.

Containing 213.3536 acres, more or less.

AND

HARBOUR ISLAND BOAT SLIP AREA (Outside of Harbour Island Overall Boundary)

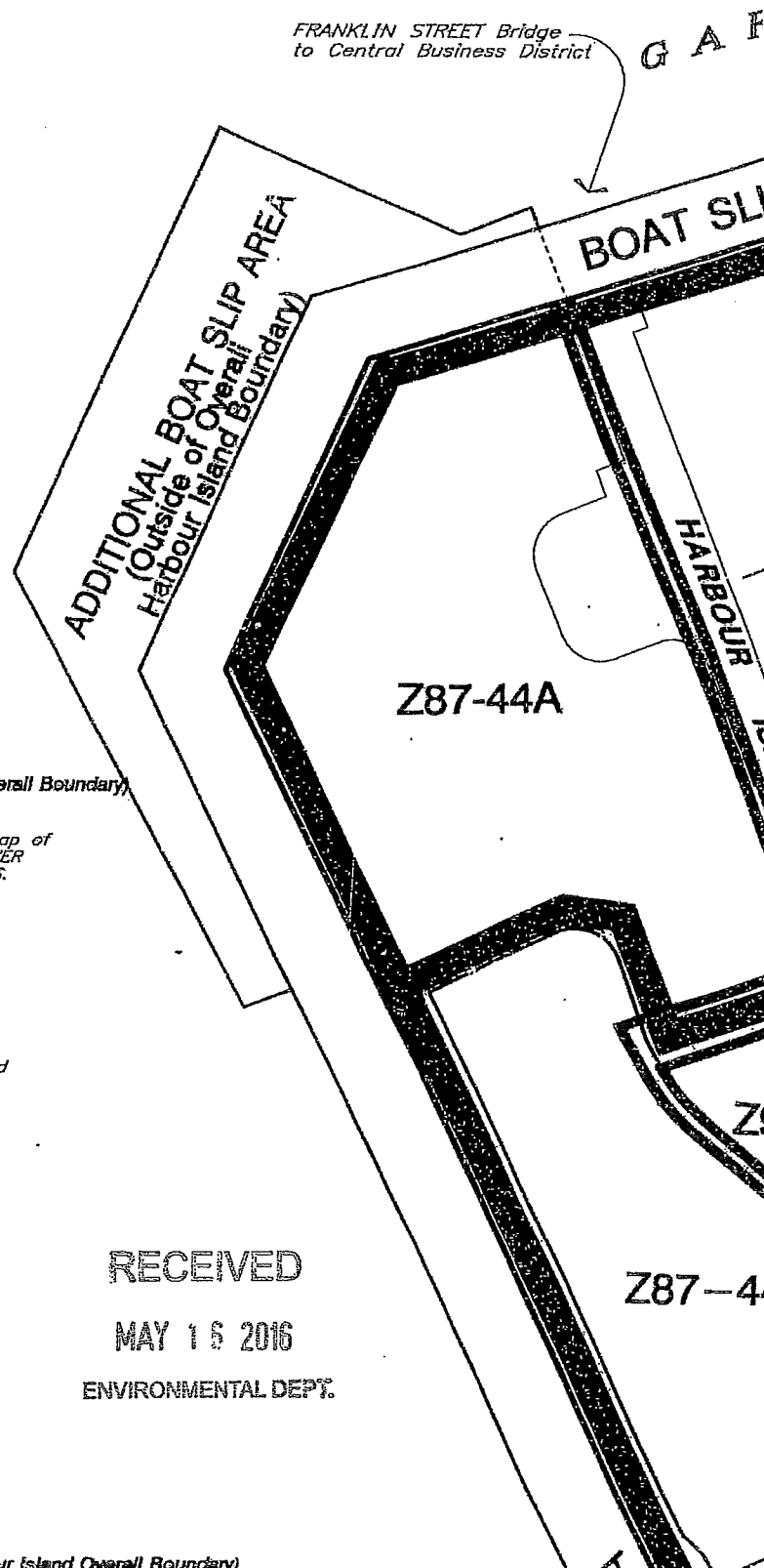
DESCRIPTION: That part of a parcel of land bounded by SEDDON, GARRISON and SPARKMAN CHANNELS, according to map of "U.S. HARBOR LINES, TAMPA HARBOR, FLORIDA, HILLSBORO RIVER AND HILLSBORO BAY" prepared by the Corps of Engineers, U.S. Army and approved by the Secretary of the Army on January 19, 1953, described as follows:

From the Northwest corner of Government Lot 14, Section 19, Township 29 South, Range 19 East, Hillsborough County, Florida, run thence S.00°24'28"W., 1688.61 feet, along the West boundary of said Section 19 and a Southerly extension thereof, to a point on the GARRISON CHANNEL, according to said map of "U.S. HARBOR LINES, TAMPA HARBOR, FLORIDA, HILLSBORO RIVER AND HILLSBORO BAY", and the POINT OF BEGINNING; thence along said Combined Pierhead and Bulkhead Line the following three (3) courses; (1) S.72°36'25"W., a distance of 1325.97 feet; (2) S.23°50'35"W., a distance of 437.22 feet; (3) S.25°38'47"E., a distance of 4870.17 feet; thence S.80°19'12"W., a distance of 104.01 feet; thence along a line 100.00 feet from and parallel with the said combined Pierhead and Bulkhead Line the following three (3) courses; (1) N.25°38'47"W., a distance of 4887.65 feet; (2) N.23°50'35"E., a distance of 528.64 feet; (3) N.72°36'25"E., a distance of 1940.17 feet to a point of intersection with a non-tangent curve, having a radius of 991.13 feet and a central angle of 04°22'42"; thence Southerly along the arc of said curve to the left, from which the local tangent at the beginning point bears S.00°13'57"W., a distance of 75.74 feet, said arc subtended by a chord which bears S.01°57'24"E., a distance of 75.72 feet to the point of intersection with a non-tangent line; thence S.04°53'23"E., a distance of 29.59 feet to the said Combined Pierhead and Bulkhead Line; thence S.72°36'25"W., along said Combined Pierhead and Bulkhead Line, a distance of 542.77 feet, to the POINT OF BEGINNING.

Containing 16.680 acres, more or less.

AND

HARBOUR ISLAND ADDITIONAL BOAT SLIP AREA (Outside of Harbour Island Overall Boundary)



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Z87-44

ASSUMPTIONS GENERAL

ASSUMPTIONS that part of a parcel of land...
 1. The site is bounded by the Garrison Channel to the north, the Harbour Channel to the east, the Seddon Channel to the south, and the Sparkman Channel to the west.
 2. The site is bounded by the Harbour Island Overall Boundary to the north, east, and south.
 3. The site is bounded by the Harbour Island Overall Boundary to the west.
 4. The site is bounded by the Harbour Island Overall Boundary to the north, east, and south.
 5. The site is bounded by the Harbour Island Overall Boundary to the west.
 6. The site is bounded by the Harbour Island Overall Boundary to the north, east, and south.
 7. The site is bounded by the Harbour Island Overall Boundary to the west.
 8. The site is bounded by the Harbour Island Overall Boundary to the north, east, and south.
 9. The site is bounded by the Harbour Island Overall Boundary to the west.
 10. The site is bounded by the Harbour Island Overall Boundary to the north, east, and south.
 11. The site is bounded by the Harbour Island Overall Boundary to the west.
 12. The site is bounded by the Harbour Island Overall Boundary to the north, east, and south.
 13. The site is bounded by the Harbour Island Overall Boundary to the west.
 14. The site is bounded by the Harbour Island Overall Boundary to the north, east, and south.
 15. The site is bounded by the Harbour Island Overall Boundary to the west.

A10

HARBOUR ISLAND BOAT SLIP AREA (Outside of Harbour Island Overall Boundary)

PROPOSED BOAT SLIP AREA (Outside of Harbour Island Overall Boundary)
 1. The site is bounded by the Harbour Island Overall Boundary to the north, east, and south.
 2. The site is bounded by the Harbour Island Overall Boundary to the west.
 3. The site is bounded by the Harbour Island Overall Boundary to the north, east, and south.
 4. The site is bounded by the Harbour Island Overall Boundary to the west.
 5. The site is bounded by the Harbour Island Overall Boundary to the north, east, and south.
 6. The site is bounded by the Harbour Island Overall Boundary to the west.
 7. The site is bounded by the Harbour Island Overall Boundary to the north, east, and south.
 8. The site is bounded by the Harbour Island Overall Boundary to the west.
 9. The site is bounded by the Harbour Island Overall Boundary to the north, east, and south.
 10. The site is bounded by the Harbour Island Overall Boundary to the west.

A11

HARBOUR ISLAND BOAT SLIP AREA (Inside of Harbour Island Overall Boundary)

PROPOSED BOAT SLIP AREA (Inside of Harbour Island Overall Boundary)
 1. The site is bounded by the Harbour Island Overall Boundary to the north, east, and south.
 2. The site is bounded by the Harbour Island Overall Boundary to the west.
 3. The site is bounded by the Harbour Island Overall Boundary to the north, east, and south.
 4. The site is bounded by the Harbour Island Overall Boundary to the west.
 5. The site is bounded by the Harbour Island Overall Boundary to the north, east, and south.
 6. The site is bounded by the Harbour Island Overall Boundary to the west.
 7. The site is bounded by the Harbour Island Overall Boundary to the north, east, and south.
 8. The site is bounded by the Harbour Island Overall Boundary to the west.
 9. The site is bounded by the Harbour Island Overall Boundary to the north, east, and south.
 10. The site is bounded by the Harbour Island Overall Boundary to the west.

LAND USES AND ZONING REGULATIONS...
 1. The site is bounded by the Harbour Island Overall Boundary to the north, east, and south.
 2. The site is bounded by the Harbour Island Overall Boundary to the west.
 3. The site is bounded by the Harbour Island Overall Boundary to the north, east, and south.
 4. The site is bounded by the Harbour Island Overall Boundary to the west.
 5. The site is bounded by the Harbour Island Overall Boundary to the north, east, and south.
 6. The site is bounded by the Harbour Island Overall Boundary to the west.

Lines depicting areas labeled and controlled by specific Partition Numbers (e.g. Z97-44A)
 Lines depicting land use boundaries

LAND USE	AREA CONTROLLED BY		
	TOTAL	Z97-44A	Z96-65
Residential (sq ft)	4,630	463	3,167
Hotel (rooms)	550	500	50
Neighborhood	240,000	104,000	136,000
Specialty			
Office (sq ft)	1,049,999	136,000	913,999
Conference Center (rooms)	500	0	500
Adventure Center (sq ft)	30,000	20,000	10,000
Marine Boat Slip	500	0	500

Approved land uses are subject to an Equivalency Matrix contained in the DRI Development Order, as amended.

Development Notes:
 Proposed land use locations and roadways are conceptual and subject to change through permitting process.
 Lines depicting demarcation between land use categories are approximate and may be adjusted to accommodate evolving market conditions.

LAND USE	TOTAL AMOUNT
Residential	4,630 sq. ft.
Hotel	550 rooms
Hotel (Neighborhood and Specialty)	230,000 sq. ft.
Office	1,049,999 sq. ft.
Conference Center	500 rooms
Adventure Center	30,000 sq. ft.
Boat Slip	500 slips

Approved land uses are subject to an Equivalency Matrix contained in the DRI Development Order, as amended and total amount of 2,400,000 sq. ft. gross leasable area.

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APPROVED BY:
 DATE: 12/1/15

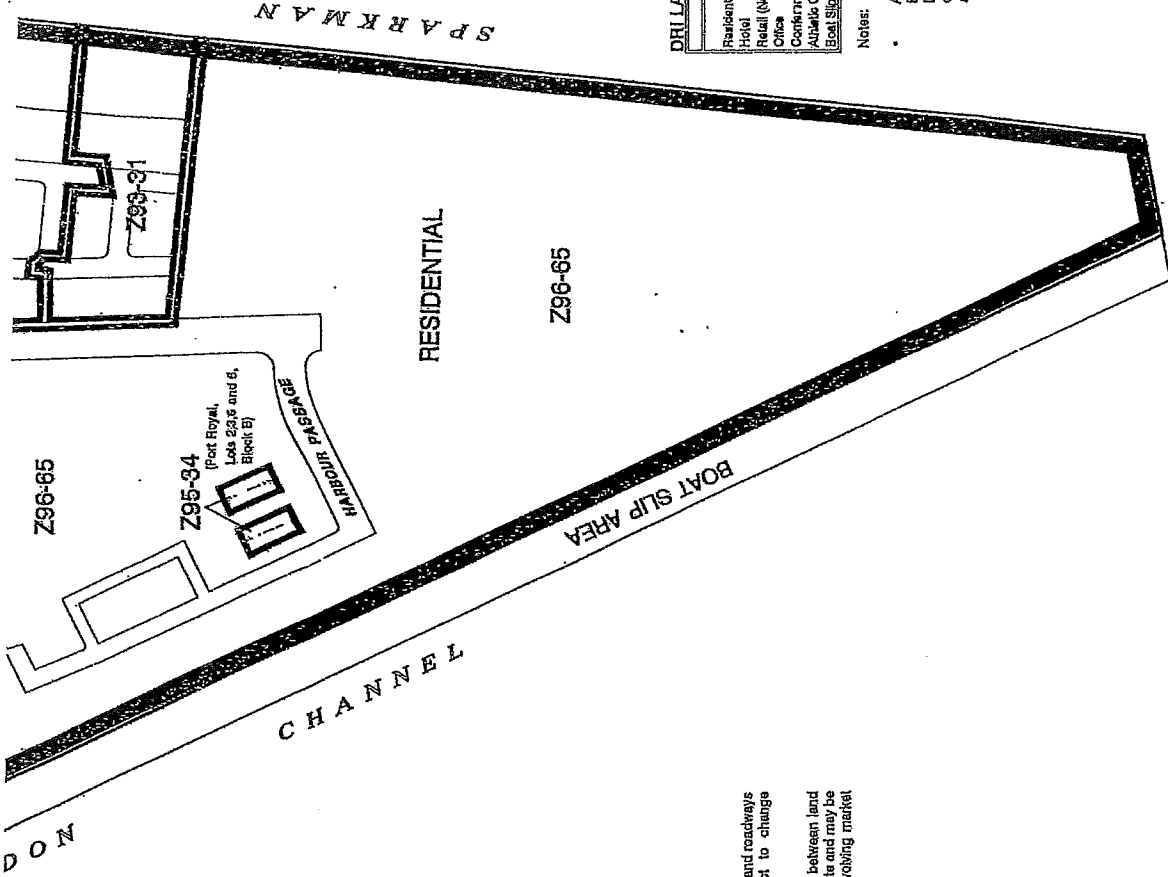
CITY COUNCIL CHAIRMAN
 CITY CLERK
 DEVELOPMENT COORDINATION MANAGER

HARBOUR ISLAND INC.
 424 Knights Plan Avenue
 Tampa, Florida 33602
 (813) 229-5290

Application #: 25-65
 Dated: November 15, 1999



CONCEPTUAL SITE DEVELOPMENT PLAN



LAND USE	TOTAL AMOUNT
Residential	4,550 d.u.
Hotel	650 rooms
Retail (Neighborhood and Specialty)	240,000 s.f.
Office	1,049,999 s.f.
Conference Center	350 rooms
Athletic Center	90,000 s.f.
Boat Slips	500 slips

Notes:
 • Approved land uses are subject to an Equivalency Matrix contained in the DRI Development Order, as amended and retail consists of 240,000 s.f. gross leasable area and 265,667 s.f. gross floor area.

R. [Signature]
 CITY COUNCIL CHAIRMAN
Deborah [Signature]
 CITY CLERK
Thom [Signature]
 DEVELOPMENT COORDINATION MANAGER

118

PETITION # Z96-65
 SIGNED HI & GS AK
 DATE 12/15/10

Feb 97-97

Development Notes:
 • Proposed land use locations and roadways are conceptual and subject to change through permitting process.
 • Lines depicting demarcation between land use categories are approximate and may be adjusted to accommodate evolving market conditions.

areas labelled and controlled by Numbers (e.g. Z87-44A)
 land use boundaries

TOTAL	AREA CONTROLLED BY		
	Z87-44A	Z95-31 & Z95-34	Z96-65
4,550	945	3,605	0
650	500	150	0
240,000	106,000	134,000	0
1,049,999	199,000	850,999	0
350	0	350	0
90,000	90,000	0	0
500	0	500	0

are subject to an Equivalency Matrix Development Order, as amended.

