

THE CITY OF TAMPA



# DREW PARK

COMMUNITY REDEVELOPMENT AREA

## STREETScape & BEAUTIFICATION MASTER PLAN

Adopted by the City of Tampa Community Redevelopment Agency  
November 10, 2011

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## TABLE OF CONTENTS

### 1.0 INTRODUCTION

- 1.1 Purpose of the Document
- 1.2 Project Description
- 1.3 The Design Process
- 1.4 Design Goals and Objectives

### 2.0 DATA COLLECTION

- 2.1 History
- 2.2 Existing Conditions
  - 2.2.1 Community Life
  - 2.2.2 Vehicular Patterns and Impacts
  - 2.2.3 Pedestrian and Bicycle Circulation
  - 2.2.4 Overhead Utilities and Lighting
  - 2.2.5 Gateway and Identity
  - 2.2.6 Storm Drainage System
  - 2.2.7 Parks & Recreation

### 3.0 DESIGN RECOMMENDATIONS

- 3.1 Master Plan Objectives
  - 3.1.1 Establish a Walkable Community
  - 3.1.2 Enable Greater Bicycle Access to and throughout the CRA
  - 3.1.3 Encourage Low Impact Development (LID) Practices
  - 3.1.4 Introduce Public Art
  - 3.1.5 Reflect on the Past
- 3.2 Streetscape Improvements
  - 3.2.1 Lois Avenue
  - 3.2.2 Grady Avenue
  - 3.2.3 Tampa Bay Boulevard

- 3.2.4 Dr. Martin Luther King Jr. Blvd
- 3.2.5 Business Connector Streets
- 3.2.6 Local Business Streets
- 3.2.7 Local Residential Streets

### 3.3 Community Identity

- 3.3.1 Gateways
- 3.3.2 Community Identifiers

### 3.4 Parks and Open Space Development

### 4.0 COMMUNITY DESIGN STANDARDS

- 4.1 Hardscape Standards
  - 4.1.1 Sidewalks
  - 4.1.2 Crosswalks
  - 4.1.3 Curbing
- 4.2 Furnishings
- 4.3 Plant Materials
- 4.4 Lighting

### 5.0 COSTS

### 6.0 PHASING PLAN

### APPENDIX

## ACKNOWLEDGEMENTS

City of Tampa Community Redevelopment Agency Board

Drew Park CRA Community Advisory Committee

Drew Park Community Participants

City of Tampa

Economic and Urban Development Department

Parks and Recreation Department

Stormwater Division

Transportation Division

Tampa International Airport

Hillsborough Community College

Bayside Engineering

The Valerin Group, Inc.

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## 1.0 INTRODUCTION

### 1.1 PURPOSE OF THE DOCUMENT

This document was developed at the request of the City of Tampa to guide public improvements in the Drew Park Community Redevelopment Area (CRA), a redevelopment area comprised of approximately 829 acres located east of Tampa International Airport and west of Dale Mabry Highway. The northern limit of the CRA is Hillsborough Avenue and the southern border is Tampa Bay Boulevard. This document builds on previous plans completed by the City of Tampa including the Drew Park Community Redevelopment Plan completed in May of 2004 and the Drew Park Strategic Action Plan, completed in 2007. This document will also serve as the approved conceptual design for streetscape improvements currently planned for North Lois Avenue and North Grady Avenue. The final plan is intended to be a guide for the City of Tampa and other City departments, the CRA, landowners, developers, and other professional consultants as new projects are planned and promoted for the CRA.

