

# WELCOME

**15<sup>th</sup> Street**

**Neighborhood Commercial District Plan**

VM Ybor Neighborhood Associations

Stephen Benson, AICP, CNU-A | City Planning Department



# Presentation Outline

- Program Overview
- Background & Process
- Recommendations
- Status of Next Steps

# Neighborhood Commercial District Planning Program

- Pilot Program initiated by City Council request
- Began in 2020
- Two districts studied:
  - Palma Ceia – Bay to Bay & MacDill
  - West Tampa – Main Street & Howard Avenue
- 3<sup>rd</sup> underway: N 15<sup>th</sup> Street from Columbus Drive to Lake Ave

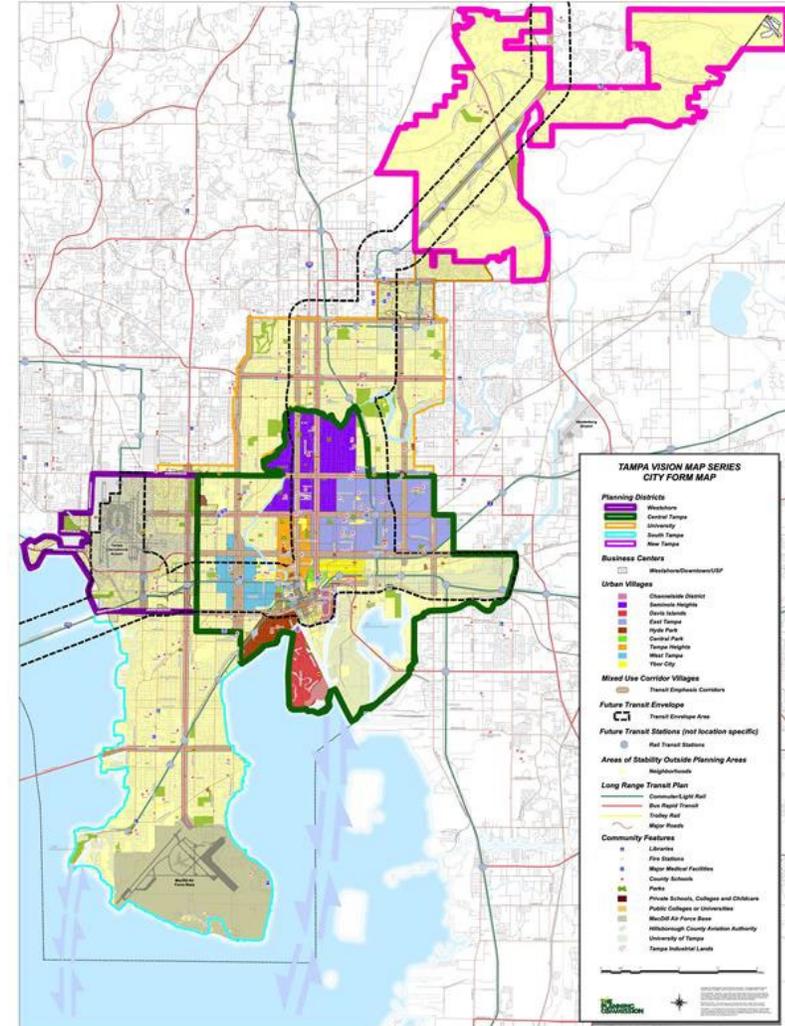
# What is a Neighborhood Commercial District?



# Where are our Neighborhood Commercial Districts?

Tampa's City Form:

- Employment Centers
- Urban Villages
- Mixed-Use Corridors
- Mixed-Use Centers
- Transit Station Areas
- Neighborhoods



# 15<sup>th</sup> Street Community Input

- Hang tags on homes and businesses
  - August 3 Roundtable sessions:
    - Residents
    - Property Owners
    - Businesses
- **Neighborhood Associations**
    - VM Ybor
    - Ybor Heights

*Homeowner*

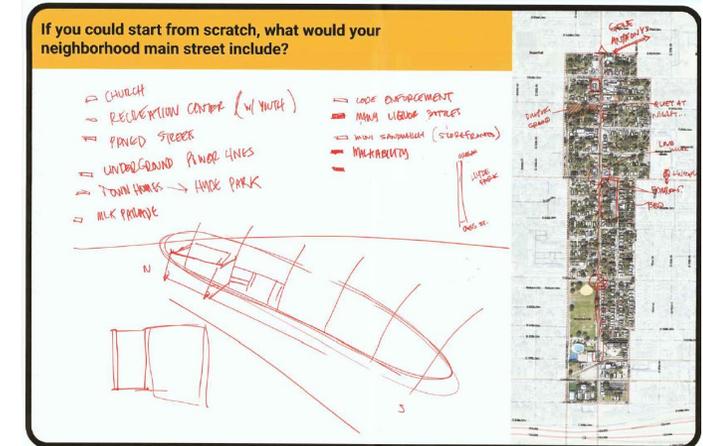
## Hello, I am a (write in your role)

How often do you use 15<sup>th</sup> Street to...  
(check all that apply)

	Work	Shop	Walk	Drive	Bike
Once a day or more					
Every few days				X	
Once a week					
Once a month					
Less than once a month		X			

If you could only change one thing about 15<sup>th</sup> Street, what would it be? (write in below)  
*The heavy traffic on 15th + do it*  
*Auto body shops*  
*sidewalks*

If you could only keep one thing about 15<sup>th</sup> Street, what would it be? (write in below)  
*Parkway spaces*



# 15<sup>th</sup> Street

## Neighborhood Commercial District Vision

*15<sup>th</sup> Street serves the needs and aspiration of neighbors through:*

- *safe and productive **movement*** for walkers, bicyclists, drivers, and transit riders
- ***inviting outdoor spaces*** that welcome a sense of place, safety, and cultural identity
- *robust **urban forest*** providing comfort, beauty, and environmental quality
- *convenient **access*** for people, goods, and services
- *successful **neighborhood-serving businesses*** that support the daily needs of surrounding residents.

# Recommendations

Three Key Areas:

1. Expand Mobility
2. Create Inviting Outdoor Spaces
3. Promote Neighborhood-Serving Businesses



# 15<sup>th</sup> Street Neighborhood Commercial District

*Expand Mobility*

# Expand Mobility

## Recommendation:

### Traffic Calming

- Narrow the width of the road
- reduce size of intersections
- Curb extensions & bulb-outs
- Landscaping
- On-street parking