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Lines depicting areas identified and controlled by specific Petition Numbers (e.g. Z97-44A)

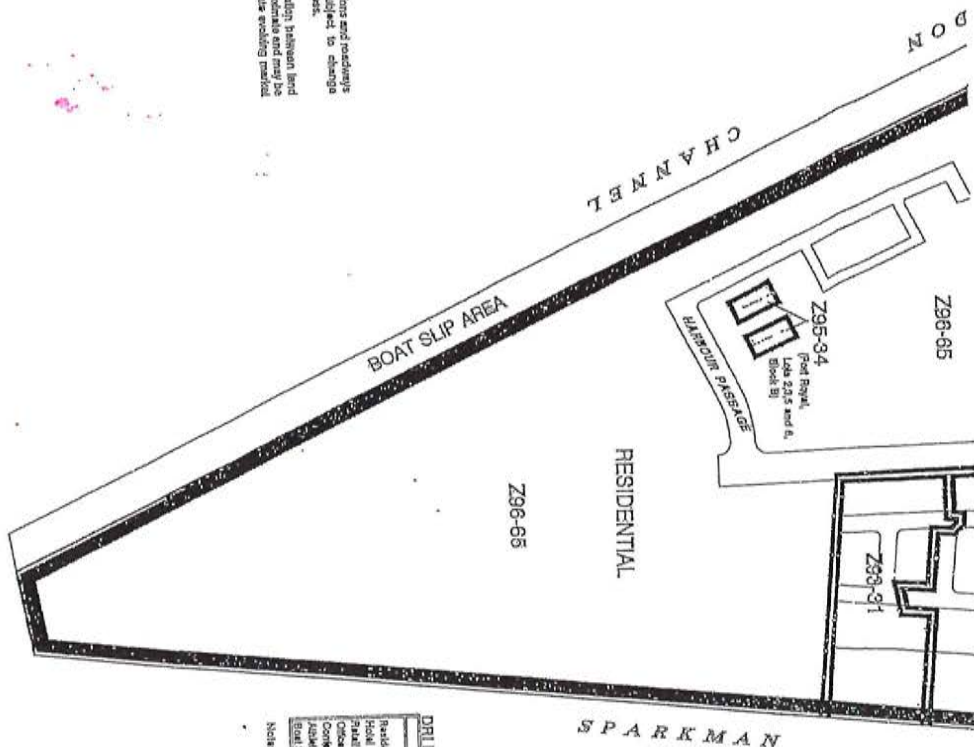
Lines depicting land use boundaries

ZONING LAND USES

LAND USE	TOTAL	AREAS CONTROLLED BY		
		Z97-44A	Z98-41 & Z98-34	Z98-65
Residential (R1)	4,693	500	500	500
Hotel (H1)	24,000	195,000	195,000	195,000
Office/Professional	1,041,700	195,000	0	822,699
Specialty	500	0	0	500
Other (Public Center (PCL))	0	0	0	0
Public Center (PCL)	0	0	0	0
Public Center (PCL)	0	0	0	0
Public Center (PCL)	0	0	0	0

Notes:
Approved land uses are subject to an Easementary Mark contained in the DR Development Order, as amended.

Development Markers: use locations and boundaries proposed and subject to change through permitting process.
Lines depicting demarcation between land use categories are representative of the adopted to accommodate existing market conditions.



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DR1 LAND USES

LAND USE	TOTAL
Residential	1,550 sq. ft.
Hotel (high-rise and specialty)	540,000 sq. ft.
Office	1,019,999 sq. ft.
Public Center	500 sq. ft.
Public Center	500 sq. ft.
Public Center	500 sq. ft.
Public Center	500 sq. ft.

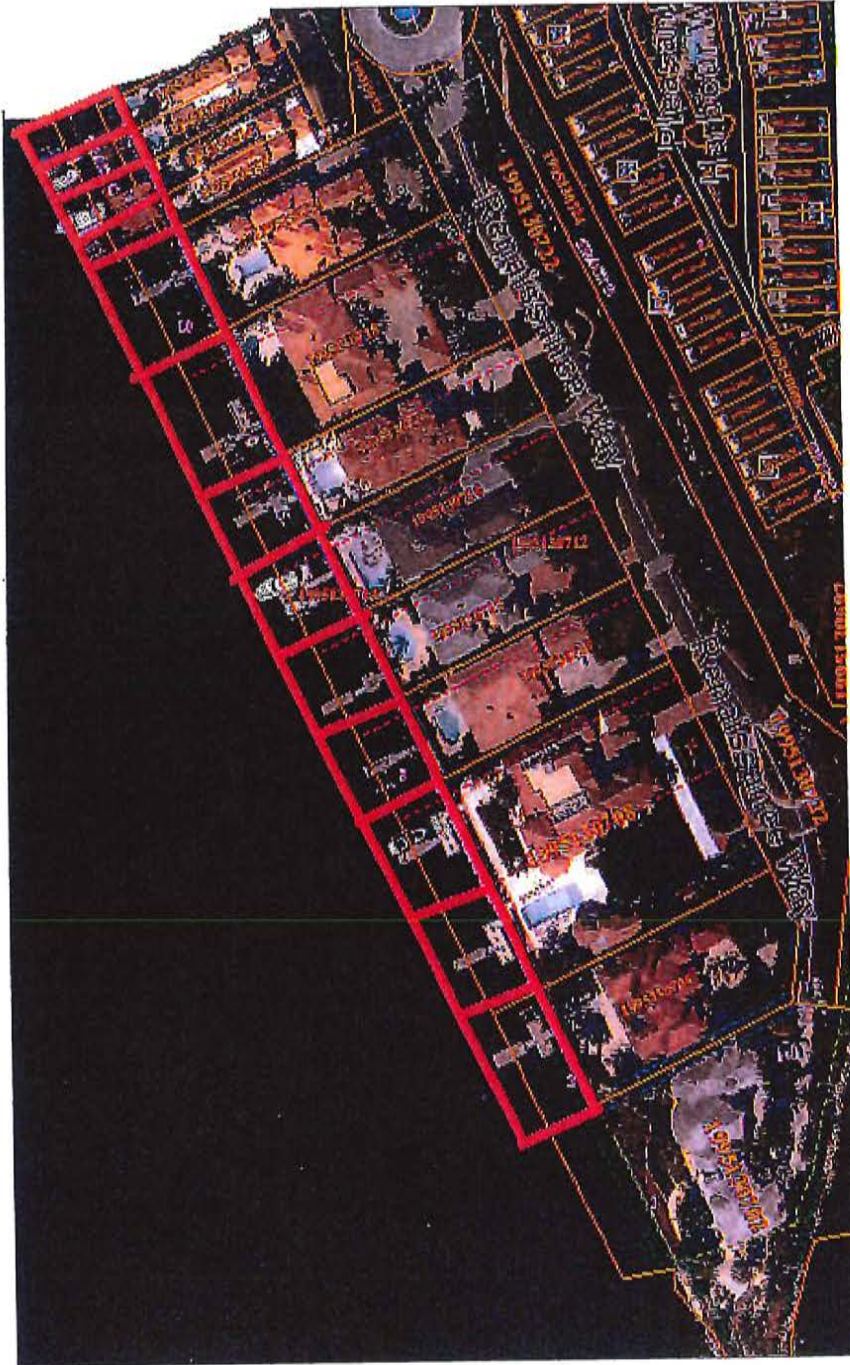
Notes:
Approved land uses are subject to an Easementary Mark contained in the DR Development Order, as amended and shall consist of \$240,000 sq. gross leasable area and 285,887 sq. gross floor area.



PETITION # Z-98-15
SIGNED HI & OS HI
DATE 12/2/96

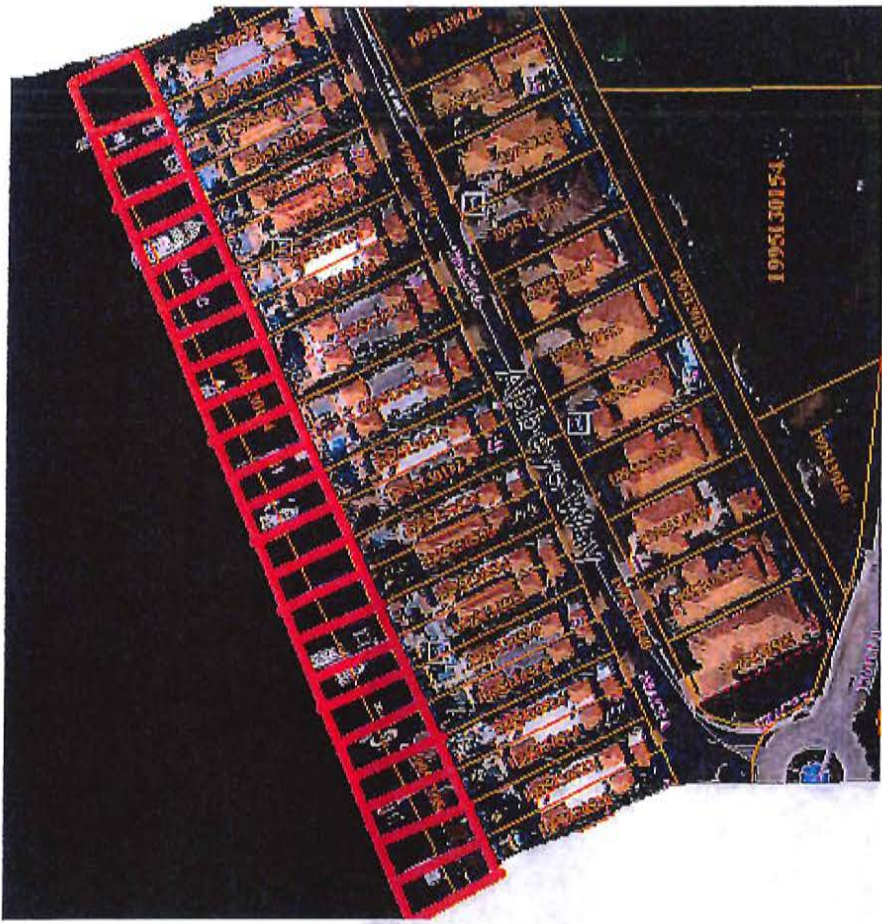
TR
THOMAS R. SPARKMAN
DEVELOPMENT COORDINATOR

524 97-97



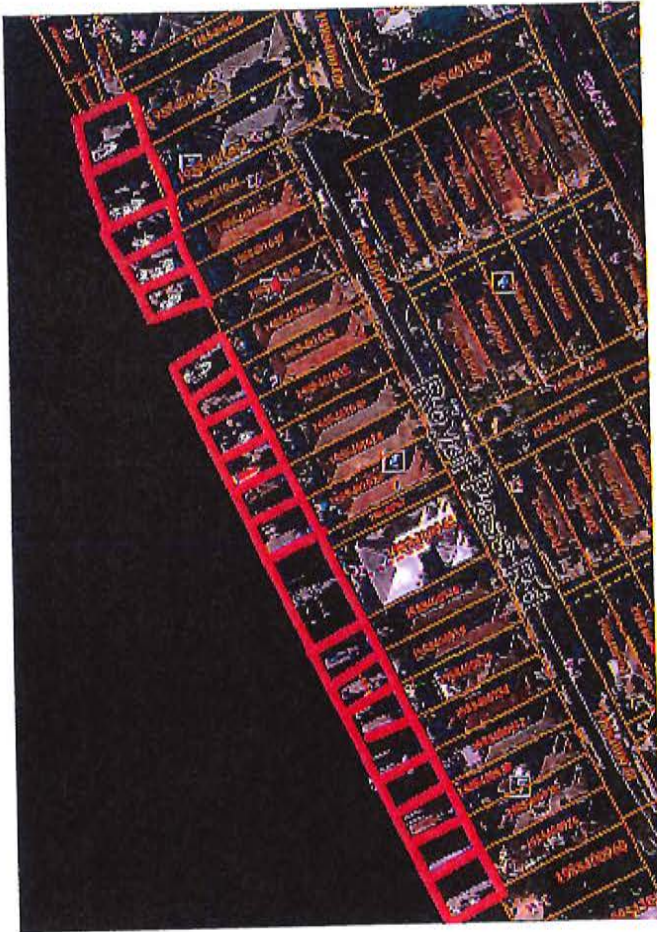
Private Residences – 13 Slips

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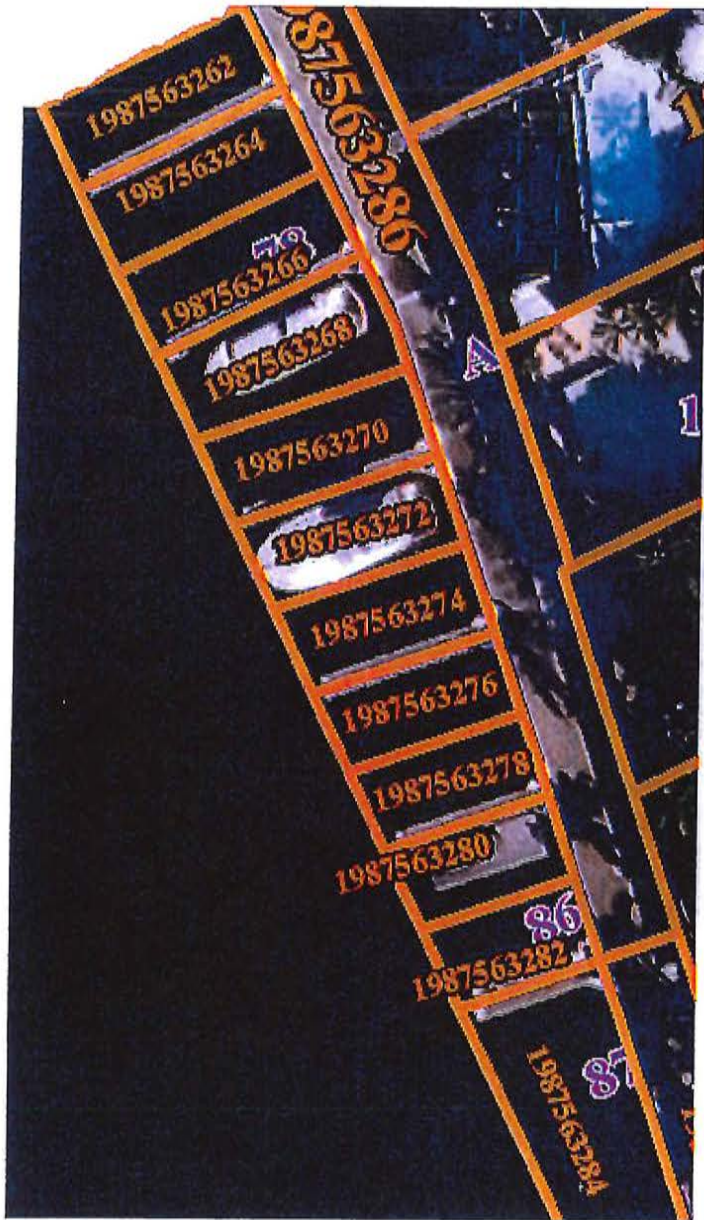
Private Residences – 24 Slips