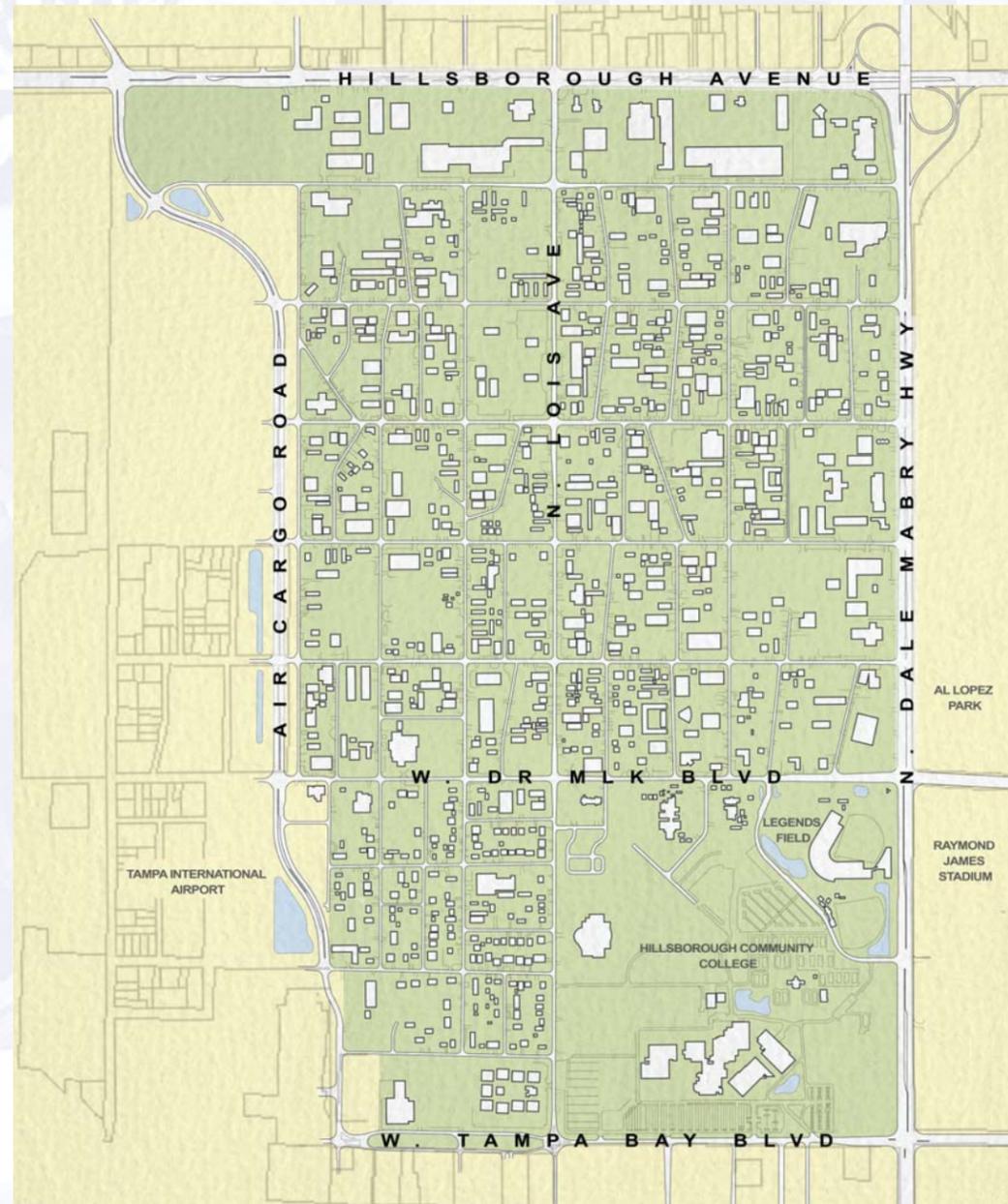


Drew Park regional map

### 1.2 PROJECT DESCRIPTION

This Streetscape & Beautification Master Plan provides guidance for future improvements within the public right of way of the Drew Park CRA. The plan also encompasses improvements on land that is adjacent to the CRA but not included within the CRA boundary along Tampa Bay Boulevard and Air Cargo Road.

Drew Park is conveniently located northwest of downtown Tampa along the east side of Tampa International Airport. Its northern border, Hillsborough Avenue, is a state road providing easy access to both I-275 and Northern Pinellas County. The east side of the CRA is bordered by Dale Mabry Highway, Tampa's most heavily traveled north-south connector road. The Drew Park CRA is centrally located with easy access to local roads, state and interstate highways, the Tampa International Airport, and Rail Service.



Drew Park Community Redevelopment Area Limits



### 1.3 THE DESIGN PROCESS

Developing a master plan document that meets the goals of the local community necessitates a series of thoughtful steps that build an understanding of the community. The process followed to complete this master plan has included three separate tasks each building on the previous effort to arrive at a final solution. These tasks are Data Collection, Concept Development, and Final Design. Each phase has sought the input of the local community and governmental authorities. The final plans represented in this report are intended to reflect the community's desire for long term improvements balanced with the city's obligations to meet the needs of the community at large.