## Proposed Actions:

### Two segments:

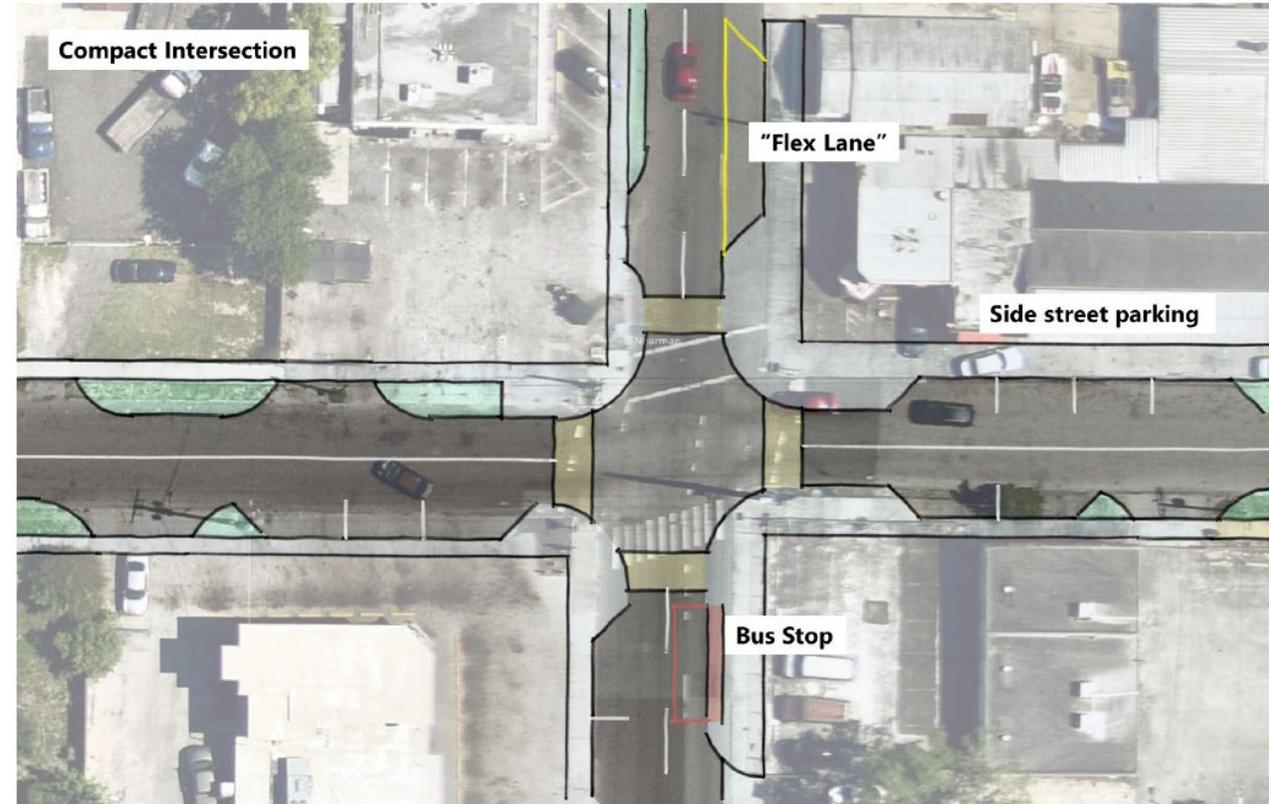
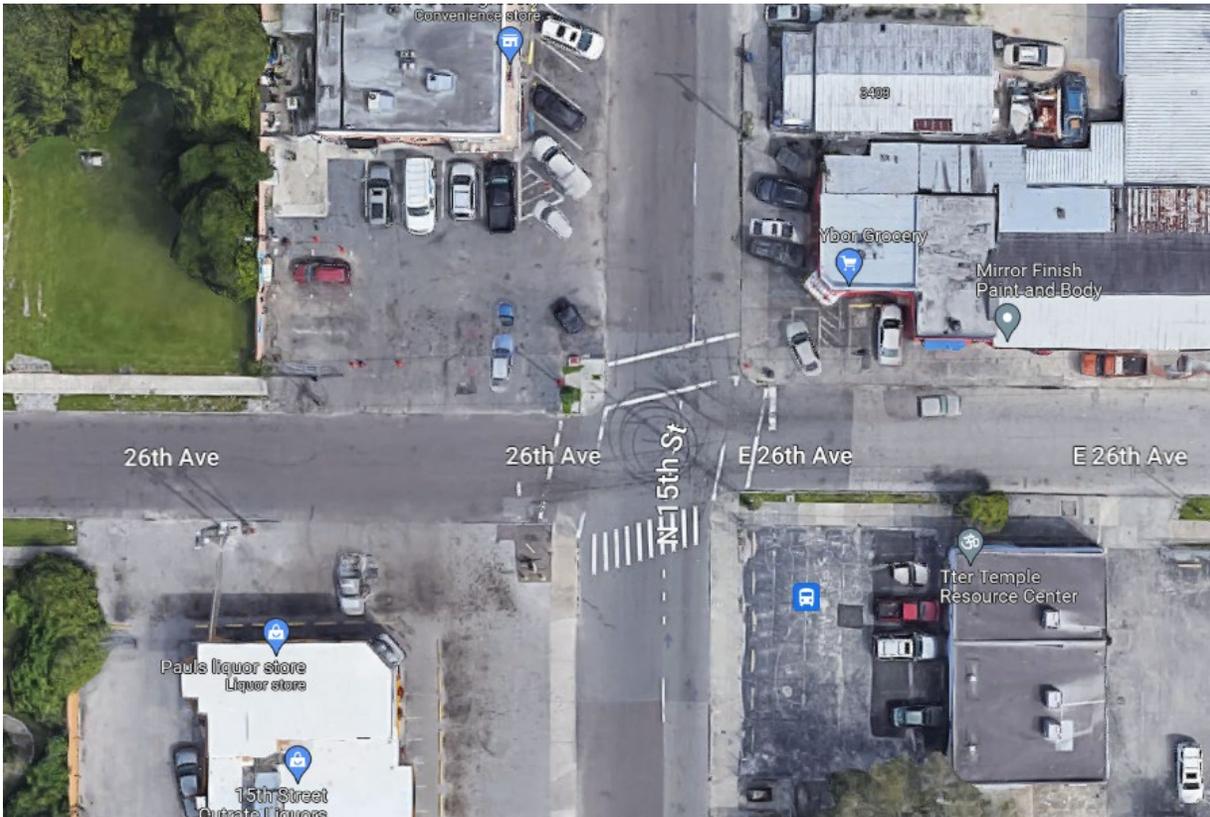
Segment 1 – Columbus Drive to 21<sup>st</sup> Avenue

- Green Spine Project

Segment 2 – 21<sup>st</sup> Avenue to Lake

- New proposed project\*

# Roadway width & street definition



# Segment 1 - Green Spine (up to 21<sup>st</sup> Avenue)

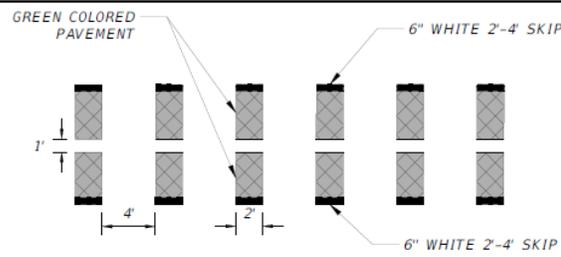
## Noteworthy Elements:

- Cycle track & shared use path
- Curb extensions/Bulb-outs
- Landscaping at select locations
- Crosswalks & Signage upgrades
- Parklet at Columbus/15<sup>th</sup> Intersection

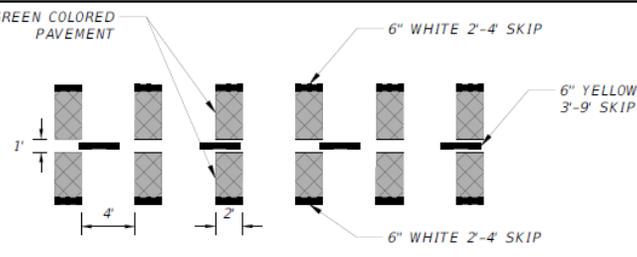
## Fully funded for construction

- FDOT & City – partially grant funded
- Currently waiting for approval to readvertise from FDOT
- 18-month construction contract duration
- Construction timeline will be finalized once contractor is selected

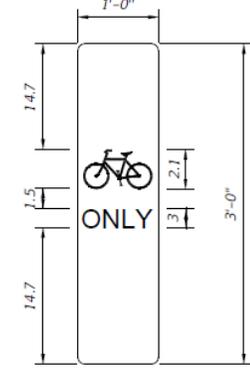
[https://www.tampa.gov/tss-transportation/info/projects/green\\_spine](https://www.tampa.gov/tss-transportation/info/projects/green_spine)



TYPICAL INTERSECTION BIKE CROSSING DETAIL  
(PAY ITEM 523-1-3)  
(NTS)



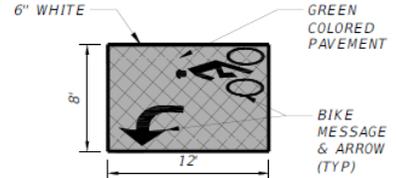
TYPICAL DRIVEWAY BIKE CROSSING DETAIL  
(PAY ITEM 523-1-3)  
(NTS)



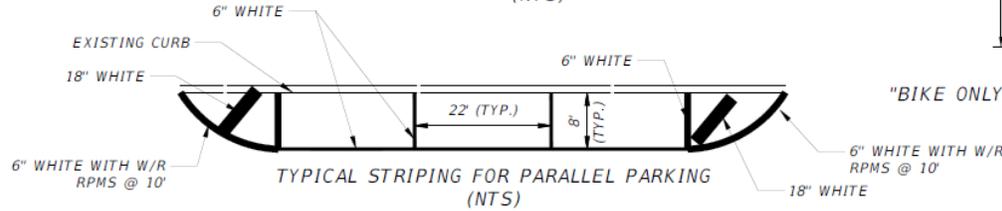
SIGN GM-1  
"BIKE ONLY" SYMBOL SIGN DETAIL  
(NTS)

FABRICATE SPECIAL 12"X36" "BIKE ONLY" SYMBOL SIGN ON REFLECTIVE SHEETING AND AFFIX IT TO THE REFLECTIVE SHEETING AREA ON THE FACE OF THE FLEXIBLE VERTICAL PANEL. SIGN PANEL SHALL BE WHITE SIGN WITH BLACK LEGEND.