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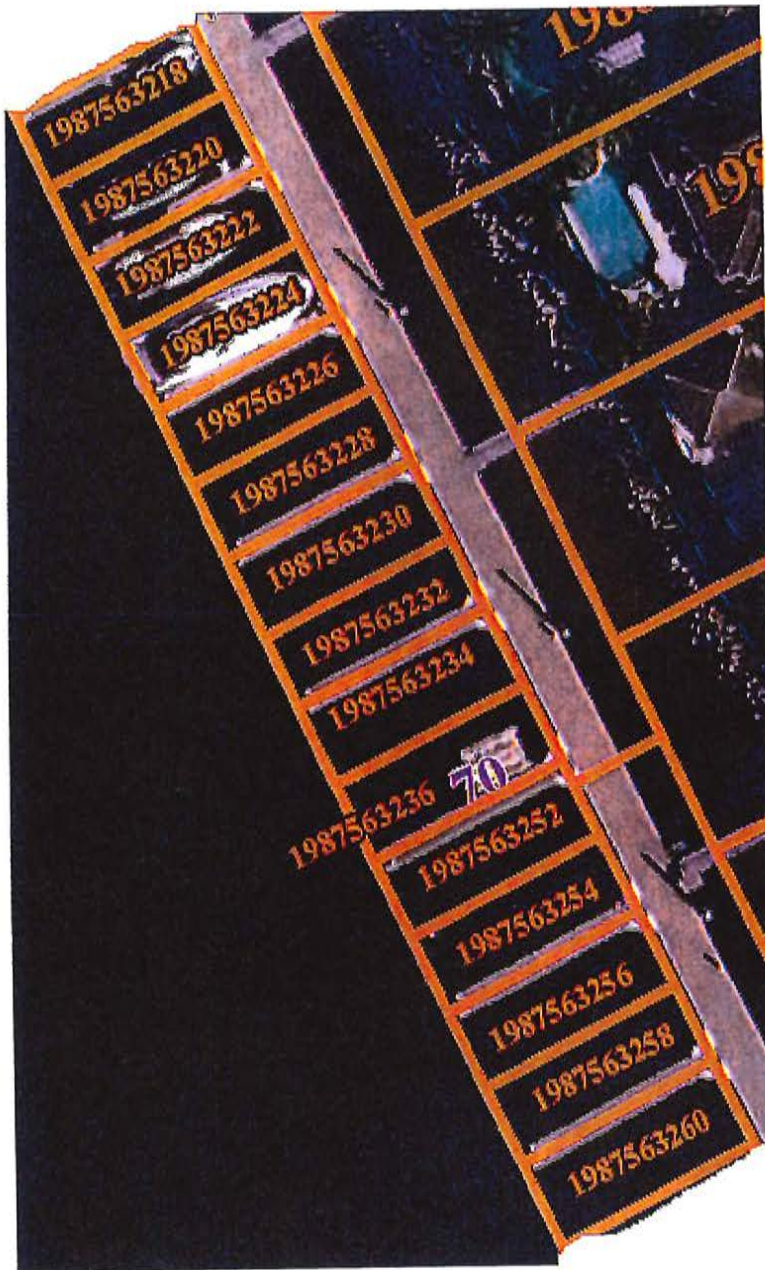
Private Residences – 20 Slips

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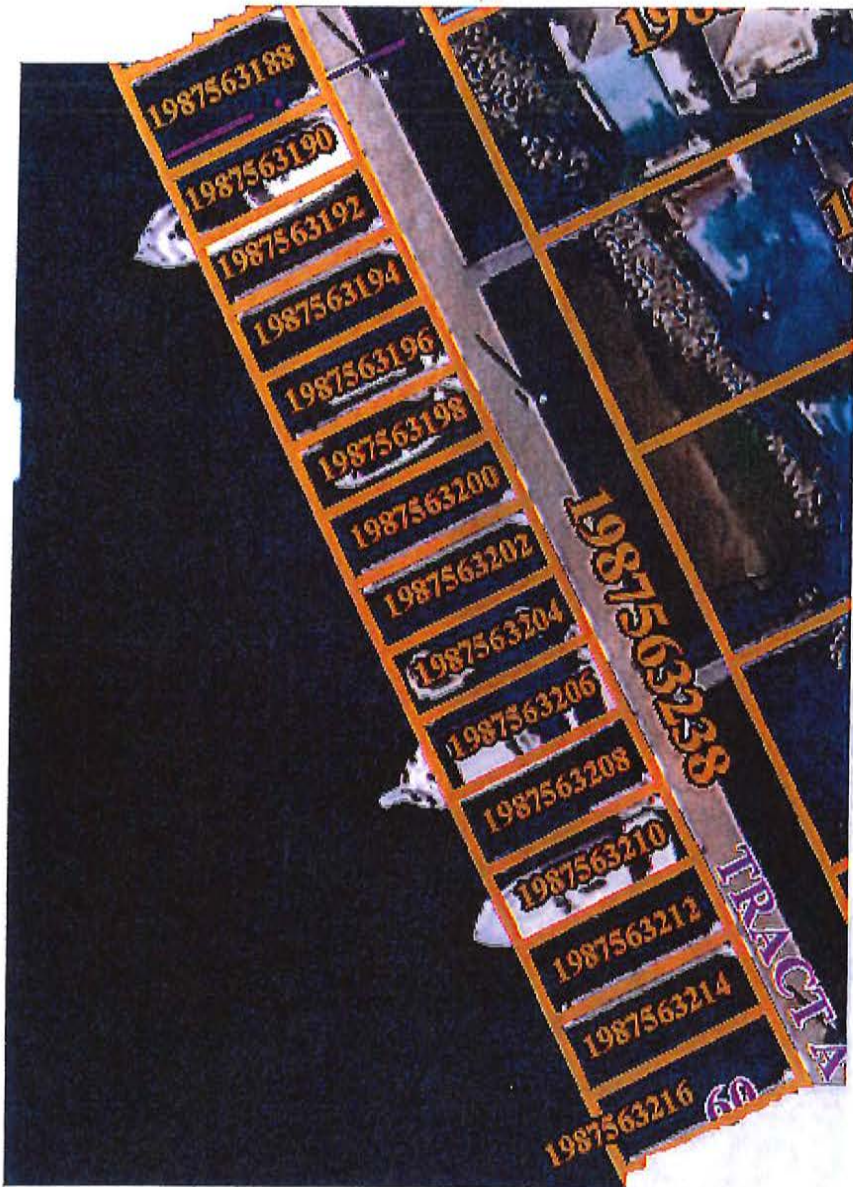
Harbour Island Marina – 12 Slips (Slips 76 – 87)

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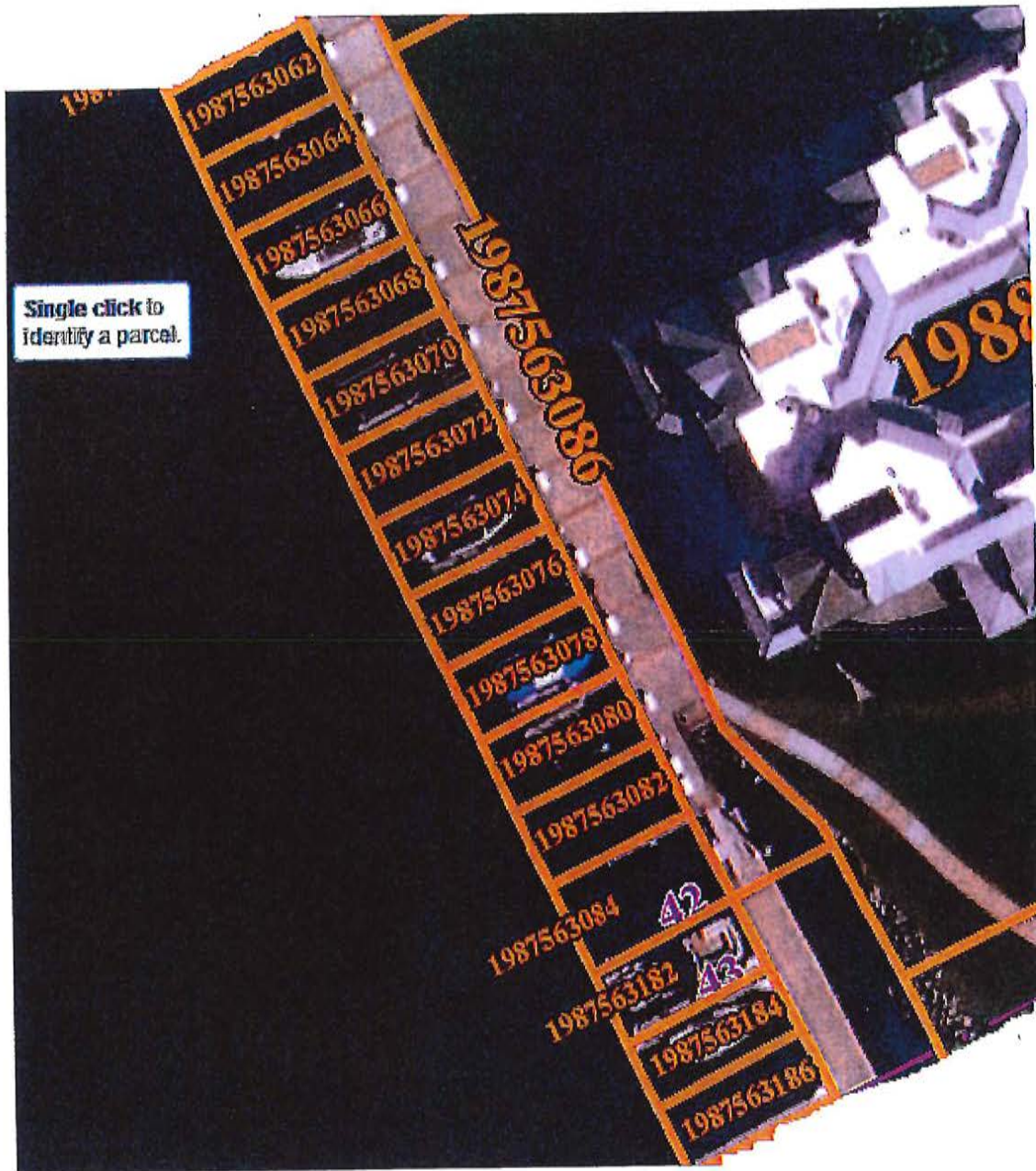
Harbour Island Marina – 15 Slips (Slips 61 – 75)

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Harbour Island Marina – 15 Slips (Slips 46 – 60)

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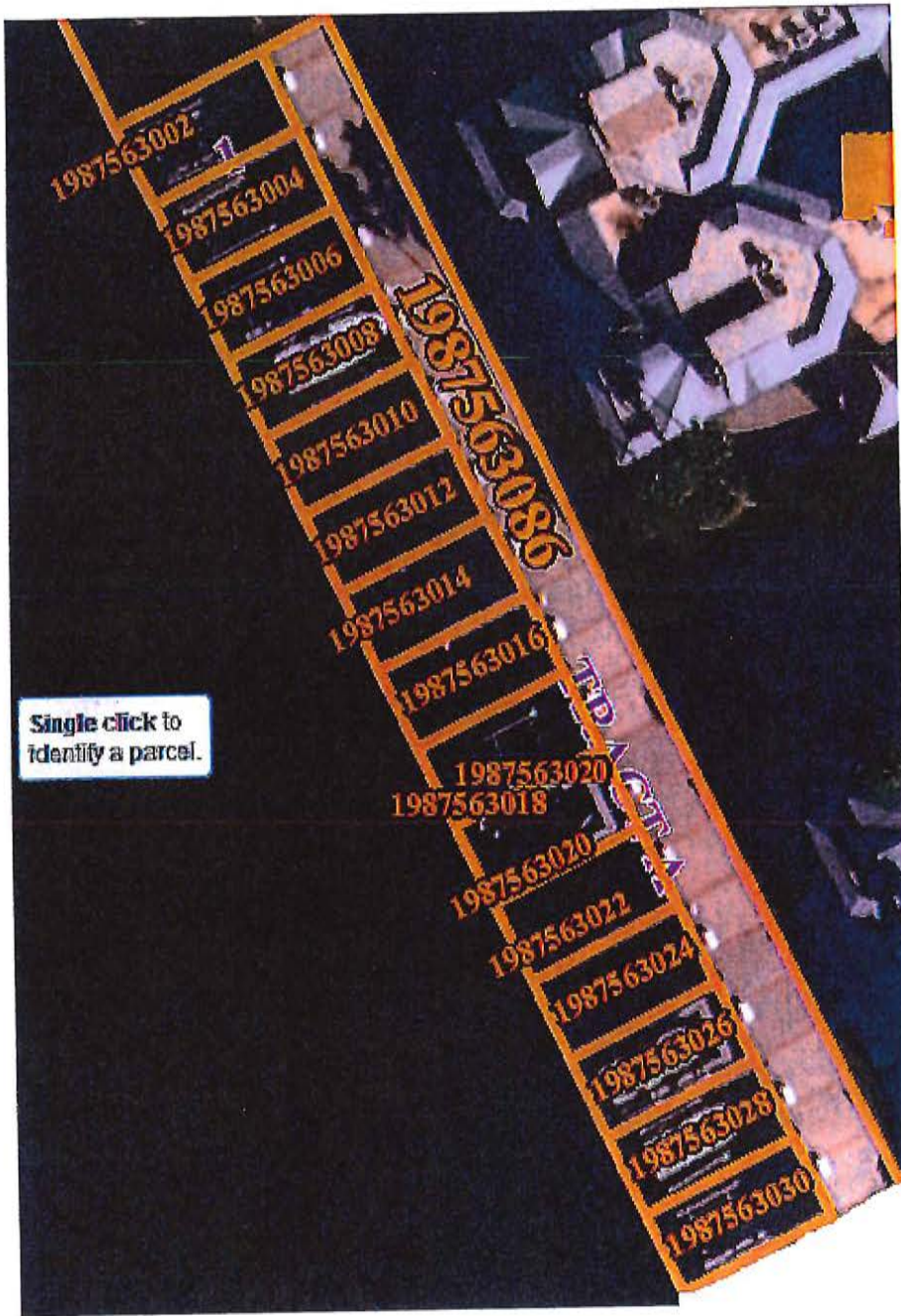
Harbour Island Marina – 15 Slips (Slips 31 – 45)

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ENVIRONMENTAL DEPT.