#### 1.3.1 DATA COLLECTION

Data Collection efforts included the preparation of a base plan for the project, review of previous reports and studies, field investigation of existing conditions, and collection of historical information on the creation of the Drew Park area. Previous reports and studies that were reviewed in preparation of the design effort included:

- The Drew Park Community Redevelopment Plan (2004)
- Drew Park Strategic Action Plan – 2007
- Drew Park Strategic Action Plan – Addendum (2008)

In addition to previous plans for the immediate community, the consultant team gathered planning information from the City of Tampa Transportation Division, Stormwater Division, Parks and Recreation Department and the Metropolitan Planning Organization.

Existing field information was collected by walking and noting existing conditions on all streets within the CRA. Field data collection recorded the presence and condition of the following features: sidewalks, drainage ditches, overhead utilities, street lighting and vegetation. The conditions for each street were documented for future design reference.

Historical documentation for the CRA was gathered from Tampa International Airport records and online public records research.

The collected data was presented to the local community during a public workshop held at Hillsborough County Community College on April 19, 2011. Approximately 40 people attended the meeting.

#### 1.3.2 CONCEPTUAL DESIGN

Based upon the information gathered through consultant team research and public input, the design team began the process of developing alternative strategies for long term sustained improvements for the Drew Park CRA. The goal was to develop alternative strategies for physical improvements that would address the needs of the community with a new and positive community character. Each alternative was designed to meet the goals of the project as established by the Advisory Committee. Over a period of several weeks the design team evaluated a series of options for improvements throughout the community. A primary concern of the team was a desire to provide recommendations that were realistic, financially achievable, and sustainable with current City of Tampa standards of maintenance.



As a result of a series of meetings and discussions between the consultant team and representatives of the City of Tampa's Economic and Urban Development Department, Parks and Recreation Department, Transportation and Stormwater Division's and the Drew Park Advisory Committee; an outline of proposed improvements began to emerge. The list of master plan improvements included:

1. Entry & Identity features
2. Improved "Walkability and Mobility" standards
3. New opportunities for exercise and recreation
4. Conversion of drainage ditches into sustainable GreenStreets
5. New site amenities that support pedestrian walking, bicycling and safety
6. Historical monuments and signage to tell history of Drew Park
7. Local artwork commissioned to reinforce Drew Park as a creative business and neighborhood community



On June 28, 2011 the consultant team presented the master plan recommendations to the local community during our second public workshop. The workshop, held at the Hillsborough Community College was attended by more than 40 local residents and business owners. During the meeting a number of issues were voiced by the community. The most common issues included:

1. Need for financial commitment from the City to fund future improvements
2. Strong desire for major improvements to Lois Avenue
3. Resolution to the existing stormwater flooding in the area
4. Need for better control of undesired use of the right of way
5. Need for improved pedestrian crossing of MLK to Steinbrenner Field and Dale Mabry to Al Lopez Park and Raymond James Stadium

The most frequent concern heard during the question and answer period of the workshop was a general lack of confidence that the proposed improvements would ever receive funding for construction. Residents and business owners commonly suggested that the community has been overlooked in the past for street improvements that were occurring in other sections of the city. They expressed deep concern for the reconstruction of Lois Avenue as the primary road used by local businesses and residents. The consultant team attempted to address the concerns by stressing recent roadway paving projects and the planned stormwater improvement projects that were incorporated as part of the proposed conceptual plans presented during the meeting. The result of the discussion was a consensus of support for the proposed master plan improvements with a desire for more input from the city on implementation funding and scheduling.

On July 19, 2011, the consultant team presented the conceptual design for the streetscape master plan to the City of Tampa Community Redevelopment Agency Board during their annual Drew Park Community meeting on the campus of Hillsborough Community College. The CRA endorsed of the proposed conceptual design as an example of the types of pedestrian oriented improvements that should be encouraged in redevelopment areas.