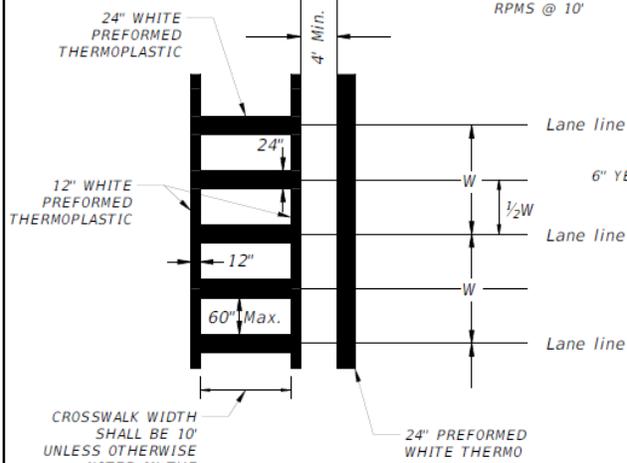
ALL COSTS ASSOCIATED WITH THE FABRICATION AND INSTALLATION OF THIS SIGN AND MOUNTING SHALL BE INCLUDED IN PAY ITEM 700-1-18.



TYPICAL 2-STAGE BIKE BOX DETAIL  
(NTS)



TYPICAL STRIPING FOR PARALLEL PARKING  
(NTS)



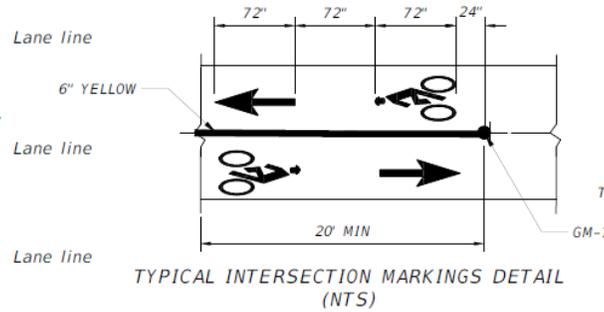
CROSSWALK WIDTH SHALL BE 10' UNLESS OTHERWISE NOTED IN THE PLANS

24" PREFORMED WHITE THERMO

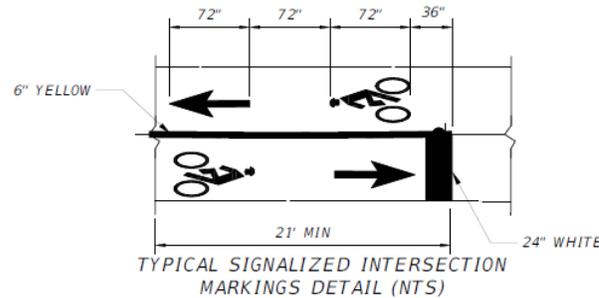
TYPICAL CROSSWALK DETAIL  
(NTS)



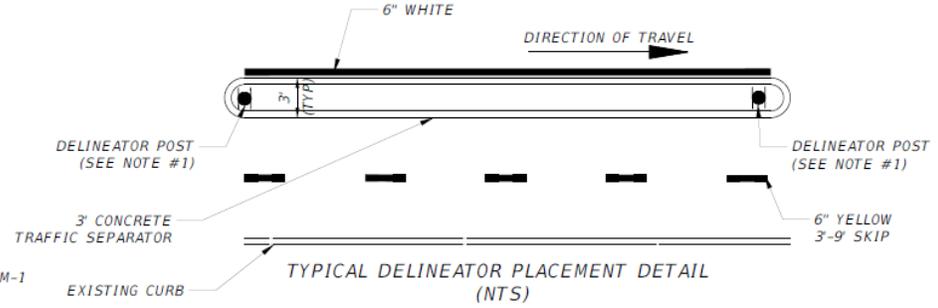
PEDESTRIAN MARKING DETAIL  
(NTS)



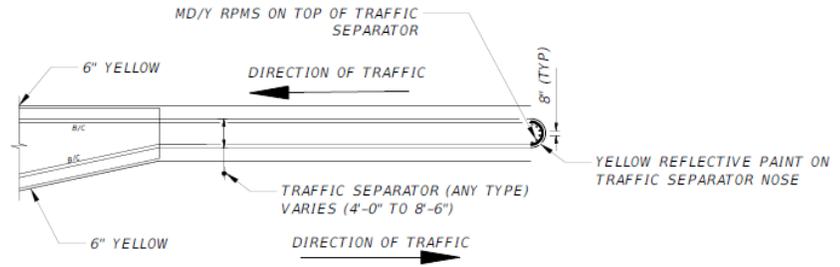
TYPICAL INTERSECTION MARKINGS DETAIL  
(NTS)



TYPICAL SIGNALIZED INTERSECTION MARKINGS DETAIL  
(NTS)



TYPICAL DELINEATOR PLACEMENT DETAIL  
(NTS)



RPM PLACEMENT AT TRAFFIC SEPARATORS  
DETAIL (NTS)

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

REVISIONS				KISINGER CAMPO & ASSOCIATES CORP. 201 N FRANKLIN ST, SUITE 400, TAMPA, FL 33602 ENGINEER OF RECORD: FATHY ABDALLA, P.E. NO: 63914	CITY OF TAMPA MOBILITY DEPARTMENT			SIGNING & PAVEMENT MARKING DETAILS	SHEET NO. S-3
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	PROJECT DESIGN NO.		
					HILLSBOROUGH	21-C-00022			

# Green Spine

These phases consist of an urban cycle track the east sides of Nuccio Pkwy and 15th Street to Columbus Dr., connecting Ybor City, and their surrounding neighborhoods and communities to the Hillsborough River. The Phase 3B extension of the cycle track begins at the existing terminus at Nuccio Parkway and 7th Avenue. It then follows Nuccio Pwky through Ybor City. Phase 3C traverses 15th St, becoming a 14' multi-modal off-road path, on the west right-of-way at 17th Avenue to Cuscaden Park, terminating at 21st Ave.

Combined projects estimated construction cost ~\$2,720,000

Construction Duration, after contractor's Notice-to-Proceed = 397 calendar days [~14 months]

# Green Spine

Highlights PH 3B (Nuccio Parkway from 7th Ave. to 13th Ave.)

- \* On-road, bidirectional 10-ft wide cycle track/bike path [along east curb line], protected by raised 3-ft wide concrete separators (with breaks for drainage and vertical delineators)
- \* Patterned Pavement, including Green bike lane markings, in some areas
- \* Pedestrian signalization at 7th Ave. and signage
- \* Special Emphasis 10-ft wide Crosswalks 7th Ave. (eastern half)
- \* Milled and resurfaced pavement, 10-ft wide travel lanes with new friction course (1.5")
- \* New pavement markings
- \* Historic granite curbs to remain in-place, except where re-installed.
- \* New ADA ramps with detectable warnings
- \* Concrete Bus Pads with drainage channels



# Green Spine

Highlights PH 3C (15th Street from 13th Ave. to 21st Ave.)

\* [13th Ave. to 17th Ave.]:

East side: On-road, bidirectional 8-12-ft wide cycle track/bike path [along east curb line], protected by raised 3-ft wide concrete separators (with breaks for drainage and vertical delineators)

West side: Proposed 10-ft Sidewalk, west right-of-way

\* Special Emphasis 10-ft wide Crosswalks (15th Ave. (E-W), Columbus Dr., and 17th Ave. (All legs), 21st Ave. (south and west legs)

\* [17th Ave. to 21st Ave.] 14-ft off-road multi-modal concrete sidewalk with new curbing

\* Curb extensions, On-Street Parking, Drainage Inlets

\* Proposed “Parklet” at northeast corner of 17th Avenue and removal of right turn lane and existing island.

\* Proposed Red Brick pavers

\* Proposed Xeriscape (No irrigation)/landscaping, 3-oaks, 3-palms, Coontie shrubbs and sod

\* Park Bench furnishing, Bicycle repair station, trash cans, Bike rack

\* Landscaped curb extension on the southwest corner of E. 21st Ave.

\* Patterned Pavement, including Green bike lane markings, in some areas

\* Pedestrian signalization (Columbus and 17th St.) and signage

\* Milled and resurfaced pavement, 10-ft wide travel lanes and curbing with new friction course (1.5”)

\* New pavement markings

\* Historic granite curbs to remain in-place, except where reset.