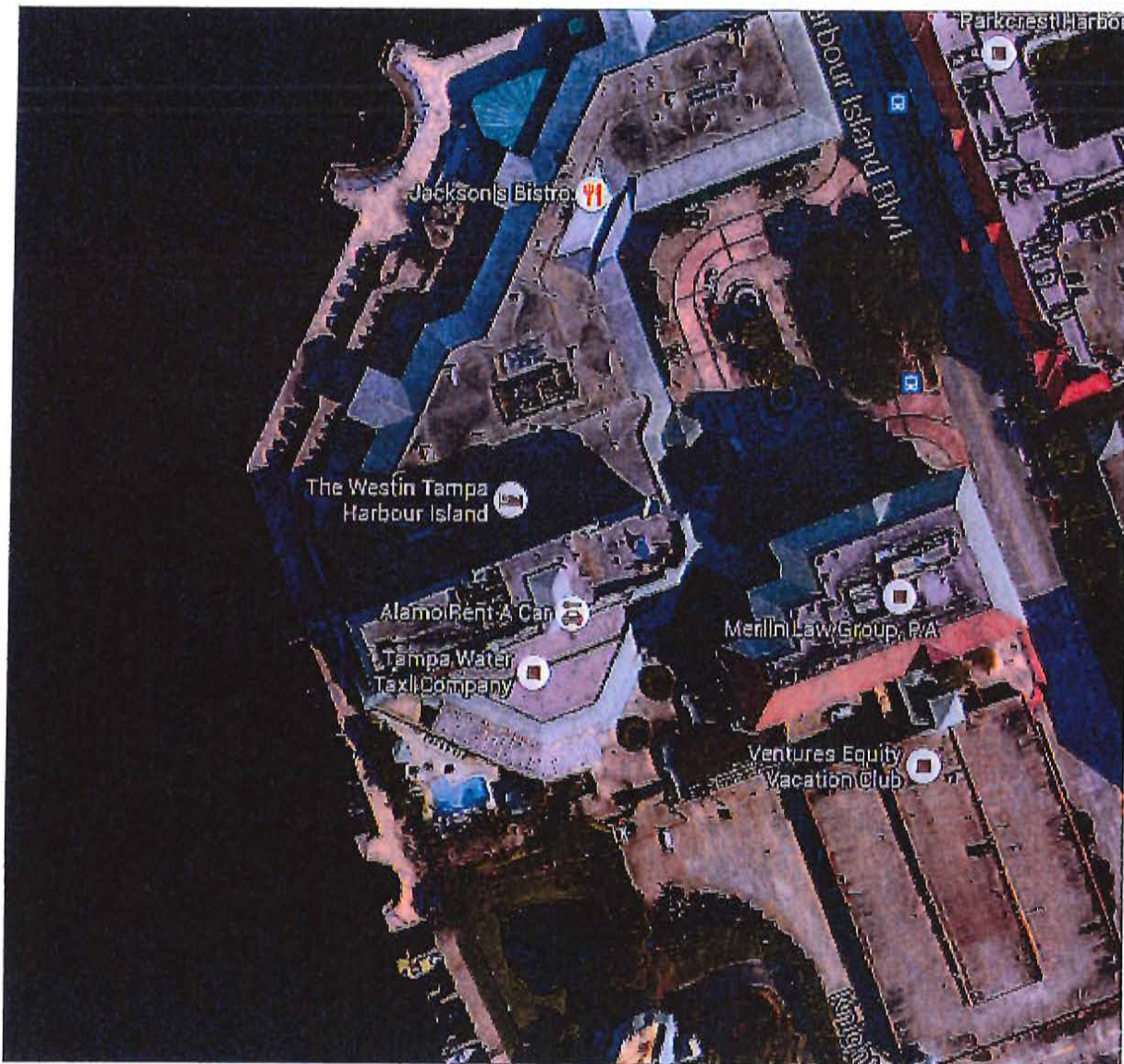
Harbour Island Marina – 15 Slips (Slips 16 – 30)

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Harbour Island Marina – 15 Slips (Slips 1 – 15)

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CCP Harbour Island – 59 proposed slips

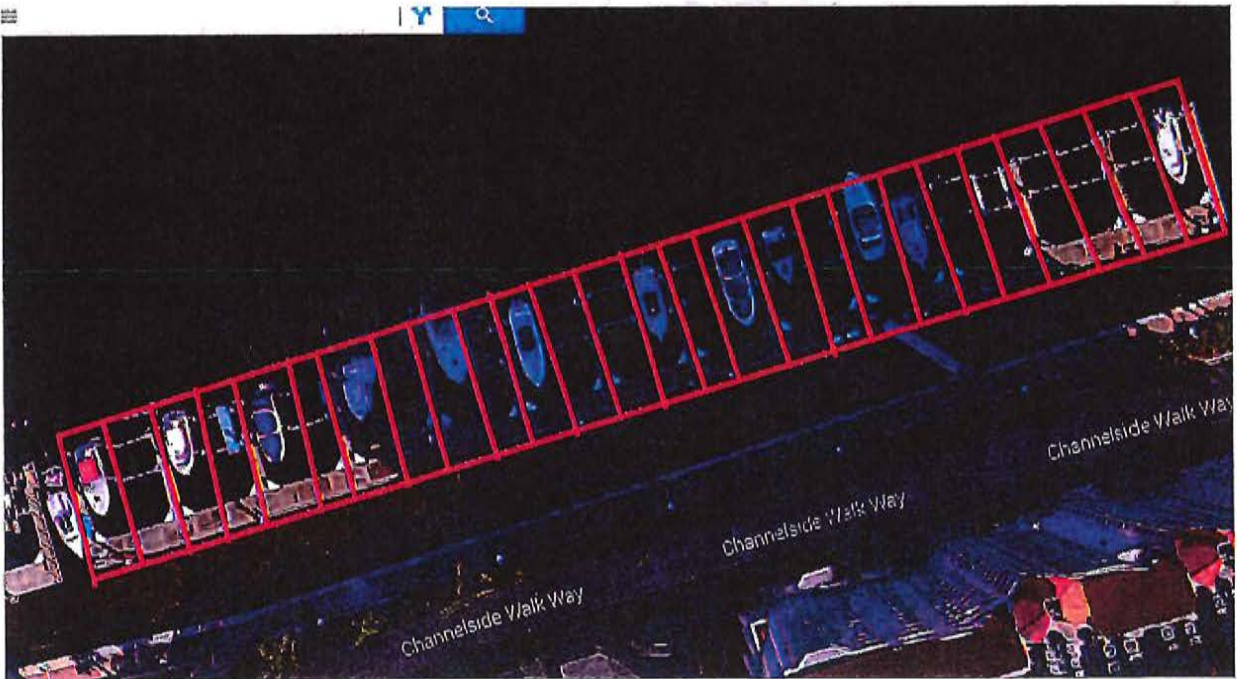
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Harbour Island Boat Slip Count



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Post Marina – 33 Boat Slips



Post Marina – 26 Boat Slips

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Parkcrest Marina – 16 Boat Slips

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Variance Request Letter
Applicant: CCP Harbour Island, LLC
Standard Work Permit Application No. 15-009

The applicant is requesting a variance for an encroachment into a setback to Seddon Channel, a Federally-maintained channel. Federal and Port Authority rules require structures be setback a distance of 100 ft from the edge of a Federally-maintained channel. Currently, the seawall and closest existing over-water structures are located within the Federal channel setback of 100 ft, with the nearest structure being 60 ft from the edge of Seddon Channel. The proposed new floating and fixed docks will maintain this setback of 60 ft. We understand that although there is no "new" encroachment into the Federal setback, the Applicant is required to request a variance to the setback and is the purpose of this letter. Please note the U.S. Army Corps of Engineers (USACOE), who maintain Seddon Channel have issued an Individual Permit granting their approval for the proposed dock expansion. Attached is the draft proffered permit issued by USACOE on May 11, 2016 is attached as Exhibit A. Please see the responses below addressing each of the five (5) rule criteria as applicable to this project, pursuant to Section II.E.

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1. The variance requested arises from a condition that is unique and peculiar to the riparian upland property and adjacent submerged land;

RESPONSE: Whereas the project area is a large commercial property comprised of 5 waterfront parcels located at the intersection of Seddon and Garrison Channels. And whereas, Seddon Channel is a federally-maintained channel but Garrison is not, the proposed docks will be located within the setback to the edge of Seddon Channel. The applicant's ownership boundaries extend into the waterway based on their warranty deeds. As part of the approval for Harbour Island's overall development, zoning approvals and ordinances allowed up to 500 slips being approved. 55 slips were approved for this subject parcel and those slips are located entirely within the applicant's property boundary. The docks approved previously by the USACOE encroached even further into the federal channel setback than currently proposed (see attached drawing labeled Exhibit B). The existing seawall and/or over-water structures are currently within the 100 ft setback, the closest being 60 ft from the edge of the channel. The proposed docks do not encroach any further into this setback area so there is no "new" encroachment is proposed into the Federal setback. As noted above, USACOE has granted approval by issuance of a draft proffered permit for the proposed expansion.

2. The granting of a variance will not adversely impact the resource quality, aesthetic value, or general quality of public uses within the affected waterbody;

RESPONSE: The granting of the variance to the setback will not adversely impact the resource quality, aesthetic value, or general quality of public uses within the waterbody. The dock area

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was surveyed for protected species and none are present. Weighted turbidity curtains will surround the area during construction to ensure water quality is not disturbed and best construction management practices will be followed throughout the construction phase. The current owners have operated a very clean, safe facility for the current docks and it's expected that with this expansion serving to improve boating access to the facility, they will continue that policy. Furthermore the expansion of the docks are contained entirely within the property boundary of the owner to not impede use of the waterway by the adjacent property owners or the public using the waterways.

3. The variance requested is the minimum necessary to allow reasonable use of the Jurisdictional Lands;

RESPONSE: As noted above, the existing docks and seawall are built within the 100 ft setback to the edge of Seddon Channel (measured at 60 ft). The proposed expansion does not encroach any further into the setback. In our opinion, the expansion is not a "new" encroachment and is fully contained within the owner's parcel boundary making this proposal the minimum necessary to allow reasonable use of the waterfront. And finally, the original dock plan approved by the USACOE in 1998 allowed 55 slips that were located much closer to the edge of the channel. 134

4. The variance requested is not contrary to the general spirit and intent of this rule; and

RESPONSE: The setback "rule" is commonly imposed by local and federal agencies that oversee dock construction to ensure the docks do not encroach into areas used for public navigation and to preserve areas for maintenance, such as dredging. The rule generally applies when you have property owners on either side of a waterbody with a public Federal channel in between. By having approval from the USACOE to build the proposed docks, we believe their approval should hold considerable weight and, in fact, provides their determination that the docks do not have the potential to impede maintenance of this federal channel and grounds for approval of the variance.

5. The activity applied for directly relates to the exercise of a right commonly associated with the ownership of riparian property.

RESPONSE: Waterfront property owners generally desire access to the water and, in this case, this is an existing facility with docks providing a water-dependent use that the Applicant wishes to improve and expand for the benefit of their boating patrons. Many waterfronts in proximity have improved their waterfront access and this proposed expansion will serve that same purpose. The floating docks will be available to restaurant, hotel and retail guests on a first-come, first-serve basis in a temporary manner and be safer and easier to access than boarding at the existing stationary seawall or from the existing small fixed piers. There will also be permanent slips for rent on a weekly or monthly basis. Therefore and proposed expansion is consistent with rights commonly associated with the ownership of a riparian property.

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Tampa Bay Times
Published Daily

STATE OF FLORIDA } ss
COUNTY OF Hillsborough County

Before the undersigned authority personally appeared **Johnnie Murry** who on oath says that he/she is **Legal Clerk of the Tampa Bay Times** a daily newspaper printed in St. Petersburg, in Pinellas County, Florida; that the attached copy of advertisement, being a Legal Notice in the matter **RE: PERMIT #15-009** was published in **Tampa Bay Times: 9/2/16**. in said newspaper in the issues of **Baylink Hillsborough**

Affiant further says the said **Tampa Bay Times** is a newspaper published in Hillsborough County, Florida and that the said newspaper has heretofore been continuously published in said Hillsborough County, Florida, each day and has been entered as a second class mail matter at the post office in said Hillsborough County, Florida for a period of one year next preceding the first publication of the attached copy of advertisement, and affiant further says that he/she neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper



Signature of Affiant

Sworn to and subscribed before me this 09/02/2016.

Signature of Notary Public

Personally known _____ or produced identification

Type of identification produced _____



**PORT TAMPA BAY
NOTICE OF PUBLIC HEARING**

Notice is given of a public hearing to be held at 9:30 a.m., Wednesday, September 28, 2016 before the Tampa Port Authority, d/b/a Port Tampa Bay at its offices located at 1101 Channelside Drive, Tampa, Florida 33602, to hear public comments regarding the following:

**Standard Work Permit Application #15-009 Submitted by
CCP Harbour Island, LLC for
Construction of a Commercial Dock Complex Associated with
the Existing Upland Hotel, Restaurant, and Retail Shops
at 601 S. Harbour Island Blvd., Tampa, Florida**

The permit application is on file and available for inspection at PTB offices from 8:30 a.m. until 12:00 noon and from 1:00 p.m. to 5:00 p.m., Monday through Friday (except holidays). Additional information is available online at www.tampaport.com. All written comments and objections directed toward the foregoing matter should be filed with Port Tampa Bay, Environmental Department, at 1101 Channelside Drive, Tampa, Florida 33602 by 12:00 noon on September 27, 2016. Oral comments and objections may be presented at the hearing.

In accordance with the federal Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities requiring reasonable accommodation to participate in this hearing should call (813) 905-5031 or telecopy (813) 905-5029, at least 48 hours prior to the hearing.

ANY PERSON WHO DECIDES TO APPEAL ANY DECISION OF THE PORT TAMPA BAY WITH RESPECT TO ANY MATTER CONSIDERED AT THIS PUBLIC HEARING WILL NEED A RECORD OF THE PROCEEDINGS AND, FOR SUCH A PURPOSE, MAY NEED TO HIRE A COURT REPORTER TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, WHICH RECORD INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED. (350402) 9/2/2016

LA 116-046

SUBJECT: FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION “CRITICAL WILDLIFE AREA” MODIFICATION FOR THE ALAFIA BANKS SANCTUARY

BACKGROUND:

The Florida Fish and Wildlife Conservation Commission (FWC) established “Critical Wildlife Areas” (CWAs) to protect important congregations of one or more species from human disturbance during critical life stages. Many species of wildlife are subject to disturbance caused by people and their pets. Such disturbance can cause wildlife to abandon high quality habitat critical for their survival. FWC’s Board of Commissioners requested an update to the statewide CWAs. FWC staff has recommended several new CWAs and several CWA boundary modifications. Final FWC approval is planned for their next Commission meeting in November of 2016.

FACTS/COMMENTS:

As part of a statewide effort, FWC staff has proposed a modification to the existing Alafia Banks CWA near the mouth of the Alafia River in Hillsborough Bay. This modification would expand an existing CWA over Bird Island to include Sunken Island and a 100 foot buffer around each island. This modification would also institute a year round “no entry” to the islands and buffer area, except for specific management activities. The lands involved are owned by Mosaic and PTB and are currently managed by Audubon as a bird sanctuary. FWC must have the property owner’s permission to designate or modify a CWA and has received Mosaic’s support. Consequently, the FWC needs PTB’s permission to move forward with the proposed modification.

The Alafia Banks and surrounding submerged lands have served as a critical bird nesting colony site for species, such as Reddish Egrets and Roseate Spoonbills, which have slowly been recovering their Florida populations. Alafia Bank has supported up to 18,000 nesting pairs of 18 water bird species in a season and is recognized as a vitally important bird population. The proposed CWA modification to include Sunken Island, a 100-foot buffer, and year-round no entry is supported by Audubon staff and scientific research. Extensive state-wide public meetings were held by FWC to gather stakeholder input and additional information. PTB staff attended the local meeting in Gibsonton with the majority of attendees in support of the CWAs. A few concerns have been raised by some members of the boating and nature photography community. PTB staff has reviewed the application for modification to the Alafia Banks CWA boundary and recommends that PTB support the proposal, with conditions to allow necessary port activities in the CWA and PTB’s right to rescind the CWA designation in the future.

RECOMMENDATION:

Authorize the Port President/CEO or his designee to sign a letter of support for the modification to the Alafia Banks CWA, subject to review by the Principal Counsel.

Board Meeting
October 18, 2016
Environmental #139901



Aerial photograph showing Mosaic Fertilizer, LLC's ownership (green), Port Tampa Bay's ownership (blue), current locations of installed shoreline breakwater projects on Bird and Sunken Islands (red), and proposed 100-foot buffer area (yellow)

SUBJECT: EXPANSION OF SCOPE OF WORK FOR THE PORT TAMPA BAY SECURITY SYSTEM MAINTENANCE AND REPAIR AGREEMENT

BACKGROUND:

In December 2015, the Port Tampa Bay (PTB) Board of Commissioners approved a three (3) year agreement (Agreement) with GSA Security Inc. (GSA) to maintain, repair, and troubleshoot existing PTB camera systems, sensors and access control devices following an advertised request for proposal procurement process.

FACTS/COMMENTS:

PTB operates three cruise terminals throughout the year and provides a variety of services to visiting cruise ships. Among the services provided are systems that allow the cruise ships to have connectivity with staff working in the terminals for the purpose of passenger processing. PTB does not currently contract with any outside entity for repairs and upgrades to these systems, and there is no one on call to repair these systems when a cruise ship is in port. GSA is an established port contractor that is properly licensed and experienced to do this type of work; however, this type of work is outside the scope of the current Agreement.

Staff proposes that the current Agreement be modified to allow GSA to provide, maintain and troubleshoot a standards based Layer 1/Layer 2 IT Infrastructure to support Ethernet communications from the ship connection to the terminal check-in area for Cruise Terminals 2, 3 and 6. This work would be done under the existing GSA Agreement utilizing existing rates. It is unknown at this time if these additional duties and responsibilities will add any significant expenses to the existing contract, but if so, PTB staff will return to the Board at a later date for additional spending authority.

RECOMMENDATION:

Authorize the President/CEO or his designee to amend the existing Agreement with GSA Security, Inc. to maintain, repair, and troubleshoot a standards based Layer 1/Layer 2 IT Infrastructure to support Ethernet communications from the ship connection to the terminal check-in area for Cruise Terminals 2, 3 and 6 for the remainder of the existing Agreement beginning in October 2016, subject to review by the Principal Counsel.