On August 24, 2011 the consultant team met with representatives of the City of Tampa Stormwater Division to discuss new concerns for the implementation of bio-swales as part of the redesign of Lois and Grady Avenues. During the meeting representatives of the Stormwater Division expressed concerns that implementation of planted bio-swales as included in the conceptual master plan could be in conflict with previous documentation on the proposed stormwater improvements for Lois and Grady Avenues. Since previous documentation did not include provisions for bio-swales, they believed that a planted swale may obligate the city to a level of maintenance beyond their capabilities and that could potentially jeopardize post construction certification of the project. Based upon this meeting further designation of bio-swales as part of the project would be limited to areas where stormwater drainage certification would not be required. The master plan concept was revised to encourage further study and development of bio-swales on future projects.



The input provided by the local community, Drew Park Advisory Committee, City of Tampa staff and City of Tampa CRA Board was refined into a series of drawings, diagrams and photographs for further public input and discussion. On September 20, 2011, the consultant team presented the refined plans to the local community as part of the Drew Park Community, Streetscape and Beautification Workshop No. 3. The meeting was attended by over thirty local residents and business owners. Concerns expressed during the meeting included the following:

1. Need for a pedestrian crossing of MLK at George Steinbrenner Field
2. Pedestrian safety along MLK and the need to complete pedestrian improvements along this section of road as quickly as possible.
3. Potential damage to existing property

The final consensus of the meeting was a very positive support from the local community for the continued implementation of the Master Plan as presented with consideration for the concerns expressed.

### 1.3.3 FINAL MASTER PLAN

The final Streetscape & Beautification Master Plan presented in Section 3.0 is a product of much thought and input provided by the local community, City of Tampa Community Redevelopment Agency, Urban and Economic Development Department, Transportation and Stormwater Divisions, Parks and Recreation Department, Drew Park Advisory Committee, and consultant team. The plan provides guidance for the implementation of a series of projects to be constructed over an extended period of time. While intended to provide direction necessary to construct an attractive and common design character for the community the Master Plan is also intended to provide opportunity for flexibility and creative input. The final proposed master plan was presented to the local community during a public workshop on September 20, 2011.

### 1.4 DESIGN GOALS AND OBJECTIVES

The goal for the master plan effort is to begin the process of creating a new identity and sense of place for the Drew Park community. Today, Drew Park can be categorized like many other light industrial sections of a city that have grown up around a former residential community. There are no distinguishing characteristics to identify the community as unique to the surrounding environs. More common, Drew Park has been characterized by a history of frequent flooding and concerns for the influences of the established local adult business environment. Recent efforts to step up regulation of adult businesses that were in violation of city ordinances have helped to reduce crime. That effort along with the recent finalization of the Stormwater Master Drainage Plan and plans to proceed with stormwater improvements along Lois and Grady have created a sense of momentum for change within the Drew Park CRA. The City of Tampa Urban and Economic Development Department, desiring to build on the momentum, saw the need to proceed with a long range plan to transform the appearance of the CRA. The Urban and Economic Development team assigned to the Drew Park CRA assisted the Drew Park Advisory Committee with the development of the following goals and objectives for a Master Plan effort:

- **Improve the appearance of public areas located throughout Drew Park**
- **Tell the “unique story” of Drew Park’s history and diversity**
- **Begin establishing a new, positive image of the Drew Park Community Redevelopment Area (CRA)**

## 2.0 DATA COLLECTION

### 2.1 HISTORY

#### First Development - 1920's



Drew Field was first developed in the 1920's as a private landing field by a local real estate developer, rancher and farmer by the name of John Higley Drew. The land was nothing more than 160 acres of barren pine woods located nearly six miles west of Tampa. That was a very long distance in those days, and accessible only by narrow primitive streets leading to northern Pinellas County. In 1926 and 1927, as commercial aviation developed, officials in Tampa decided that the city needed a municipal airport. They

agreed to lease Mr. Drew's land and airstrip for 5 years at the annual rate of \$500 with an option to purchase. On February 23, 1928, the city opened Drew Field Municipal Airport as a general aviation facility. Land was then leased to A. B. McMullen who created a new flying school providing training to many of Tampa's first pilots.

#### Depression Years - 1930's

In the 1930's the lease on the property had expired allowing the city to purchase the land for \$11,654. CWA and WPA projects were then implemented to pave three 7000 foot asphalt runways with lighting. By 1938, Drew Field was rated as the best airport in Florida.