\* New ADA ramps with detectable warnings

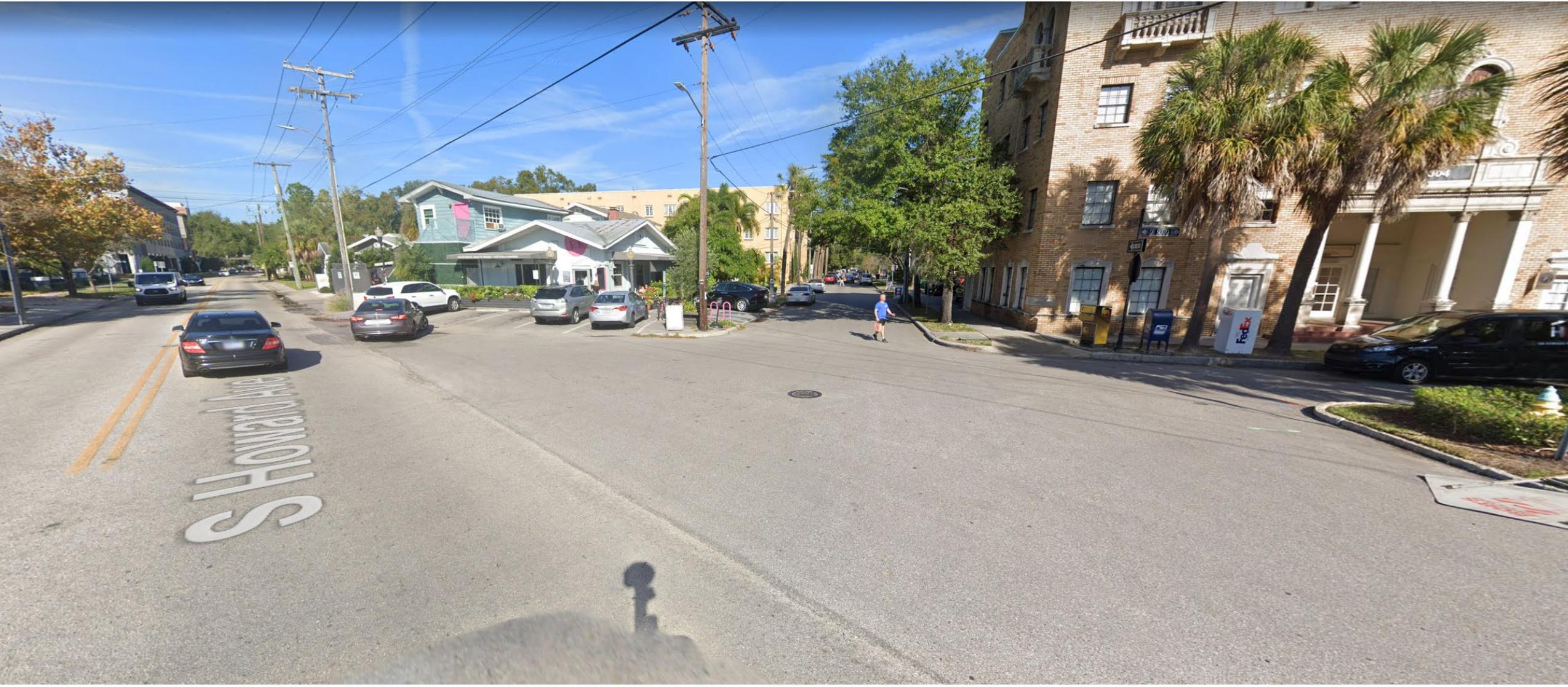
\* Concrete Bus Pads with drainage channels



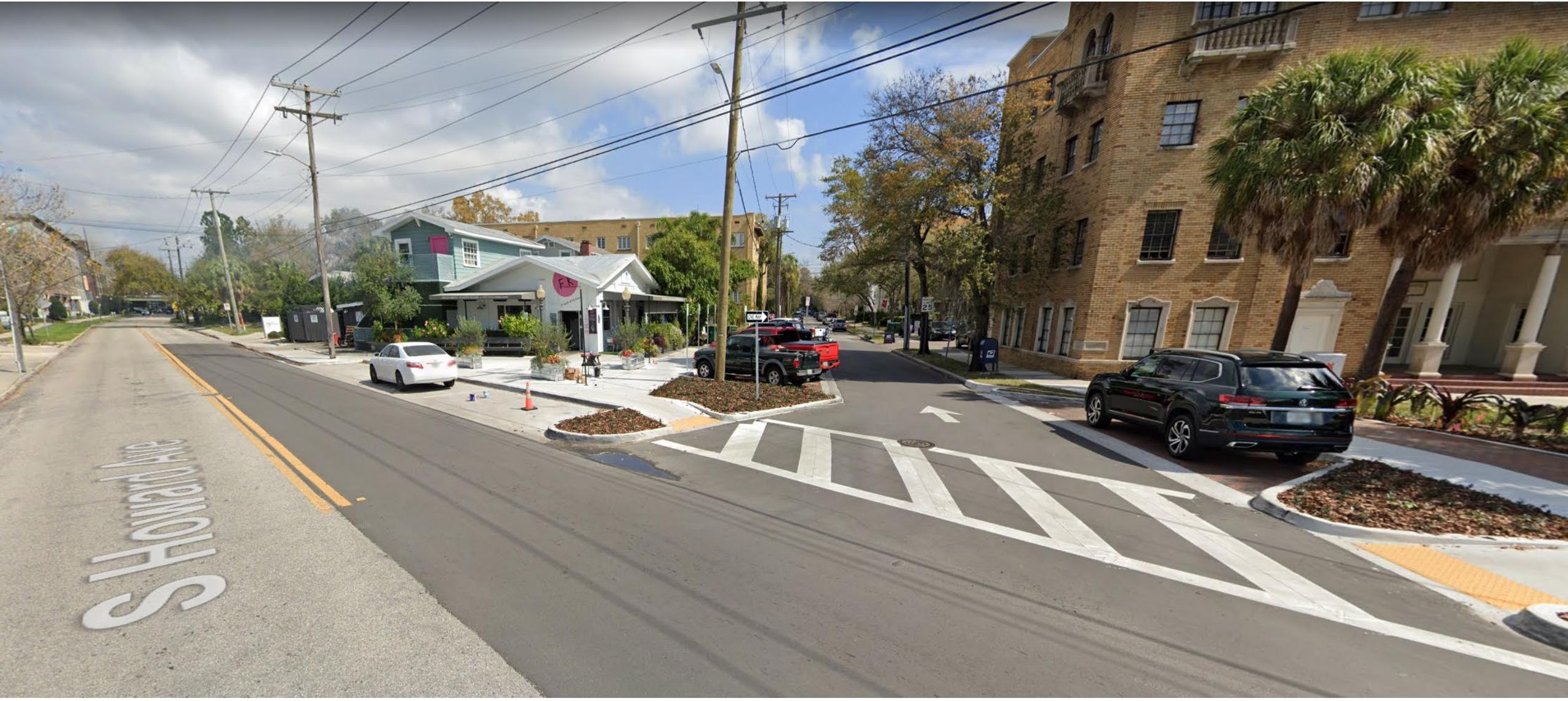
# 15<sup>th</sup> Street Neighborhood Commercial District

*Inviting Outdoor  
Spaces*

# Placemaking Example – Pedestrian Plaza (before)



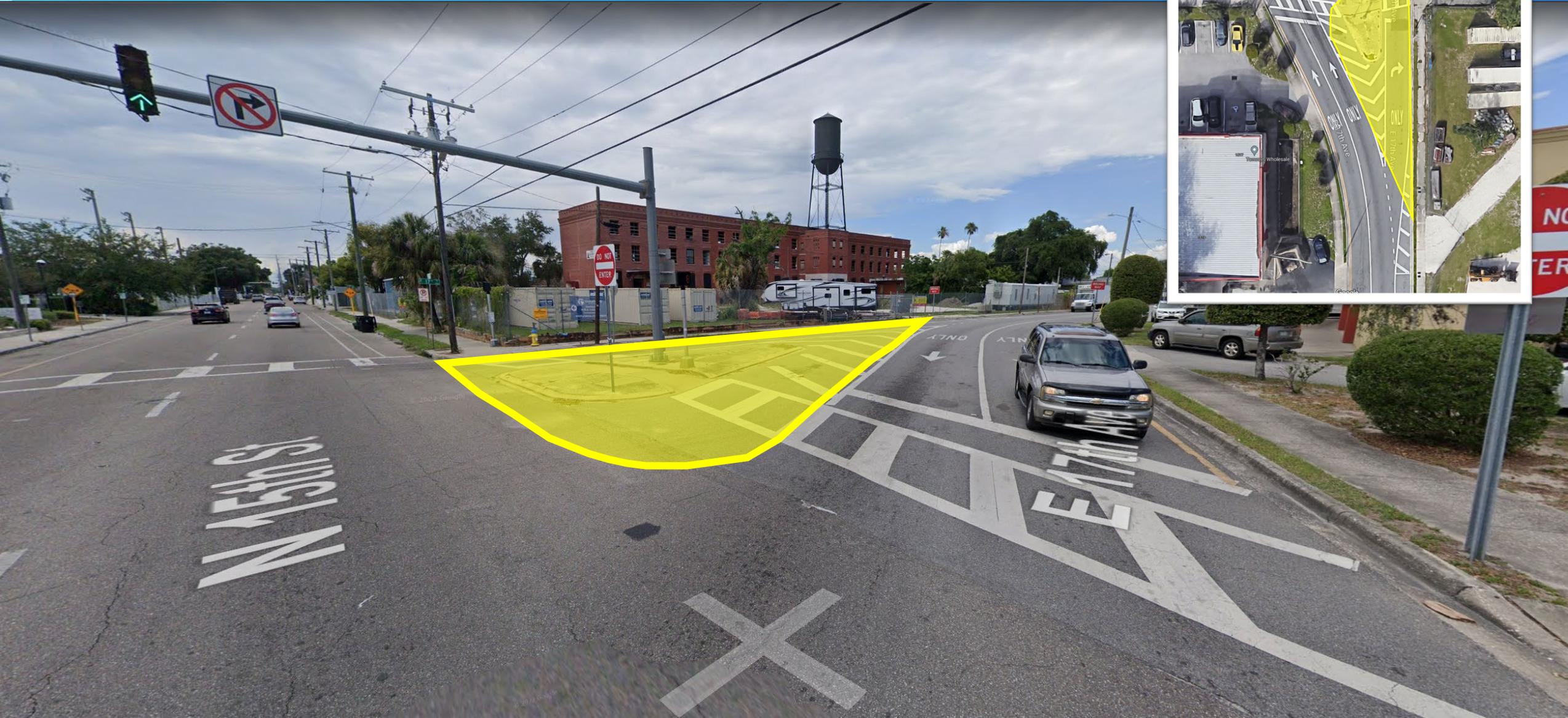
# Placemaking Example – Pedestrian Plaza (after)