Board Meeting
October 18, 2016
Security #139903

SUBJECT: REMOVAL OF UNSERVICEABLE AND SURPLUS PROPERTY FROM PORT TAMPA BAY'S ASSET RECORDS

BACKGROUND:

The removal of Port Tampa Bay (PTB) property from the asset records requires specific approval by the PTB Board of Commissioners. Additionally, disposition of PTB's tangible personal property, such as equipment and vehicles, owned by local governments is subject to Section 274.06, *Florida Statutes*, which states that a governmental unit's property which is obsolete or the continued use of which is uneconomical or inefficient, or which is without commercial value may be first offered to any governmental unit and then donated, destroyed, or abandoned. Further, if the value of the property is estimated to be \$5,000 or less, it may be disposed of in the most efficient and cost-effective means as determined by the governmental unit.

FACTS/COMMENTS:

PTB staff has determined that the building described below is structurally unsound and unsafe. Repairs to the building would exceed the cost of a new building. The building was acquired in 1997 at a cost of \$327,560 and is currently not in use.

<u>Building No.</u>	<u>Description</u>	<u>Net Book Value</u>	<u>Disposal Method</u>
197	TBIT Machine Shop	\$69,263.68	Demolish

PTB staff has determined that the tangible personal property listed below is surplus and/or obsolete or no longer serves a useful function to PTB. Staff believes that the computer items may be useful to other government units and recommends that they be sent to the Hillsborough County surplus equipment warehouse for disposal. If not accepted by the Hillsborough County surplus equipment warehouse, staff recommends destroying the equipment as well as the boat motor, which is also allowable under Section 274.06 of the *Florida Statutes*.

<u>Asset No.</u>	<u>Description</u>	<u>Net Book Value</u>	<u>Disposal Method</u>
P-00541	Dell Optiplex 760 Tower	\$0	Offer to Gov't Units
P-00544	Dell Optiplex 760 AIO	\$0	Offer to Gov't Units
P-00564	Dell Optiplex 780 AIO	\$0	Offer to Gov't Units
O-2416	HP Proliant Server	\$0	Offer to Gov't Units
S-789	1999 Evinrude Outboard Engine	\$0	Scrap

RECOMMENDATION:

Approve removal of the referenced assets from PTB's asset records and authorize the Port President/CEO or his designee to declare the subject property surplus and dispose of the items in accordance with the methodology stated above.

Board Meeting
October 18, 2016
Finance #140011/139469

SUBJECT: CONTRACT RENEWAL WITH HILL & KNOWLTON, INC. FOR STRATEGIC COMMUNICATIONS SERVICES CONSULTANT

BACKGROUND:

On September 16, 2014, the Port Tampa Bay (PTB) Board of Commissioners approved the award of PTB's strategic communications services contract to Hill & Knowlton, Inc. (H&K), for a period of one (1) year with two (2) one-year consecutive renewal options. The Board authorized funds for the first year in an amount not-to-exceed \$120,000. On September 15, 2015, the PTB Board authorized funds for the second year, which was the first renewal option period. The current term expires October 31, 2016.

FACTS/COMMENTS:

H&K has satisfactorily provided PTB with strategic communication services throughout the first and second years of the contract. As a result, PTB staff recommends exercising the second and final one-year renewal option for the period November 1, 2016 through October 31, 2017. The fees associated with strategic communications services will remain at the original contracted amount of \$120,000 per year. This contract is non-exclusive and PTB retains the right to engage additional outside consulting services on an as-needed basis. All other terms and conditions of the contract, including the right to terminate upon thirty (30) days' written notice, will remain the same. Pursuant to its contract, H&K has maintained a Small Business Enterprise participation goal of approximately ten (10%) percent.

Funding for the renewal has been included in the approved FY17 Operating budget.

RECOMMENDATION:

Authorize the Port President/CEO or his designee to exercise the second and final one-year renewal option for strategic communications services consultant, from November 1, 2016 through October 31, 2017, with Hill & Knowlton, Inc., pursuant to the terms described above and for an amount not-to-exceed \$120,000 per year, subject to review by the Vice President of Legal Affairs.

D. REGULAR AGENDA

**SUBJECT: JOINT PARTICIPATION AGREEMENT WITH THE FLORIDA
DEPARTMENT OF TRANSPORTATION – INTERMODAL FUNDS**

BACKGROUND:

Port Tampa Bay (PTB) secured \$1,213,843 of Florida Department of Transportation (FDOT) Intermodal program funds for fiscal year 2016-17. FDOT, District Seven, has been authorized to administer the disbursement of the funds, and requires PTB to enter into a joint participation agreement with FDOT concerning the disbursement of the funds.

FACTS/COMMENTS:

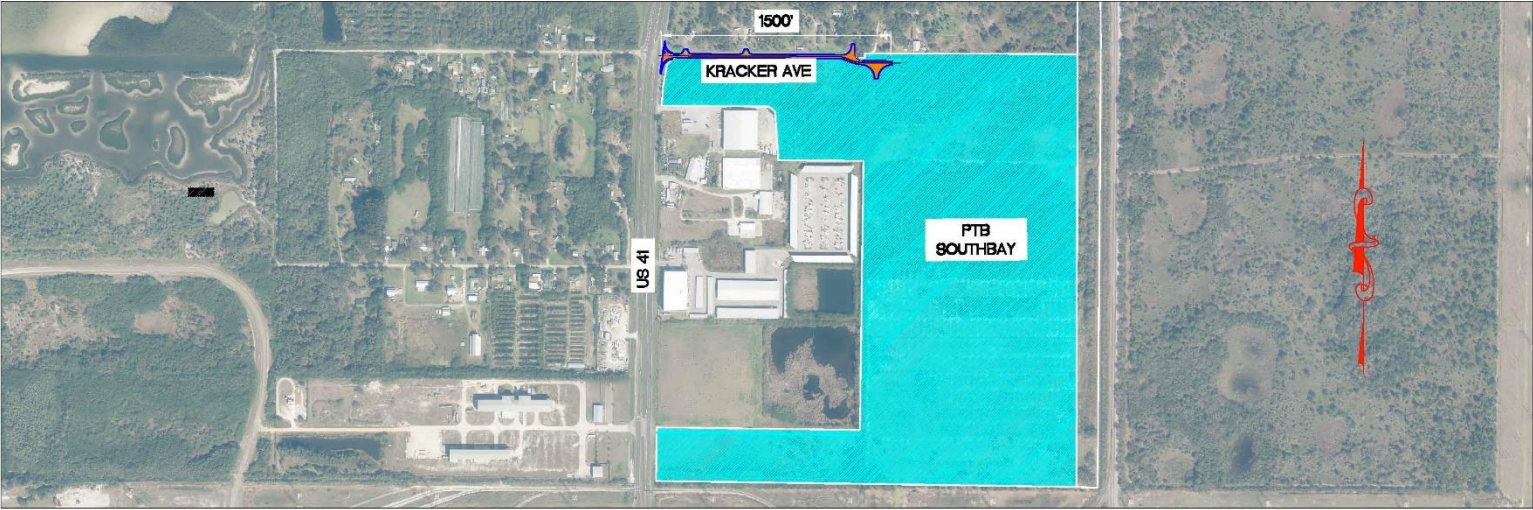
PTB was allocated \$1,213,843 for intermodal improvements for roadway and site improvements at Port Redwing/South Bay properties and an access road at Hookers Point. The Intermodal Program Funds joint participation agreement requires a 50% match from PTB in the amount of \$1,213,843.

Funding for this item was included in the FY17 Capital Budget.

RECOMMENDATION:

Authorize the Port President/CEO or his designee to enter into a joint participation agreement with FDOT, District Seven, for \$1,213,843, which requires \$1,213,843 in PTB matching funds from its revenues, subject to review by the Principal Counsel.

Board Meeting
October 18, 2016
Planning and Development #140005/139627



SUBJECT: AWARD OF SOUTHBAY DEVELOPMENT PHASE 1 - KRACKER AVENUE WIDENING, CONTRACT NO. 16-00715, ITB NO. B-008-16

BACKGROUND:

The FY2017 Capital Program includes a project to improve Kracker Avenue which is the access road to PTB's 110-acre Southbay Development site. The Platt for the Southbay Development site requires two-lane roadway improvements be made beginning at U.S. Highway 41 and continuing eastward approximately 1,500 feet to the northwest corner of the Southbay Development site. The work includes widening the roadway, adding a 10-foot sidewalk/access path, utility relocations, storm drainage and water main improvements. The project was included in the FY17 Capital Program at \$2.3 million and has a 50:50 matching funds requirement from the Florida Department of Transportation (See previous item).

FACTS/COMMENTS:

In accordance with PTB policy, staff advertised an invitation to bid for this project on August 12, 2016 in the Tampa Bay Times, Florida Sentinel Bulletin, and LaGaceta as well as on Onvia-Demand Star (e-procurement database system). Twenty-one (21) firms attended the mandatory pre-bid conference on August 22, 2016. On September 22, 2016, PTB received eight (8) bids with unit prices for the roadway project as follows:

<u>Bidder</u>	<u>(Office Location)</u>	<u>Bid Amount</u>	<u>SBE %</u>
1)	Alto Construction Co. Inc. (Tampa)	\$1,339,294.22	12.84%
2)	QGS Development Inc. (Lithia)	\$1,460,878.98	9.93%
3)	Dallas 1 Corp. (North Venice)	\$1,468,205.00	9.84%
4)	Crisdel Group Inc. (Tampa)	\$1,522,677.95	9.06%
5)	Ajax Paving Industries of FL, LLC (North Venice)	\$1,596,853.00	10.91%
6)	George G. Solar & Co. Inc. (Tampa)	\$1,640,522.95	100%
7)	Cone & Graham, Inc. (Tampa)	\$1,683,365.25	11.66%
8)	Westra Construction Corp (Palmetto)	\$1,747,929.95	8.40%

Alto Construction Company, Inc. (Alto) is the apparent low responsive and responsible bidder for the project. Alto is a state licensed general contractor, which is experienced, licensed and qualified to perform road construction work. The firm received outstanding references from MacDill AFB and Hillsborough County Schools on similar paving projects.

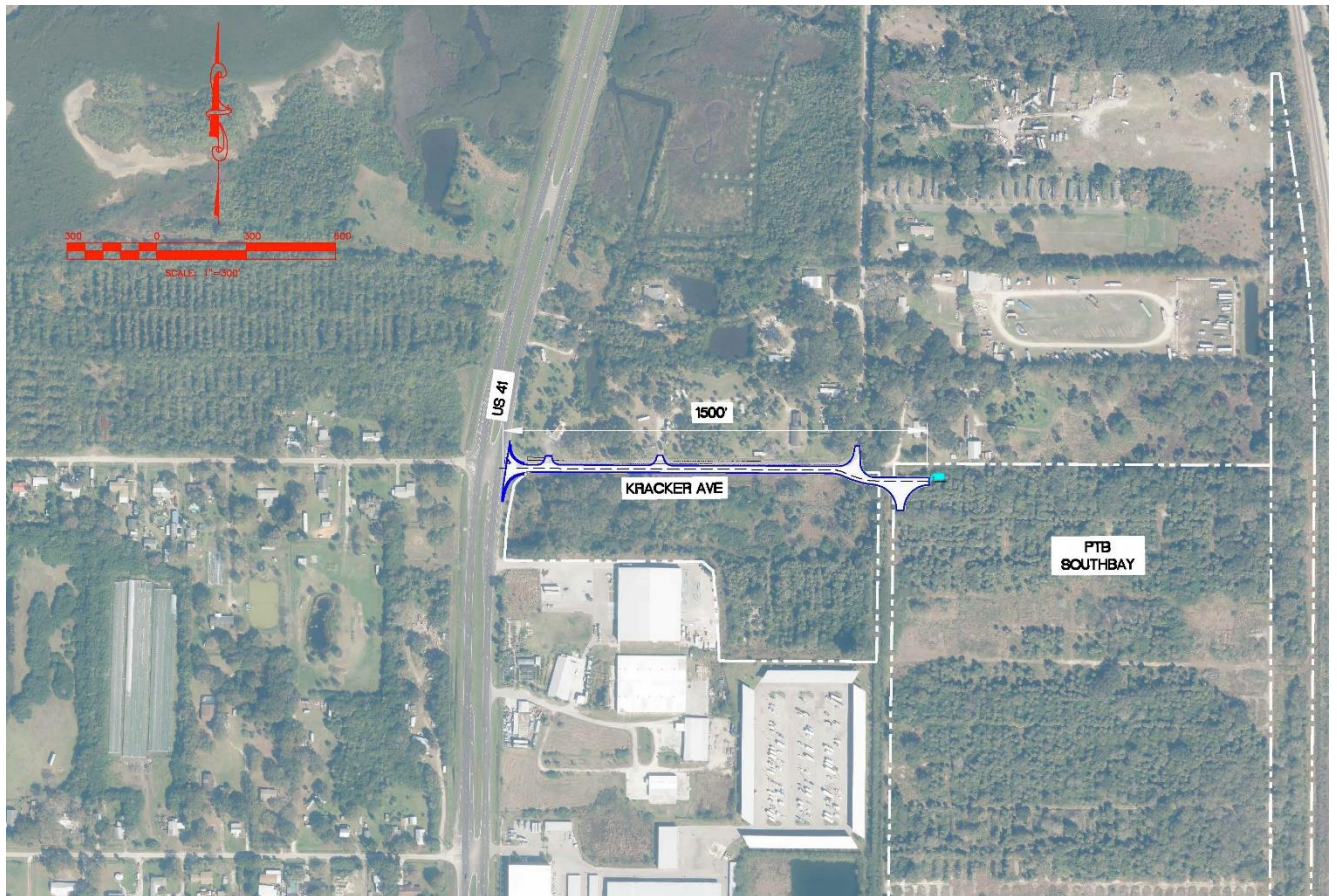
Alto has committed to partner with four (4) Small Business Enterprise (SBE) firms to perform as-built surveys, concrete construction, pavement markings, trucking and furnishing baserock to achieve approximately 12.84% SBE participation on this project.

Staff recommends a contract award to the low bidder, Alto, in the amount not-to-exceed \$1,473,224.00, which includes a 10% contingency (\$133,929.78) for remedying any unforeseen conditions that may arise during construction.

RECOMMENDATION:

Authorize the Port President/CEO or his designee to execute Contract No.16-00715 with Alto Construction Company for the Southbay Development Phase I – Kracker Avenue Widening, in the amount not-to exceed \$1,473,224.00, which includes a ten (10%) contingency for any unforeseen conditions, all subject to review by the Principal Counsel.

Board Meeting
October 18, 2016
Engineering #140003/139819



**SUBJECT: FINAL RANKING OF FIRMS FOR WEBSITE DEVELOPMENT
AND WEBSITE HOSTING SERVICES FOR PORT TAMPA BAY,
RFP NO. P-011-16**

BACKGROUND:

In October 2011, the Port Tampa Bay (PTB) Board of Commissioners awarded a contract for the development and hosting of the PTB website to BayShore Solutions. The Bayshore Solutions contract ended with a series of maintenance work orders which have reached their end.

PTB staff now recommends a new scope of work to include design of a new PTB branded website with updated website content, including shipping information, cargo information, berth/facilities, job postings, marine construction permits, tariff information, ship in-port schedules, real estate opportunities, statistics, contact information, press releases and responding to Frequently Asked Questions. The new contract, in addition to redesigning the website, will include building a Content Management System and enabling PTB staff to perform subject matter web updates.

FACTS/COMMENTS:

In accordance with PTB procurement policy, staff advertised a Request for Proposals (RFP) for Website Development and Hosting Services on August 5, 2016, in the Tampa Bay Times, the Florida Sentinel Bulletin, La Gaceta, as well as electronically on Demandstar (e-procurement database system). Twelve (12) firms participated in the August 11, 2016, mandatory pre-proposal teleconference. On August 14, 2016, PTB received six (6) responsive proposals.

The selection evaluation committee (Committee) consisted of Ed Miyagishima, PTB Vice President of Communications and External Affairs; Lorena Runkles, PTB Information Technology Manager; and David Everett, Chief Information Officer, International Society for Pharma Engineers. The Committee met on September 15, 2016 and ranked the firms based on qualifications and experience of the firm, qualifications and experience of the developer, creativity, references, and cost of website development. The Committee determined that oral interviews were necessary and conducted interviews with the top three (3) proposers on September 27, 2016. The final ranking of the Committee is shown below:

PROPOSER	SBE %
1. GSL Solutions	100%
2. Horizon Marketing Group	9%
3. Swim Digital Group	100%

The contract is for one year with two (2) one-year maintenance options at a cost not to exceed \$65,000 for the initial year. Funding for this project was included in the FY 2017 Operating Expense budget.

RECOMMENDATION:

Authorize the Port President/CEO or his designee to enter into negotiations with GSL Solutions, Inc., for the design, development, hosting and maintenance of the Port Tampa Bay website for one (1) year with two (2) one-year maintenance options at a cost not to exceed \$65,000 for the first year. Should PTB be unable to negotiate a contract with the top-ranked firm(s), negotiations shall be terminated and PTB shall then undertake negotiations with the next best qualified firm(s), all subject to review by Principal Counsel.

Board Meeting
October 18, 2016
Branding and Regional Alliances #140001

**RFP NO. P-011-16 WEBSITE HOSTING & WEBSITE DEVELOPMENT
INTERVIEW/PRESENTATION EVALUATION SUMMARY**

	Firm Names		
	GSL Solutions	Horizon Marketing Group	Swim Digital Group
Committee Member			
Evaluator #1	1.65	2.40	1.90
Evaluator #2	1.40	2.40	2.15
Evaluator #3	2.45	1.20	2.30
Total:	5.50	6.00	6.35
Ranking:	1	2	3

Ranking Scale: #1 (the lowest score) is the best score, #2 second best, #3 third best.....
Ranking Directions: Each evaluator shall rank each respondent independently for each category based on the above referenced ranking scale.

INTERVIEW/PRESENTATION EVALUATION - RFP NO. P-011-16 WEBSITE HOSTING & WEBSITE DEVELOPMENT SERVICES

		Firm Names			
		GSL Solutions	Horizon Marketing Group	Swim Digital Group	
Evaluation Criteria		Weight			
Qualifications/Experience of Firm (i.e., responsible):					
1	<ul style="list-style-type: none"> Address Firm's website design, development & web hosting experience with Kentico (or alternate system with demonstrated compatibility) along with the Firm's ability to meet and/or exceed the Description of Services and Minimum Requirements (Section B; Paragraphs 1.2 & 1.3). Demonstrate Firm's accessibility to PTB contact/staff. 	20%	1	2	3
Qualifications and Experience of Key Personnel:					
2	<ul style="list-style-type: none"> Demonstrate accessibility, experience and qualifications of the Key Personnel who will perform/manage PTB's contract work. Describe and/or illustrate Key Personnel's capabilities in performing and/or managing all areas of website hosting with Kentico (or alternate system with demonstrated compatibility) for contracts similar to size/scope of PTB project. 	20%	1	3	2
Scope and Approach:					
3	<ul style="list-style-type: none"> Address the Firm's understanding of PTB's current website and functionality. Provide demonstrated experience and expertise in modifying, designing and developing website. Address integration with CMS and its various functionalities. Address Firm's approach to workflow and philosophy on traffic building measures such as Search Engine Optimization (SEO), landing page strategy, etc. Explain proposed online registration solution. 	25%	2	3	1
4	Fee Schedule: (Form 7)	20%	3	1	2
Respondent's Overall Responsiveness:					
5	<ul style="list-style-type: none"> Overall completeness and quality of proposal. Response meets the requirements stated in Section A; Paragraph 3.0 and Section B; Paragraph 1.4. Specific emphasis is placed on Questionnaire Responses (Form 6) and References (Form 2). 	10%	1	3	2
Volume of Work:					
6	<ul style="list-style-type: none"> The objective is effecting an equitable distribution of contracts among qualified firms. Points are based on actual fees PTB paid to a firm within the last three (3) years. 	5%	1	3	1
Total:		100%	1.65	2.40	1.90

Ranking Scale: #1 is the highest score, #2 second highest, #3 third highest.....
 Ranking Directions: Each evaluator shall rank each respondent independently for each category based on the above referenced ranking scale.

Evaluator Printed Name: Evaluator #1
 Evaluator Signature: (On File)

Date: 9/27/2016

INTERVIEW/PRESENTATION EVALUATION - RFP NO. P-011-16 WEBSITE HOSTING & WEBSITE DEVELOPMENT SERVICES

		0 5			
		Evaluation Criteria		Firm Names	
		Weight	GSL Solutions	Horizon Marketing Group	Swim Digital Group
1	Qualifications/Experience of Firm (i.e., responsible): <ul style="list-style-type: none"> Address Firm's website design, development & web hosting experience with Kentico (or alternate system with demonstrated compatibility) along with the Firm's ability to meet and/or exceed the Description of Services and Minimum Requirements (Section B; Paragraphs 1.2 & 1.3). Demonstrate Firm's accessibility to PTB contact/staff. 	20%	1	2	3
2	Qualifications and Experience of Key Personnel: <ul style="list-style-type: none"> Demonstrate accessibility, experience and qualifications of the Key Personnel who will perform/manage PTB's contract work. Describe and/or illustrate Key Personnel's capabilities in performing and/or managing all areas of website hosting with Kentico (or alternate system with demonstrated compatibility) for contracts similar to size/scope of PTB project. 	20%	1	3	2
	Scope and Approach: <ul style="list-style-type: none"> Address the Firm's understanding of PTB's current website and functionality. Provide demonstrated experience and expertise in modifying, designing and developing website. 				
3	<ul style="list-style-type: none"> Address integration with CMS and its various functionalities. Address Firm's approach to workflow and philosophy on traffic building measures such as Search Engine Optimization (SEO), landing page strategy, etc. Explain proposed online registration solution. 	25%	1	3	2
4	Fee Schedule: (Form 7)	20%	3	1	2
	Respondent's Overall Responsiveness:				
5	<ul style="list-style-type: none"> Overall completeness and quality of proposal. Response meets the requirements stated in Section A; Paragraph 3.0 and Section B; Paragraph 1.4. Specific emphasis is placed on Questionnaire Responses (Form 6) and References (Form 2). 	10%	1	3	2
	Volume of Work:				
6	<ul style="list-style-type: none"> The objective is effecting an equitable distribution of contracts among qualified firms. Points are based on actual fees PTB paid to a firm within the last three (3) years. 	5%	1	3	1
Total:		100%	1,40	2,40	2,15

Ranking Scale: #1 is the highest score, #2 second highest, #3 third highest,....
Ranking Directions: Each evaluator shall rank each respondent independently for each category based on the above referenced ranking scale.

Evaluator Printed Name: Evaluator #2
 Evaluator Signature: (On File)

Date: 9/27/2016

INTERVIEW/PRESENTATION EVALUATION - RFP NO. P-011-16 WEBSITE HOSTING & WEBSITE DEVELOPMENT SERVICES

		5		Firm Names		
		Evaluation Criteria		GSL Solutions	Horizon Marketing Group	Swim Digital Group
Qualifications/Experience of Firm (i.e., responsible):						
1	<ul style="list-style-type: none"> Address Firm's website design, development & web hosting experience with Kentico (or alternate system with demonstrated compatibility) along with the Firm's ability to meet and/or exceed the Description of Services and Minimum Requirements (Section B; Paragraphs 1.2 & 1.3). Demonstrate Firm's accessibility to PTB contact/staff. 	20%	3	1	2	
Qualifications and Experience of Key Personnel:						
2	<ul style="list-style-type: none"> Demonstrate accessibility, experience and qualifications of the Key Personnel who will perform/manage PTB's contract work. Describe and/or illustrate Key Personnel's capabilities in performing and/or managing all areas of website hosting with Kentico (or alternate system with demonstrated compatibility) for contracts similar to size/scope of PTB project. 	20%	2	1	3	
Scope and Approach:						
3	<ul style="list-style-type: none"> Address the Firm's understanding of PTB's current website and functionality. Provide demonstrated experience and expertise in modifying, designing and developing website. Address integration with CMS and its various functionalities. Address Firm's approach to workflow and philosophy on traffic building measures such as Search Engine Optimization (SEO), landing page strategy, etc. Explain proposed online registration solution. 	25%	2	1	3	
4	Fee Schedule: (Form 7)	20%	3	1	2	
Respondent's Overall Responsiveness:						
5	<ul style="list-style-type: none"> Overall completeness and quality of proposal. Response meets the requirements stated in Section A; Paragraph 3.0 and Section B; Paragraph 1.4. Specific emphasis is placed on Questionnaire Responses (Form 6) and References (Form 2). 	10%	3	2	1	
Volume of Work:						
6	<ul style="list-style-type: none"> The objective is effecting an equitable distribution of contracts among qualified firms. Points are based on actual fees PTB paid to a firm within the last three (3) years. 	5%	1	3	1	
		Total:	100%	2.45	1.20	2.30

Ranking Scale: #1 is the highest score, #2 second highest, #3 third highest....
Ranking Directions: Each evaluator shall rank each respondent independently for each category based on the above referenced ranking scale.

Evaluator Printed Name: Evaluator #3
 Evaluator Signature: (On File)

Date: 9/27/2016

**SUBJECT: AMENDMENT TO OPERATING AGREEMENT WITH CARNIVAL
CRUISE LINES**

BACKGROUND:

Carnival Cruise Lines, a division of Carnival Corporation (Carnival), operates in Port Tampa Bay (PTB) pursuant to an operating agreement (Operating Agreement) approved by the PTB Board at its June 18, 2013 meeting. The Operating Agreement, including extensions, expires on December 31, 2017 and governs the operation of the Carnival family of cruise lines within PTB.

FACTS/COMMENTS:

Carnival and PTB staff have negotiated an amendment (Amendment) to the Operating Agreement based on the following terms and conditions:

Term: Extension of Initial Term through September 30, 2019, with two additional one year extension options through September 30 2021, exercisable by Carnival providing six months' notice to PTB.

Fees: Carnival would pay PTB a passenger services charge (PSC) of \$11.86 per passenger movement; each embarkation and disembarkation by a Carnival revenue passenger on a Carnival vessel conducting home port or port of call operations at PTB, subject to an increase of one and a half to three percent annually.

ARG: The Annual Revenue Guarantee (“**ARG**”) would be as follows:

<u>Term</u>	<u>Fiscal Year</u>	<u>ARG</u>
1	2017 (Oct. 1, 2016 thru Sept. 30, 2017)	\$2,369,846
2	2018 (Oct. 1, 2017 thru Sept. 30, 2018)	\$3,178,901
3	2019 (Oct. 1, 2018 thru Sept. 30, 2019)	\$3,800,489
Option Year 1	2020 (Oct. 1, 2019 thru Sept. 30, 2020)	\$3,800,489
Option Year 2	2021 (Oct. 1, 2020 thru Sept. 30, 2021)	\$3,800,489

Berth Reservations:

Carnival would have preferential berth privileges at Berth 272 (Terminal 2) and Berth 269 (Terminal 3) for the Carnival scheduled cruises. The Operating Agreement requires Carnival to submit to PTB on or before April 1st each year its schedule requesting berth reservations for the cruise season commencing eighteen (18) months from such date for Carnival cruises originating from or calling at PTB and the days of planned utilization by Carnival.

In consideration of the brand recognition Carnival brings through its advertising campaigns to PTB and the related economic benefits derived by PTB and surrounding market place, PTB would pay Carnival an annual market incentive to be dedicated to the promotion of Carnival cruises based on the number of passengers arriving on Carnival vessels at PTB during each fiscal year. The estimated amount of the annual market incentive payable to Carnival for the first fiscal year would be approximately \$1,080,000. The market incentive will increase in the same percentage amount as any corresponding increase in the passenger service charge assessed by PTB during the Term of the Agreement.

RECOMMENDATION:

Authorize the Port President/CEO or his designee to execute an Amendment to the Operating Agreement with Carnival Cruise Lines, a division of Carnival Corporation, in accordance with the above terms and conditions, subject to review by Principal Counsel.

Board Meeting
October 18, 2016
Marketing #140012/139902

SUBJECT: **AMENDMENT TO LEASE AGREEMENT WITH CEMEX
CONSTRUCTION MATERIALS FLORIDA, LLC**

BACKGROUND:

Cemex Construction Materials Florida, LLC (Cemex) currently leases approximately 24 acres from Port Tampa Bay (PTB) within an area known as “Eastport” pursuant to a lease agreement dated November 1, 2007, as amended (Cemex Lease). At the June 17, 2014 PTB meeting, the PTB Board authorized an amendment to the Cemex Lease (2014 Amendment) which included a provision to allow Cemex to provide approximately 41,718 Cubic Yards of ready-mix concrete as an in-kind contribution for the Eastport development project for the design and construction of (i) a new Berth 150; (ii) a quarter ramp adjacent to Berth 150; (iii) a 20 acre cargo yard between Berth 150 and Causeway Boulevard (Eastport Cargo Yard); and (iv) the rerouting of Rockport Road around the Cemex lease site.

FACTS/COMMENTS:

The 2014 Amendment provides that the in-kind contribution of ready-mix concrete will be valued at the Producer Price Index/South Region for ready-mix concrete delivered as of the month in which it is delivered. The 2014 Amendment further provides that the value of the ready-mix concrete would be limited to a 10% variance not to exceed \$125.18 per cubic yard and with a Cemex contribution cap of \$5,152,414.00. Due to unforeseen circumstances during construction, the end date originally projected as March 31, 2016 was subsequently extended for six months as approved by the PTB Board in March 2016. However, further construction issues require that the end date for in-kind contribution be extended for an additional three (3) months through December 31, 2016. Additionally, cost overruns due to 4,000 cubic yards of ready-mix concrete above the original project estimate require funding above the Cemex contribution cap.

The projected PPI values for ready-mix concrete are within the +/- 10% variance not to exceed \$125.18 per Cubic Yard stipulated in the 2014 Amendment. CEMEX has agreed to provide the additional 4,000 Cubic Yards of ready mix concrete under the terms negotiated in the 2014 Amendment. All in-kind contribution of ready-mix concrete in excess of the Cemex contribution cap would be credited against the rent and annual guarantee in an amount not to exceed \$500,720.00 which is subject to final tabulation following project completion. All other terms and conditions of the Cemex Lease would remain unchanged.

RECOMMENDATION:

Authorize the Port Director/CEO or his designee to execute an Amendment to the Lease Agreement with Cemex Construction Materials Florida, LLC, in accordance with the terms outlined in this agenda item, subject to review and approval by the Principal Counsel.