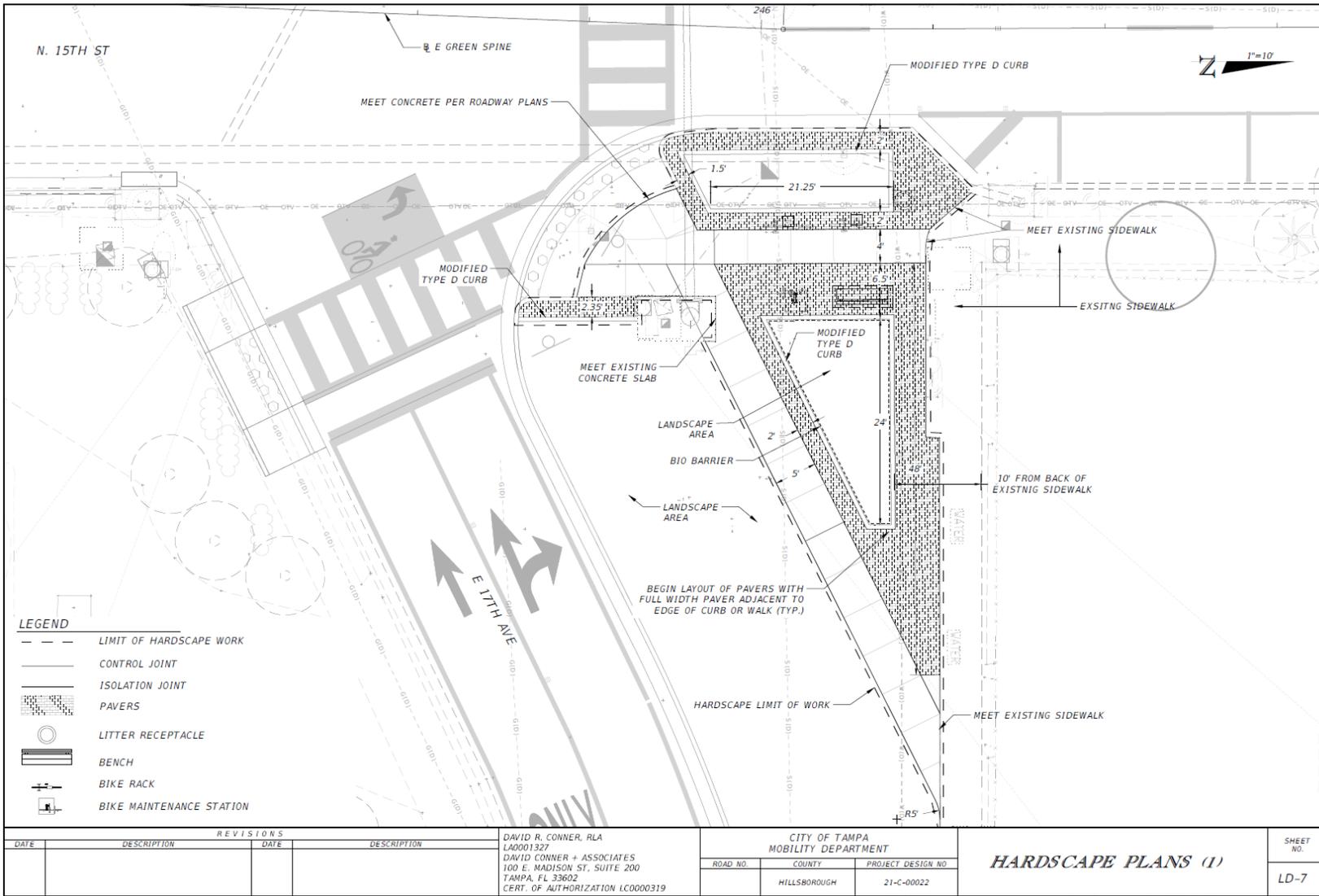
# Placemaking



# Placemaking

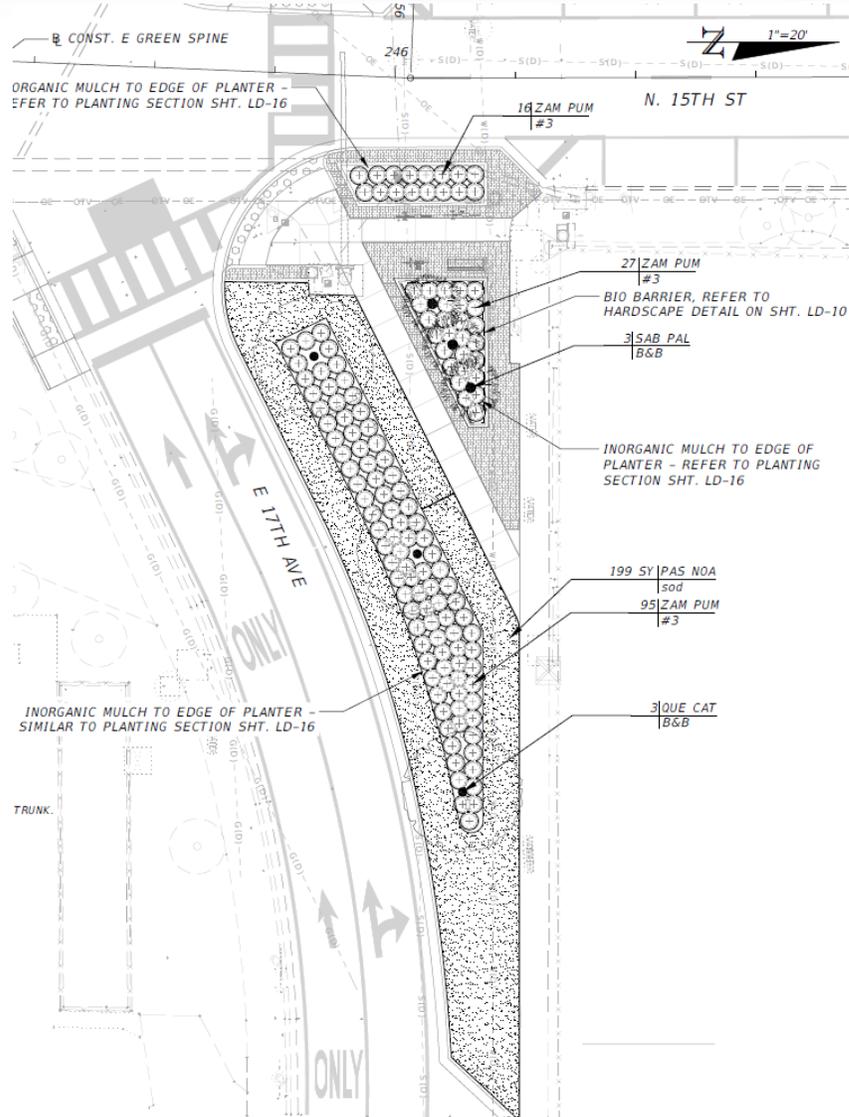


# Create Inviting Outdoor Spaces



EXAMPLE BRICK STREETScape DETAIL