Board Meeting
October 18, 2016
Real Estate #140013/139810



E. RECEIPT OF REPORTS

- 1. REPORT OF LEGAL FEES BY PROJECT**
- 2. REPORT OF AGED ACCOUNTS RECEIVABLES**
- 3. REPORT OF CONTRACT STATUS**
- 4. REPORT OF PERMITS**
- 5. REPORT OF EXPENDITURES BETWEEN \$50,000 - \$100,000**

FY2016– LEGAL FEES AND EXPENSES REPORT THROUGH SEPTEMBER 30, 2016

YEAR-TO-DATE LEGAL FEES AND EXPENSES

	<u>FY 2016 Budget</u>	<u>FY 2016 Actual</u>
General Support / Litigation	\$ 50,960.00	\$ 32,309.32
General Real Estate / Land Use	\$ 50,960.00	\$ 47,617.73
General Employment / Labor	\$ 19,600.00	\$ 51,710.00
General Construction Services	\$ 13,720.00	\$ 7,975.00
General Environmental	\$ 39,200.00	\$ 0.00
General Bankruptcy Services	\$ 7,840.00	\$ 0.00
General Admiralty / Maritime / Tariff	\$ 13,720.00	\$ 1,210.00
YEAR-TO-DATE FY 2016-17	<u>\$196,000.00</u>	<u>\$ 140,822.05</u>
[Under Budget FY2016 – \$55,177.95]		

LITIGATION AND GENERAL LEGAL SUPPORT

<u>Outside Counsel / Matter</u>	<u>September</u>	<u>Cumulative FY To Date</u>
Bryant Miller Olive - General		
Gray Robinson - General	\$ 550.00	\$23,195.00
- Channelside Bay Mall [14] - SM [24]		\$ 1,140.00
Manson Bolves - General		
Trenam Kemker - General		
Mechanik Nuccio - Special General		
Smith Katzenstein Jenkins - CBM		
<u>Special General</u>		
Hamilton Miller & Birthisel - Ins – RC	\$ 2,171.15	\$ 6,893.70
- Ins – EK	\$ 423.62	\$ 1,480.02

GENERAL REAL ESTATE / LAND USE LEGAL SUPPORT

<u>Outside Counsel / Matter</u>	<u>September</u>	<u>Cumulative FY To Date</u>
Gray Robinson		
- General		
- New Channelside Dev [21]		
- Channelside Bay Mall [16]		
- DRI [15]	\$ 75.00	\$25,437.15
- CBP Development [31]		\$ 7,325.00
Mechanik Nuccio		
- General		
P&M Consulting Group		
- General DRI		
- SouthBay	\$ 710.75	\$ 1,613.00
- Channelside		
- Port Redwing	\$ 2,683.13	\$ 7,523.33
Smolker Bartlett		
- General	\$ 87.50	\$ 5,719.09
Trenam Kemker		
- General		
- Lease Review		
- Lease Negotiations		
Hobby & Hobby		
- General		

GENERAL LABOR / EMPLOYMENT LEGAL SUPPORT

<u>Outside Counsel / Matter</u>	<u>September</u>	<u>Cumulative FY To Date</u>
Broad and Cassel		
- General		\$ 300.00
Gray Robinson		
- General		
- Emp Ben [22]	\$ 475.00	\$29,895.00
Mandelbaum Fitzsimmons		
- General		\$21,555.00
- Employment [EC]		
Thompson Sizemore		
- General		

FYE2016 LEGAL FEES REPORT SEPTEMBER 30, 2016 ID

GENERAL CONSTRUCTION SERVICES LEGAL SUPPORT

<u>Outside Counsel / Matter</u>	<u>September</u>	<u>Cumulative FY To Date</u>
Broad and Cassel - General		
Gray Robinson - General		
Richard Harrison PA - General		
Trenam Kemker - General		
- Special Construction		\$ 7,975.00
- GFL Construction		

GENERAL ENVIRONMENTAL LEGAL SUPPORT

<u>Outside Counsel / Matter</u>	<u>September</u>	<u>Cumulative FY To Date</u>
Broad and Cassel - General		
Enola Brown PA - General		
- Port Redwing		
- South Bay		
- Hanson Pipe		
- Port Ybor		
- Trademark Metals		
Lash & Wilcox - General		
Manson Bolves - General		
- General Lofley		

GENERAL BANKRUPTCY LEGAL SUPPORT

<u>Outside Counsel / Matter</u>	<u>September</u>	<u>Cumulative FY To Date</u>
Broad and Cassel - General		
Gray Robinson - General		
McIntyre-Panzarella-Thanasides - General		

GENERAL ADMIRALTY / MARITIME LEGAL SUPPORT

<u>Outside Counsel / Matter</u>	<u>September</u>	<u>Cumulative FY To Date</u>
Robert Birthisel, PA - General		
Mandelbaum Fitzsimmons - General		
Quarles & Brady - General		
Venable LLC - General		\$ 1,210.00

Board Meeting
October 18, 2016
Legal Department

TAMPA PORT AUTHORITY
Monthly Aged Receivables
September 30, 2016

Customer Number	Customer Name	Current	31 - 60 Days	61 - 90 Days	91 & Over	Customer Balance
Port Fees						
Q377	ACEMAR USA LLC.	3,058.55	-	-	-	3,058.55
B152	ADVANTAGE LIMOUSINE LLC	-	350.00	-	-	350.00
S036	ALTAMAR SHIPPING	48.00	-	-	-	48.00
Q023	ALTAMAR SHIPPING SERVICE	1,561.11	-	-	-	1,561.11
T012	AMALIE OIL COMPANY	15,408.40	-	-	-	15,408.40
A470	AMERICAN MARINE AGENCIES	151,729.37	-	-	-	151,729.37
A415	AMERICAN VICTORY MARINERS	22.14	-	-	-	22.14
Q223	ANDERSON SHIPPING COMPANY	-	353.05	-	-	353.05
A494	B V OIL COMPANY	-	250.00	-	-	250.00
A512	BEYEL BROTHERS INC	-	-	-	107.04	107.04
A012	BOUCHARD TRANSPORT CO	13,851.24	-	-	230.04	14,081.28
S041	BRONCO TRANSPORT	200.00	-	-	-	200.00
T201	BUCKEYE TERMINALS, LLC	73,890.38	-	-	-	73,890.38
T003	CARGILL INC	3,900.91	-	-	-	3,900.91
T151	CARGILL SALT	23,268.51	-	-	-	23,268.51
T131	CARNIVAL CRUISE LINES	291,271.40	-	-	-	291,271.40
T198	CEMEX CONSTRUCTION MATERIALS FLORIDA, LLC	175,520.97	-	20,833.72	380.77	196,735.46
T014	CENTRAL FLORIDA PIPELINE LLC	306,557.42	-	-	-	306,557.42
T145	CENTRAL FLORIDA PIPELINE LLC	3,265.84	-	-	-	3,265.84
T109	CITRUS PRODUCTS	23,554.70	-	-	-	23,554.70
A526	CODE 3 SECURITY & PROTECTION SVCS	-	250.00	-	-	250.00
Q362	CSN LLC	10,690.32	-	-	-	10,690.32
A423	DANN OCEAN TOWING, INC	383.78	500.00	-	-	883.78
Q348	DJ POWERS COMPANY INC	239.42	-	-	-	239.42
Q344	DOC Sales	2,669.46	-	-	-	2,669.46
Q081	DONGKUK INTERNATIONAL INC	43.22	-	-	-	43.22
Q127	DONGKUK INTERNATIONAL INC	1,608.22	-	-	-	1,608.22
Q032	DUFERCO STEEL, INC	1,262.43	-	-	-	1,262.43
V084	FEDERAL MARINE TERMINAL INC	-	500.00	-	-	500.00
A031	FILLETTE GREEN & CO, INC	13,669.15	449.25	-	-	14,118.40
V057	FLORIDA COCA COLA	-	250.00	-	-	250.00
A429	GAC SHIPPING (USA) INC	39,919.81	-	-	-	39,919.81

TAMPA PORT AUTHORITY
Monthly Aged Receivables
September 30, 2016

Customer Number	Customer Name	Current	31 - 60 Days	61 - 90 Days	91 & Over	Customer Balance
T185	GAETANO CACCIATORE INC	27,542.99	-	-	-	27,542.99
T108	GRIFFIN INDUSTRIES	2,246.63	-	-	-	2,246.63
Q373	GS GLOBAL USA INC	2,147.82	-	-	-	2,147.82
T308	GULF COAST BULK EQUIPMENT, INC	90,353.34	15,037.93	18,783.70	-	124,174.97
A264	GULF MARINE REPAIR INC	15,161.22	-	-	-	15,161.22
T063	GULF SULPHUR SERVICES	6,684.28	-	-	-	6,684.28
C052	HAPPY'S PRODUCE	-	250.00	-	-	250.00
A500	HARBOURSIDE MARINE & TANKERMAN COMPANY	-	250.00	-	-	250.00
S060	HAWAII INTERMODAL TRANSPORT/ASEPTRANS	16.00	-	-	-	16.00
B107	HIS & HERS LIMOUSINE SERVICE INC	-	350.00	-	-	350.00
Q010	HUSTEEL USA INC	-	-	53.15	-	53.15
A306	INCHCAPE SHIPPING SERVICES	5,933.27	3,540.87	1,357.09	-	10,831.23
A040	INTERNATIONAL SHIP MANAGEMENT & AGENCY SERVICES	828.00	-	-	-	828.00
A078	INTERNATIONAL SHIP REPAIR	260.00	-	-	-	260.00
A350	KIMMINS CONTRACTING	100.00	-	-	-	100.00
D036	KINDER MORGAN BULK	40.00	-	-	-	40.00
T116	KINDER MORGAN BULK/TBS	1,573.26	-	-	-	1,573.26
A010	KIRBY INLAND MARINE, LP	48.75	-	-	-	48.75
A003	KIRBY OFFSHORE MARINE	13,364.42	-	64.15	-	13,428.57
A248	LA CARRIERS, LLC	2,233.54	372.70	-	-	2,606.24
T319	LINEA PENINSULAR, INC	3,059.84	-	-	-	3,059.84
Q004	LIVINGSTON INTERNATIONAL	3,870.38	4,661.79	-	-	8,532.17
Q122	LOCKWOOD INTERNATIONAL SERVICES	766.68	-	-	-	766.68
S049	MARDOT LOGISTICS INC	448.00	-	-	-	448.00
A360	MARTIN GAS MARINE	16,427.85	-	-	-	16,427.85
T135	MARTIN MARIETTA AGGREGATES	41,344.45	-	-	-	41,344.45
T134	MARTIN OPERATING PARTNERSHIP	16,816.53	1,221.86	1,133.35	-	19,171.74
A016	MARTIN PRODUCT SALES LLC	2,099.05	-	-	-	2,099.05
Q364	MARUBENI ITOCHU STEEL AMERICA INC (TX)	12,910.41	-	-	-	12,910.41
T199	MEDITERRANEAN SHIPPING CO./CHARLESTON	22,417.00	-	217.50	-	22,634.50
Q070	METAL ONE AMERICA	454.89	-	-	-	454.89
Q158	METALLIA USA LLC	535.89	-	-	-	535.89
Q378	MINMETALS, INC	1,440.51	400.85	-	-	1,841.36
Q338	MIITSUI & COMPANY USA	-	2,212.12	-	-	2,212.12
A053	MORAN TOWING CORPORATION	30,539.79	-	-	-	30,539.79
A430	MORAN-GULF SHIPPING AGENCIES	23,216.20	-	-	-	23,216.20

TAMPA PORT AUTHORITY
Monthly Aged Receivables
September 30, 2016

Customer Number	Customer Name	Current	31 - 60 Days	61 - 90 Days	91 & Over	Customer Balance
T002	MOSAIC CROP NUTRITION, LLC	35,696.86	-	-	-	35,696.86
T011	MURPHY OIL USA INC	46,150.14	-	-	-	46,150.14
T292	NEXLUBE TAMPA LLC	6,402.84	-	3,201.42	213,427.68	223,031.94
Q381	NIPPON STEEL & SUMIKIN BUSSAN AMERICAS INC	674.11	-	-	-	674.11
A486	NORTH AMERICAN GENERAL AGENTS	5,370.69	-	-	-	5,370.69
A071	NORTON LILLY INTERNATIONAL	14,968.09	-	-	-	14,968.09
A439	NOVA INTERNATIONAL SHIPPING	32,791.09	-	-	-	32,791.09
A464	NYK LINE (NA) INC.	17,445.68	-	-	-	17,445.68
S050	ONLINE TRANSPORT INT'L - OTI	232.00	-	-	-	232.00
A341	ORION MARINE CONSTRUCTION	703.88	351.75	-	-	1,055.63
A069	OSG AMERICA INC	377.58	-	-	-	377.58
Q376	PERIMETER LOGISTICS	-	-	135.04	-	135.04
T006	PORTS AMERICA	5,068.24	-	-	-	5,068.24
T182	PORTS AMERICA	50,255.00	17,000.00	-	-	67,255.00
T182I	PORTS AMERICA (INTERNATIONAL)	864.35	-	-	-	864.35
B201	PREMIER PARKING VENTURES	-	350.00	-	-	350.00
A064	SAVAGE & SON, AR	242,534.33	-	-	-	242,534.33
A065	SEA & LAND SHIPPING	39,126.34	-	-	-	39,126.34
A400	SEABULK TANKERS INC	395.20	-	-	-	395.20
V083	SEABULK TOWING INC	-	250.00	-	-	250.00
Q195	SELF INDUSTRIES	894.92	-	-	-	894.92
Q357	SKC AMERICA, INC	716.13	-	-	-	716.13
S061	SOUTH BAY DISTRIBUTION CO. INC.	48.00	-	-	-	48.00
S042	SOUTHERN WASTE SERVICES INC	40.00	56.00	-	-	96.00
A422	STANDARD CONCRETE PRODUCTS	-	129.75	-	-	129.75
A283	STEPHENSON INTERNATIONAL INC	112.00	-	-	-	112.00
T101	SULPHURIC ACID TRADING COMPANY	1,109.79	-	-	-	1,109.79
M054	SWIFT SECURITY, INC	-	250.00	-	-	250.00
T103	TAMPA BAY INTERNATIONAL TERMINALS GROUP	-	250.00	-	-	250.00
T166	TAMPA ELECTRIC COMPANY	-	500.00	-	-	500.00
T021	TAMPA PORT SERVICES, LLC	19,396.30	-	-	-	19,396.30
A384	TAMPA SHIP LLC	270.00	-	-	-	270.00
T173	TITAN FLORIDA LLC	308.03	28,201.29	-	-	28,509.32
T193	TITAN METAL SERVICE, INC.	2,135.04	-	-	-	2,135.04
T150	TRADEMARK METALS RECYCLING FKA ONESTEEL	44,840.86	-	-	-	44,840.86
A497	TRANS-ATLANTIC AGENCIES INC	61,876.83	-	-	-	61,876.83

TAMPA PORT AUTHORITY
Monthly Aged Receivables
September 30, 2016

Customer Number	Customer Name	Current	31 - 60 Days	61 - 90 Days	91 & Over	Customer Balance
T197	TRANSFLO TERMINAL SERVICES, INC.	124,076.86	-	-	-	124,076.86
T020	TRANSMONTAIGNE INC	187,360.29	-	-	-	187,360.29
S021	TRX SOUTHEAST (TAMPA #770)	272.00	-	-	-	272.00
M053	UNIVERSAL PROTECTION SERVICE	-	250.00	-	-	250.00
Q163	UNIVERSAL STEEL PRODUCTS INC	245.01	-	-	-	245.01
Q220	VA INTERTRADING	3,856.28	-	-	-	3,856.28
A465	VALLS SHIPPING COMPANY	100,109.79	-	-	-	100,109.79
T119	VULCAN MATERIALS COMPANY	95,253.68	-	-	-	95,253.68
T056	YARA NORTH AMERICA INC	4,444.02	3,747.39	-	-	8,191.41
T171	ZIM ISRAELI NAVIGATION COMPANY	63,049.30	62,825.00	-	-	125,874.30
Subtotal Port Fees		\$ 2,711,947.29	\$ 145,361.60	\$ 45,779.12	\$ 214,145.53	\$ 3,117,233.54

Lease Charges

L045	AMALIE OIL	1,234.55	-	-	-	1,234.55
L277	CEMEX CONSTRUCTION MATERIALS FLORIDA LLC	78,282.21	-	-	-	78,282.21
L299	CEMEX CONSTRUCTION MATERIALS FLORIDA, LLC	5,045.36	-	-	-	5,045.36
L317	Exenet Systems, Inc	84.67	5,644.45	-	-	5,729.12
L308	GULF COAST BULK EQUIPMENT, INC	11,653.08	9,362.50	628.34	32,503.51	54,147.43
L124	GULF MARINE REPAIR INC	24,307.55	-	-	-	24,307.55
L214	GULF SULPHUR SERVICES	12,152.78	-	-	-	12,152.78
L103	INTERNATIONAL SHIP REPAIR	30,681.42	-	-	-	30,681.42
L010	MOSAIC CROP NUTRITION, LLC	2,153.67	2,090.94	-	2,090.94	6,335.55
L039	MURPHY OIL USA INC	-	3.79	-	-	3.79
L292	NEXLUBE TAMPA LLC	29,078.01	-	-	-	29,078.01
L291	ONLINE TRANSPORT INT'L LLC	90.00	-	-	-	90.00
L264	PORTS AMERICA	-	-	-	188.13	188.13
L196	SEABULK TOWING INC	75.83	-	-	-	75.83
L138	SHRIMP SVC DOCK ASSOCIATION	8.00	-	-	-	8.00
L235	STARSHIP CRUISE LINE	102.57	-	-	-	102.57
L064	SUPERIOR SEAFOODS INC	52.42	-	-	-	52.42
L049	TAMPA PORT SERVICES, LLC	11,758.88	11,416.38	-	-	23,175.26
L239	TITAN FLORIDA LLC	527.41	-	-	-	527.41
L209	TRADEMARK METALS RECYCLING FKA ONESTEEL	173.44	607.06	-	-	780.50
L078	TRANSMONTAIGNE TERMINALING INC	36,476.56	-	-	-	36,476.56