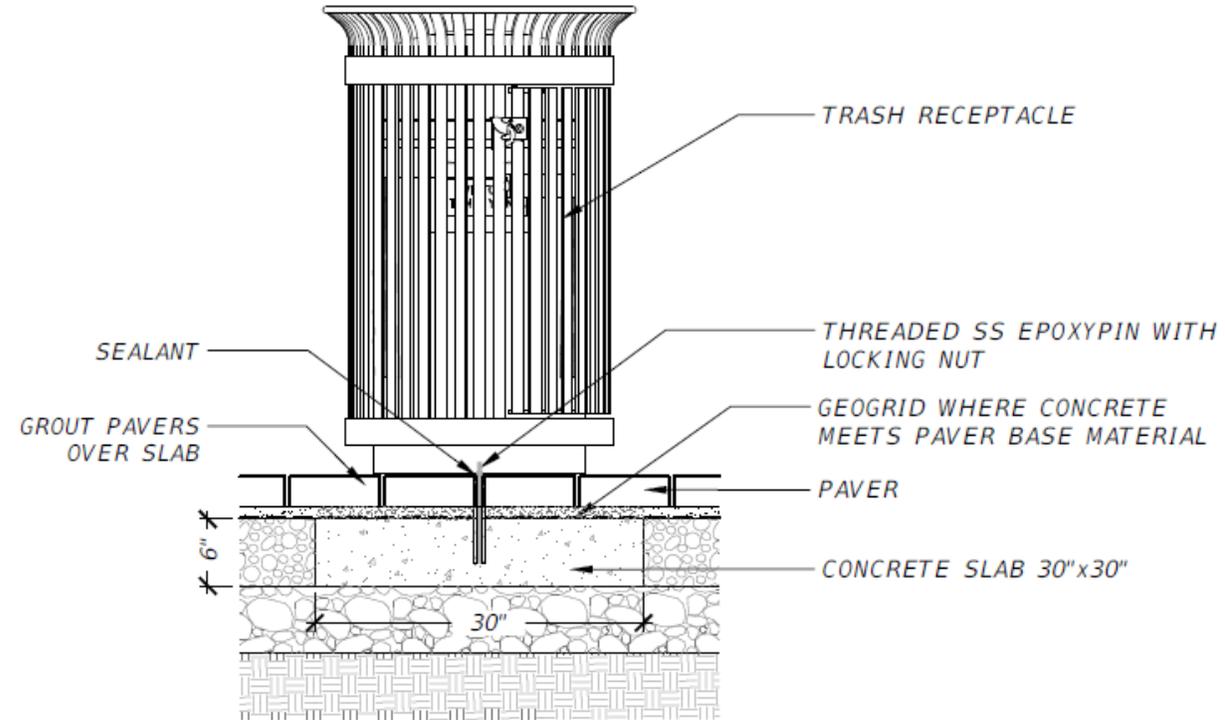
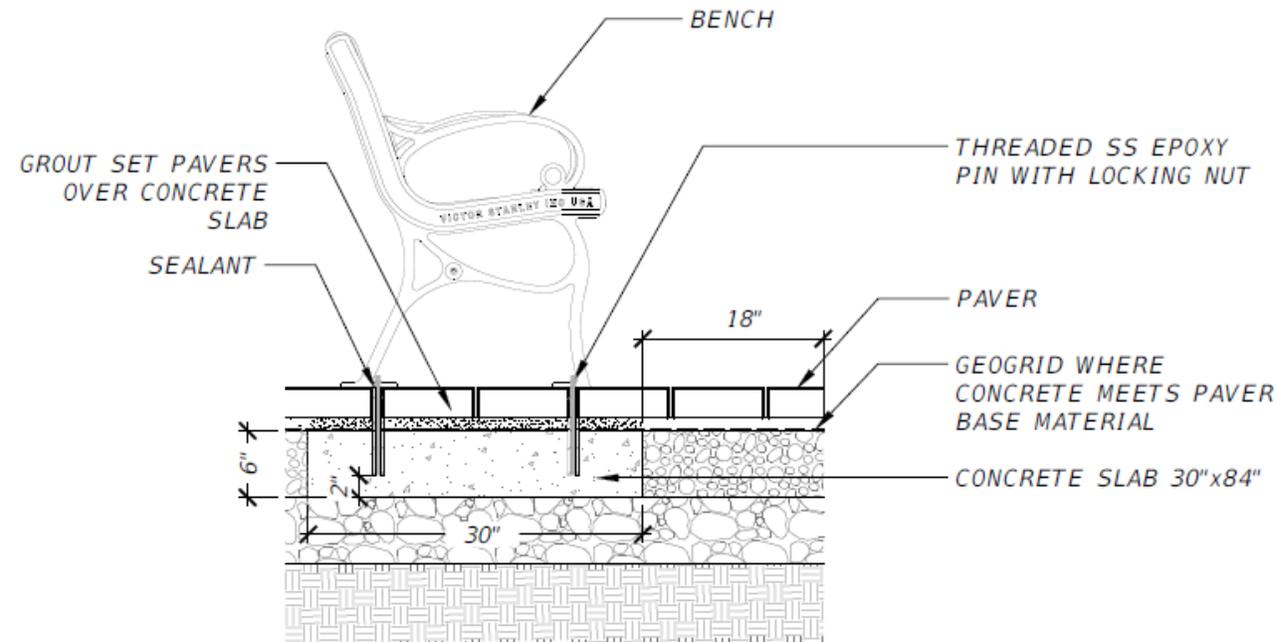
# Create Inviting Outdoor Spaces



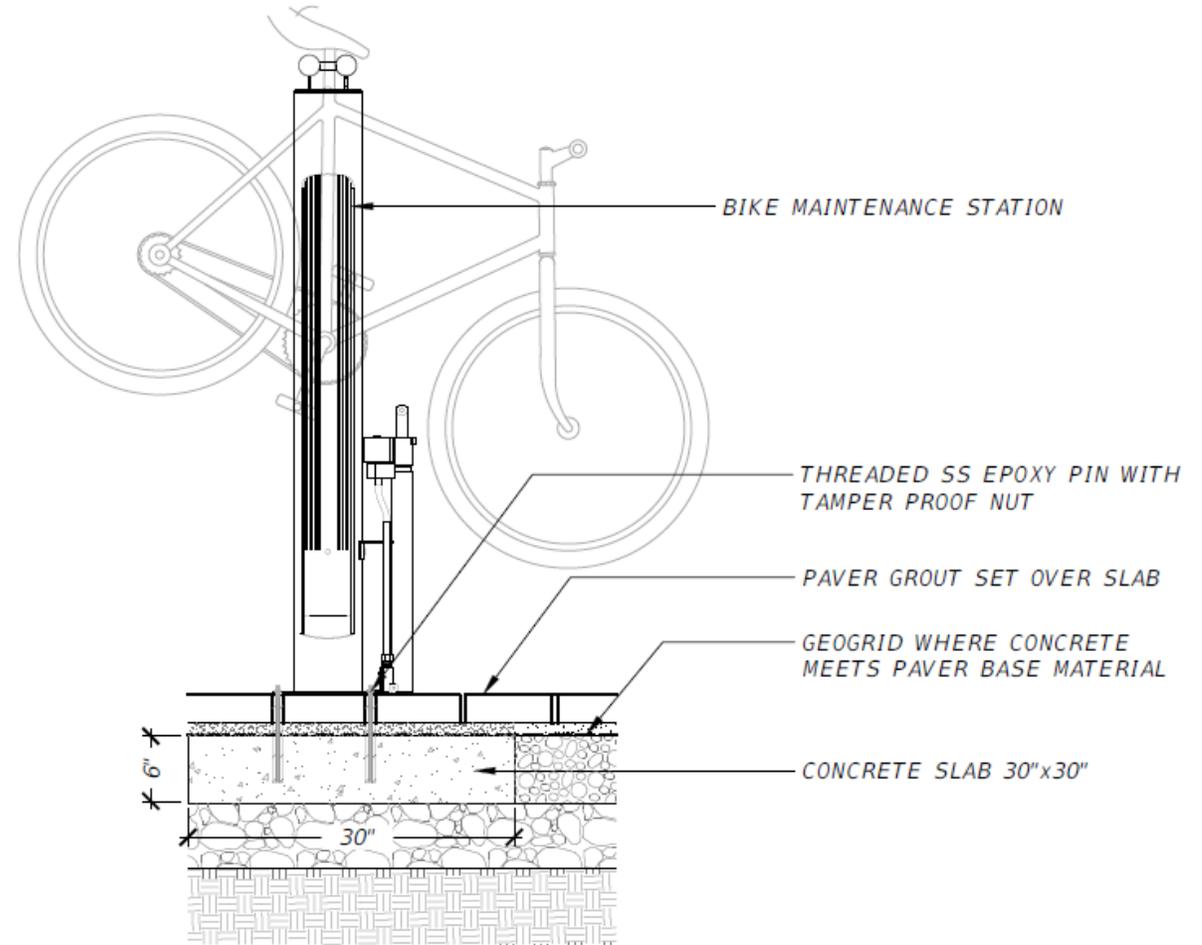
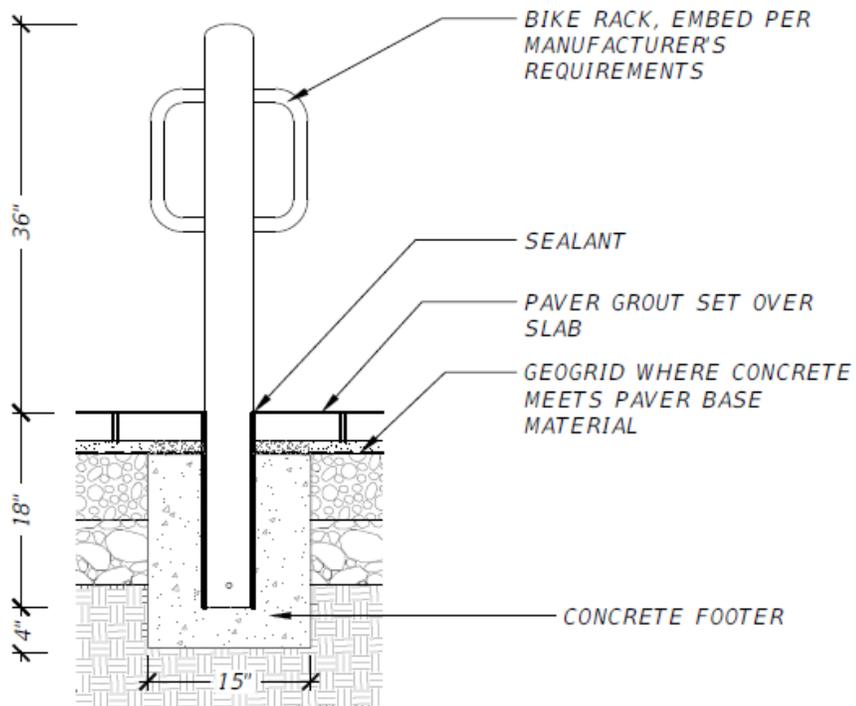
EXAMPLE LANDSCAPE



# Green Spine – Benches & Trashcans



# Green Spine – Bike Racks and Repair Station



# Segment 2 – New proposed project (21<sup>st</sup> to Lake)

## Potential Options:

- Pop-up project \$
  - Primarily striping and limited temporary materials, installed in-house
  - 1 year
- Quick Build \$\$
  - Pop-up with some semi-permanent elements
  - 1-3 years, depending on funding
- Permanent \$\$\$
  - Striping, concrete and asphalt work
  - Requires procurement of outside contractor
  - 3-5+ years, depending on funding

Currently Unfunded

Working with Mobility Department to determine funding availability and timelines.



# Segment 2 – New proposed project (21<sup>st</sup> to Lake)

Permanent \$\$\$ Option - Two recommended configurations:



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Permanent \$\$\$ Option - Two recommended configurations:



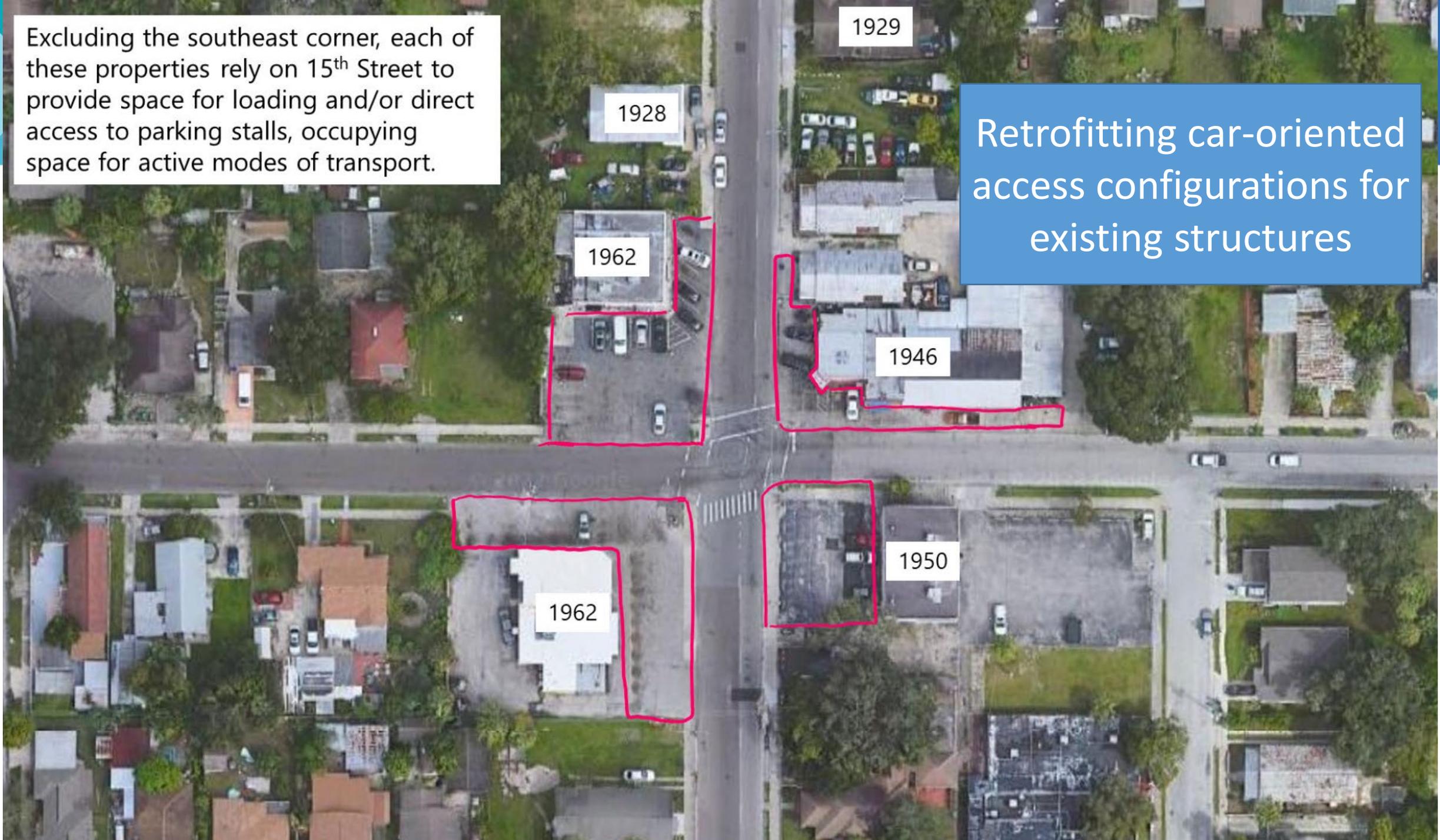


# 15<sup>th</sup> Street Neighborhood Commercial District

## *Development Pattern*

Excluding the southeast corner, each of these properties rely on 15<sup>th</sup> Street to provide space for loading and/or direct access to parking stalls, occupying space for active modes of transport.