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TAMPA PORT AUTHORITY
Monthly Aged Receivables
September 30, 2016

Customer Number	Customer Name	Current	31 - 60 Days	61 - 90 Days	91 & Over	Customer Balance
L079	VERSAGGI SHRIMP COMPANY	97.07	-	-	-	97.07
L146	VULCAN MATERIALS	(105.86)	-	-	-	(105.86)
L261	WCI COMMUNITIES INC	-	-	-	1,821.31	1,821.31
Subtotal Lease Charges		\$ 243,929.62	\$ 29,125.12	\$ 628.34	\$ 36,603.89	\$ 310,286.97
<u>Accounts in Litigation/Renegotiation/Bankruptcy</u>						
Q205	ASSURANCE FORENINGEN SKULD(GJENSIDIG)	-	-	-	19,682.93	19,682.93
A417	SULPHUR CARRIERS	2,094.70	393.00	1,179.00	2,751.00	6,417.70
A034	UNITED OCEAN SHIPPING	6,121.12	-	13,325.51	36,546.08	55,992.71
Subtotal Accounts in Litigation/Renegotiation/Bankruptcy		\$ 8,215.82	\$ 393.00	\$ 14,504.51	\$ 58,980.01	\$ 82,093.34
Total Aged Receivables as of September 30, 2016		\$ 2,964,092.73	\$ 174,879.72	\$ 60,911.97	\$ 309,729.43	\$ 3,509,613.85

TAMPA PORT AUTHORITY
MONTHLY CONTRACT STATUS REPORT
 September 30, 2016

Project	Contractor	Contract Financial Record #	Original Bd App Date	Amt Approved Including Amendments	Costs Incurred to Date	Percent Complete
OPERATING AND NON-CAPITAL CONTRACTS:						
Financial Audit & Related Areas	Cherry, Bekaert & Holland (year 4)	12-15	07/17/12	\$ 95,000	\$ 65,725	69.2%
Law Enforcement Services	BOCC / HCSO	13-10	01/15/13	\$ 2,111,679	\$ 2,111,678	100.0%
Online Data Service Backup	Venyu Solutions, Inc. (5 years @ \$50k/yr)	13-13	05/21/13	\$ 250,000	\$ 59,789	23.9%
SBE Uniformed Security Guard Service	Martinez & Company (year 3)	13-15	05/21/13	\$ 150,000	\$ 149,300	99.5%
Insurance Consultants	Interisk (2nd renewal)	13-24	07/16/14	\$ 90,000	\$ 56,009	62.2%
Elevator/Escalator Maintenance & Repair Services	ThyssenKrupp Elevator (year 3)	13-26	08/20/13	\$ 137,000	\$ 119,966	87.6%
	Direct Assignment Benefit Plans (year 2) plus 3 month extension	14-03	08/16/16	\$ 90,500	\$ 85,519	94.5%
Employee Dental Plan	Advocacy Group at Cardenas Partners (year 3)	14-05	08/20/13	\$ 60,000	\$ 55,000	91.7%
State Legislative Services	Ballard Partners (year 3)	14-06	08/20/13	\$ 60,000	\$ 60,000	100.0%
State Legislative Services	ASK Solutions; All Southern Cleaning	14-08	10/15/13	\$ 984,671	\$ 894,715	90.9%
Janitorial Services	Alcalde & Fay (2nd renewal)	14-10	09/17/13	\$ 90,000	\$ 75,649	84.1%
Federal Government Relations Consultant	Public Financial Management (2nd renewal)	14-16	08/20/13	\$ 60,000	\$ 16,371	27.3%
Financial Advisory Service	Protected Trust/IF&D Data Suites (year 2)	14-28	09/16/14	\$ 70,320	\$ 66,503	94.6%
Secured Data Center Facility Lease	Hill & Knowlton, Inc. (year 2)	14-29	09/16/14	\$ 120,000	\$ 84,297	70.2%
Strategic Communications Services Consultant	Shooting Stars Post Inc (year 2)	14-30	08/19/14	\$ 175,000	\$ 175,000	100.0%
Video Production Services	Harbour Mastery, Inc.	15-06	10/21/14	\$ 65,000	\$ 22,434	34.5%
Software Licensing - iSeaports	Bayshore Solutions	15-15	06/16/15	\$ 50,000	\$ 49,243	98.5%
Website Enhancements	Williams Landscape Management	15-18	08/18/15	\$ 203,500	\$ 201,830	99.2%
Grounds Maintenance	Hugh Wood (2nd renewal)	15-19	08/16/16	\$ 52,000	\$ 13,000	25.0%
Insurance Broker Services	Landscaping Services	16-05	09/15/15	\$ 76,000	\$ 70,540	92.8%
South Shore Landscape and Lawn Inc.	PGIT (Preferred Governmental Insurance Trust)(ye	16-07	09/20/16	\$ 89,743		0.0%
Workers Compensation Insurance	GSA Security	16-09	12/15/15	\$ 289,734	\$ 99,742	34.4%
Security System Maintenance & Repair	Ricoh Americas Corporation	16-11	10/20/15	\$ 60,000	\$ 39,119	65.2%
Copier Leases (8 copiers)	Scheidt & Bachmann USA (month-to-month)	16-22	12/15/15	\$ 42,177	\$ 42,177	100.0%
PARCS Parking Access Revenue Control System Maintenance						
OPERATING AND NON-CAPITAL CONTRACTS:				\$ 5,472,324	\$ 4,613,606	

TAMPA PORT AUTHORITY
MONTHLY CONTRACT STATUS REPORT
September 30, 2016

Project	Contractor	Contract Financial Record #	Original Bd App Date	Amt Approved Including Amendments	Costs Incurred to Date	Percent Complete
CONTINUING ANNUAL CONTRACTS:						
Professional Service Contracts	Various	10-10	09/15/09	\$ 2,250,000	\$ 1,800,774	80.0%
Continuing Repair / Improvements Contracts	Various	10-11	09/15/09	\$ 2,200,000	\$ 895,391	40.7%
Continuing Repair / Improvements Contracts	Various	11-01	09/21/10	\$ 2,200,000	\$ 804,839	36.6%
Professional Service Contracts	Various	11-02	09/21/10	\$ 2,050,000	\$ 1,851,399	90.3%
Continuing Repair / Improvements Contracts	Various	12-01	09/20/11	\$ 2,200,000	\$ 1,522,499	69.2%
Professional Service Contracts	Various	12-02	09/20/11	\$ 2,050,000	\$ 1,878,503	91.6%
Continuing Repair / Improvements Contracts	Various	13-01	09/18/12	\$ 1,760,000	\$ 1,411,918	80.2%
Professional Service Contracts	Various	13-02	09/18/12	\$ 2,390,000	\$ 1,505,910	63.0%
Wi-Fi Private Line Service	Level 3 Communications	13-21	07/16/13	\$ 120,000	\$ 104,715	87.3%
Disaster Recovery services	Belfor USA Group	13-22	07/16/13	\$ 50,000	\$ 30,000	60.0%
Continuing Repair / Improvements Contracts	Various	14-01	09/17/13	\$ 2,350,000	\$ 1,823,612	77.6%
Professional Service Contracts	Various	14-02	09/17/13			
			02/18/14	\$ 5,064,600	\$ 5,039,688	99.5%
Continuing Repair / Improvements Contracts	Various	15-01	09/16/14	\$ 2,100,000	\$ 1,617,810	77.0%
			09/16/14			
			10/21/14			
Professional Service Contracts	Various	15-02	09/15/15	\$ 3,775,260	\$ 2,455,807	65.1%
Continuing Repair / Improvements Contracts	Various	16-01	09/15/15	\$ 3,100,000	\$ 1,294,405	41.8%
Professional Service Contracts	Various	16-02	09/15/15	\$ 2,400,000	\$ 1,138,550	47.4%
CONTINUING ANNUAL CONTRACTS:						
				\$ 36,059,860	\$ 25,175,820	
CONSTRUCTION AND CAPITAL CONTRACTS:						
Final Closeout/Pmt Ybor Turning Basin	US Army Corps of Engineers	04-40	09/21/04	\$ 1,826,482	\$ 558,597	30.6%
Feasibility Study Cost Sharing Agreement	Department of the Army - ACOE	05-16	03/15/05	\$ 2,000,000	\$ 1,357,557	67.9%
Rail Crossing Improvements	CSX	11-06	06/15/10	\$ 750,000	\$ 459,636	61.3%
Professional Engineering Services - Petroleum Facilities	CH2M Hill	11-13	12/21/10	\$ 2,682,765	\$ 2,602,133	97.0%
Wi-Fi at Cruise Terminal 2; 3 and 6	Softchoice Corporation	13-25	11/20/12	\$ 150,000	\$ 118,592	79.1%
Container Facilities Improvements for Hookers Point	Batson Cook	14-20	05/20/14	\$ 2,183,632	\$ 2,183,049	100.0%
Hookers Point Transportation Infrastructure	Batson Cook; Utilities	14-20A	04/28/15	\$ 15,998,772	\$ 11,827,742	73.9%
Hookers Point Site Work and Dynamic Compaction	Batson Cook	14-20B	02/16/16	\$ 688,696	\$ 531,178	77.1%
Eastport	GLF Construction Corp	14-24	06/17/14	\$ 23,066,840	\$ 17,485,400	75.8%
Redwing Roadway	QGS Development	14-27	09/16/14	\$ 2,656,159	\$ 2,214,185	83.4%
Gantry Cranes (cranes; tie-downs; power supply; spare parts)	ZPMC; Orion Marine; Nidec & Cavotec	15-03	10/21/14	\$ 24,910,822	\$ 20,898,048	83.9%
Rail Crossing Improvements	CSX	15-09	02/17/15	\$ 1,500,000	\$ 582,323	38.8%
Roadway Improvements	Pepper Contracting Services, Inc.	15-10	02/17/15	\$ 2,080,769	\$ 1,858,681	89.3%
Pendola Point Tower	UCI Construction Services	15-11	03/17/15	\$ 231,025	\$ 208,207	90.1%
Storage Area Network Units	Emerging Data Group	15-12	03/17/15	\$ 173,000	\$ 167,944	97.1%
Port Redwing Underground Power Supply And Teco Utility Easement	Tampa Electric Company	15-14	03/17/15	\$ 594,000	\$ 413,515	69.6%
Redwing Phase IV Concrete Paving & Access Road	QGS Development	15-16	07/21/15	\$ 1,590,000	\$ 1,353,303	85.1%
Port Redwing Improvements Phase V (underground utility installation)	Himes Electrical Services	15-20	08/18/15	\$ 455,895	\$ 309,307	67.8%
Port Redwing Improvements Phase VI (Rail Line)	Queen City Railroad, Inc	15-21	09/15/15	\$ 6,784,840	\$ 4,561,395	67.2%
Portwide Roadway Improvements	Ajax Paving Industries of Florida	15-22	09/15/15	\$ 1,593,331	\$ 1,303,437	81.8%
Marine Public Safety Complex Phase II	Orion Marine Construction	16-06	10/20/15	\$ 2,294,376	\$ 2,276,337	99.2%
Spoil Island 2D Shoreline Protection	TSI Disaster Recovery LLC	16-10	11/17/15	\$ 592,714	\$ 456,742	77.1%
Parking Access Revenue Control System	Amano McGann	16-12	04/16/16	\$ 1,282,615	\$ 384,785	30.0%
Port Redwing Phase III – Security Gate	QGS Development	16-15	05/17/16	\$ 1,842,860	\$ 55,112	3.0%
CONSTRUCTION AND CAPITAL CONTRACTS:						
				\$ 97,929,593	\$ 74,167,205	
GRAND TOTAL:						
				\$ 139,461,777	\$ 103,956,630	

PERMIT REPORT
9/1/2016 – 9/30/2016

PERMITS ISSUED

16-013	City of Tampa Wastewater Dept.	Force Main Bypass at Harbour Island//Hillsborough Bay/Tampa
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REVISIONS

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VIOLATIONS

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*Indicates that permit was issued After-The-Fact

PENDING APPLICATIONS SUMMARY

Permit #	Appl. Received	Minor/Stand.	Applicant	Proposed Work
14-009	8/29/14	?	Robert Lofley	Enclosed structure with Pier
15-004	5/8/15	M	5700 Mariner South, Inc	Add 4 Finger Piers with 6 Boat Lifts to Existing Dock
15-009	7/17/2015	S	CCP Harbour Island, LLC	Construct 59 Multi-Slip Marina Dock Complex for Use by Upland Hotel, Restaurant & Retail Shops
16-003	3/17/16	M	Screaming Willy's, LLC	Commercial Restaurant 12 slip Floating Dock & Rip-Rap Renourishment (*New PTB Lease associated*)
16-004	3/25/16	S	Bal Harbor Chateaux	Construct 6 docks & 3 Boat Lifts
16-012	4/22/16	M	Yacht Starship & Pirate Water Taxi	Landing/floating barge @ Channelside/PTB
16-014	6/20/16	M	Argos USA	Demo/replace structures @ 2001 Maritime Blvd.
16-016	6/27/16	M	City of Tampa	24" HDPE bypass pipe @ 222 S. Ashley Dr.
16-018	8/15/16	M	Fiberlight LLC	Subaqueous directional bore 6" HDPE Telecom Service to Tampa General Hospital
16-020	8/30/16	M	Mosaic Fertilizer, LLC	Riverview Plant Facility Bulkhead Replacement
16-021	8/30/16	S	ZF Development II, LLC/ Rocky Point Apartments	Construct 32 Boat Slip Dock with a 20'x5' Floating Dock
16-022	9/13/16	M	Shell Point Marina	Expansion of Dock C within Marina and Proposed Modification to PTB Existing Submerged Lands Lease Area

Board Meeting
October 18, 2016
Environmental Department ID 140023

EXPENDITURES
Between \$50,000 - \$100,000
9/1/2016 – 9/30/2016

COMPANY	DESCRIPTION	AMOUNT	FUNDING	ADDITIONAL INFORMATION

F. EXECUTIVE DIRECTOR REPORT

G. PRESENTATIONS

**H. NEW BUSINESS/COMMISSIONERS'
COMMENTS**

I. FUTURE PROPOSED PROJECTS

**PORT TAMPA BAY - LIST OF FUTURE PROPOSED PROJECTS
UPDATED OCTOBER 2016**

Project Name	Current Contractor/ Consultant	Estimated Proposal/Bid Release	Estimated Board Approval
Video Production Services	Shooting Stars Post	Oct/Nov 2016	Dec 2016/Jan 2017
Geographic Information Systems (GIS) Utility Data Location and Collection	New Contract	Oct/Nov 2016	Dec 2016/Jan 2017
General Engineering Consultant Services	HDR Engineering Moffatt & Nichol Parsons Brinckerhoff	Oct 2016	Dec 2016
Mechanical, Electrical, Plumbing (MEP) Consultant Engineering Services	New Contract	Nov 2016	Jan 2017
General Planning Services	Renaissance Planning Group	Mar 2017	May 2017
Financial Audit Services	Cherry Bekaert & Holland*	Apr 2017	Jun 2017

*Incumbent is ineligible to participate.

J. CALENDAR OF EVENTS

K. DATE OF NEXT MEETING

TUESDAY, NOVEMBER 15, 2016, 9:30 AM

L. ADJOURNMENT