Retrofitting car-oriented access configurations for existing structures



# Promote Neighborhood Serving Businesses

“Light-touch” land use regulations:

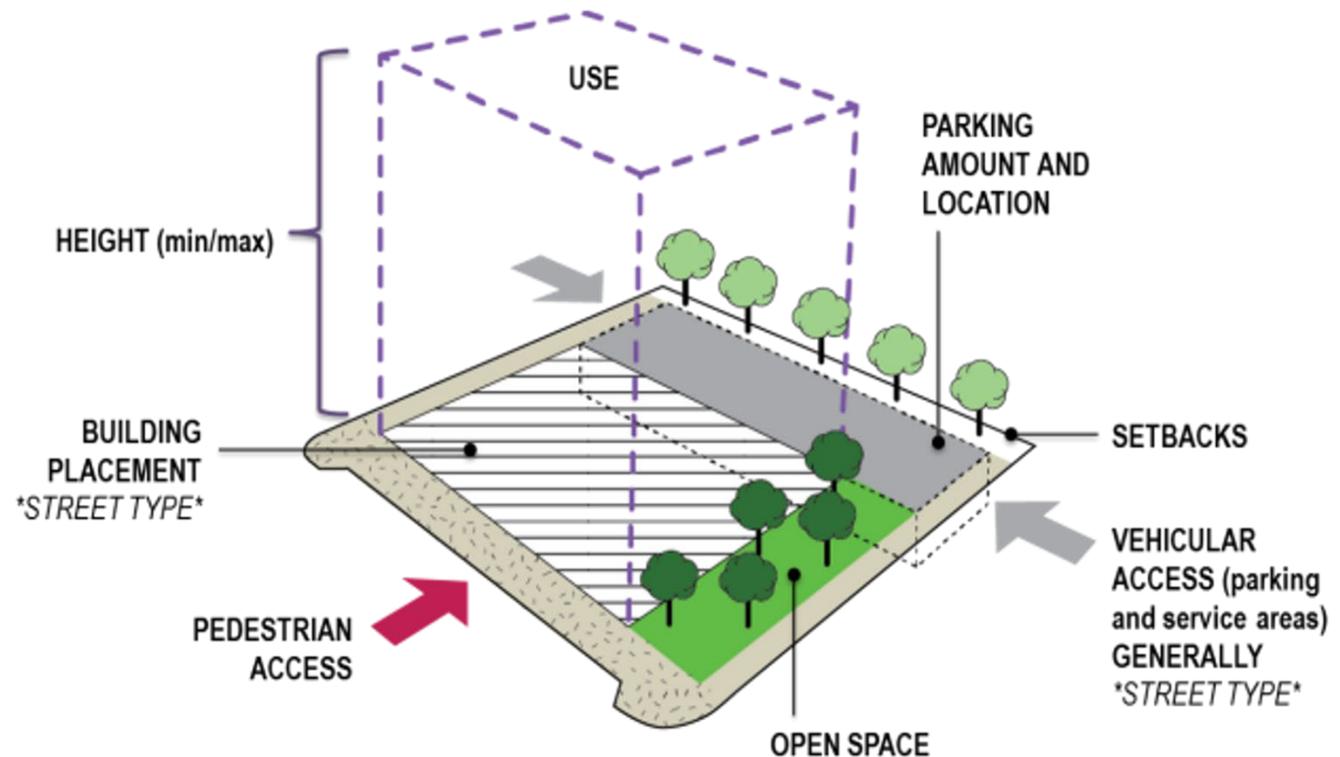
Tweak parking requirements to support desired vision for the corridor.

Expand allowable uses, adaptive reuse.

Update overlay district and/or consider rezonings from RS-50 to an equivalent YC zoning district.

Consider future land use amendments and/or limited bonus opportunity in exchange for design enhancements.

- Duplexes, triplexes, quads
- low intensity mixed use



# Potential building forms - examples

Expand variety of small scale housing options



Low intensity mixed use



# Promote Neighborhood Serving Businesses

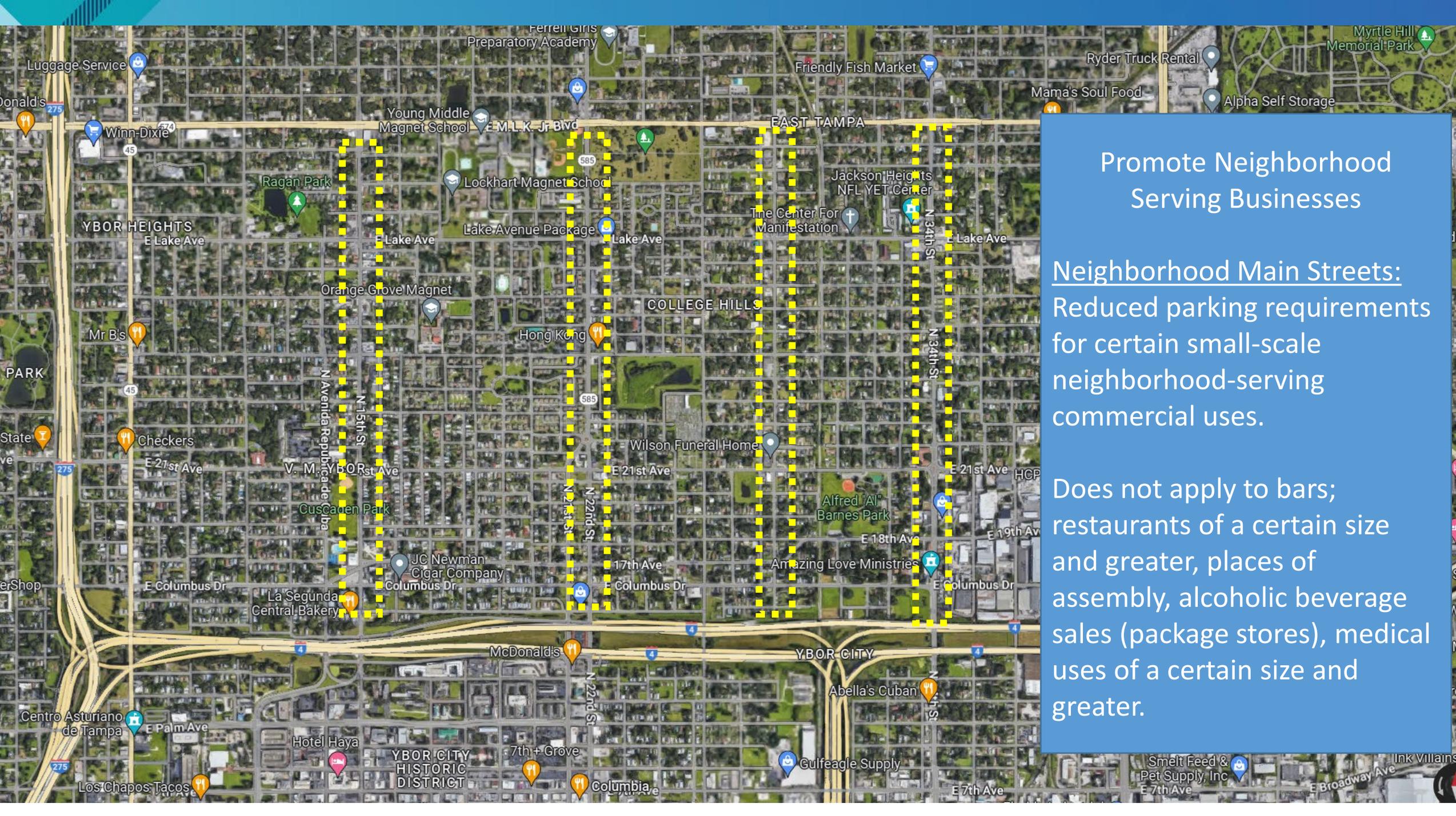
East Tampa Overlay – Privately initiated text amendment in process now. City Council first reading anticipated Spring 2023.  
Changes to non-residential requirements for new construction:

Proposed change	Current state
Front yard setback: 10' minimum - 12' maximum.	Currently 25' in RS-50 areas (19 <sup>th</sup> Ave to 25 <sup>th</sup> Ave)
Building entrance must be accessible from the sidewalk.	Currently no specific requirement.
Transparency – minimum 50% of building façade.	Currently no specific requirement to prohibit blank walls facing street.
6-foot wide sidewalk along street.	Currently 5' provided with larger sidewalks proposed as part of Green Spine.
On-site parking areas must be placed to the rear or side of buildings.	Surface parking in front of buildings is currently allowed.

# Promote Neighborhood Serving Businesses

- Other parking-related changes for non-residential:
  - Incentivize reuse of existing structures through relief from parking requirements for neighborhood serving uses (does not apply to bars and places of assembly).
  - Encourages parking to be built in the right of way as on-street spaces, where feasible.
  - Parking reductions for mixed-use buildings, providing bike racks and motorcycle parking.
  - Additional flexibility to permit preexisting alternative parking designs on constrained sites, when not impacting traffic flow or public safety.





# Promote Neighborhood Serving Businesses

Neighborhood Main Streets:  
Reduced parking requirements for certain small-scale neighborhood-serving commercial uses.

Does not apply to bars; restaurants of a certain size and greater, places of assembly, alcoholic beverage sales (package stores), medical uses of a certain size and greater.

# Next Steps

- Monitor current proposed code amendments through adoption.
  - Privately initiated amendment to ET Overlay
  - Adaptive reuse amendment proposed by staff
- Once adopted, determine if additional changes are needed based on proposed recommendations.
- Develop additional code edits.
- Workshop with community and staff.

# End

- Questions

Visit the project web site to review final reports:

<https://www.tampa.gov/city-planning/15th-street-commercial-district>