#### World War II - 1940's



In 1939 work began on MacDill Field at the southern end of the Tampa Bay peninsula. Flights unable to land at MacDill were redirected to Drew Field. Then in 1940, with the start of World War II, the City of Tampa agreed to lease Drew Field to the United States Army for 25 years. The Army Air Force renamed the facility Drew Army Airfield and began to expand and modernize the facilities. Over the next five years the Air Force used the airfield as a training facility for an estimated 120,000 combat air crews. At its peak nearly 25,000 troops were stationed at Drew Field.

An interesting but not well known fact is that during World War II, Drew Field became a Prisoner of War camp. Polish and German prisoners were temporarily held at the facility until the end of the war.





In 1943 a movie called “Air Force” filmed much of its footage at Drew Field. The movie, which starred John Garfield, was designed to build support for the war effort. It was nominated for four Academy Awards and won in the category of Best Film Editing.

#### Post World War II – 1945

At the end of the War, the Army decided to terminate the lease and return Drew Field to the City of Tampa. This provided opportunities for commercial development and many new private businesses began to move into the area. The Florida Legislature also established the Hillsborough County Aviation Authority which was charged with the operation of all publicly-owned aviation facilities within Hillsborough County. The new changes allowed Drew Field to become Tampa’s commercial airport.



In 1952 a new terminal was constructed near the intersection of Westshore Boulevard and Columbus Avenue and the airport was officially renamed Tampa International Airport (TPA).

In the years that followed, the City of Tampa purchased 720 acres of land adjacent to the east side of the airport for a new amateur sports complex. When those plans failed, the city began to make parcels available for private development. The Drew Park Community Redevelopment Area is largely comprised of these parcels.

Over the years many of the original army facilities have been reused or redeveloped. Today a few original buildings remain. One feature that does remain is the original entry road to Drew Airfield. This road remains as a large open space between the east and west lanes of Tampa Bay Boulevard between Lois Avenue and Air Cargo Road.



## 2.2 EXISTING CONDITIONS

The Drew Park CRA is comprised of a diverse collection of businesses, public agencies, institutions and residential neighborhoods. It is home to many longtime residents and businesses. It is also a growing business and entertainment destination that draws thousands of customers daily and many thousands for local entertainment events. And, it is an educational community with several thousand daily students accessing Hillsborough Community College.

### 2.2.1 COMMUNITY LIFE

#### Business Neighborhood

According to the Drew Park Strategic Action Plan, approximately half of the area within the CRA carries a light industrial land use. In fact, with the exception of properties adjacent to Dale Mabry Highway and Hillsborough Avenue which have a land use designation of Community Commercial 35 and CI zoning,



most of the area north of MLK is designated Light Industrial Land use and zoning. Businesses located in this area of the CRA include: construction companies, service businesses, distribution companies, and light manufacturing companies. The largest single type of business located within the CRA services and supports the automobile dealerships located along Dale Mabry. These businesses provide services such as automotive repair, auto body repair, and windshield replacement for both the local dealerships and the general public.

#### Residential Neighborhood

Residential uses including single family and multi-family exist throughout the Drew Park CRA. The majority of the residential properties are located in the southwest corner of the CRA south of MLK and west of Lois Avenue, which has a R-20 land use designation and RM16 zoning. However, single family homes and several apartment and rental motels can also be found spread throughout the area of the CRA north of MLK.



In the residential community south of MLK there is a mixture of single family residential homes and apartments. The largest rental apartment development, Hawks Landing, a HCC student housing community, is also located in this section of the CRA. Throughout much of the residential areas of the community there is evidence of young families with school age children. School bus stops are adjusted yearly due to enrollment. During the data collection phase of this report, school bus stops were discovered in areas north of MLK both east and west of Lois as well as south of MLK west of Lois.



As noted above, the highest concentration of residential living is located south of MLK and west of Lois Avenue. Homes in this area can be characterized as predominantly modest, middle income, ranch style homes. Many homes are well cared for indicating a sense of ownership and commitment to the community. There is also interspersed within the community homes that appear to be in need of repair and maintenance. Many of the homes in the area have one car garages and car ports. This leads to a high number of cars parked along the road for multi-car homes or visiting guests.

Many school age children live in the residential areas and can be often found riding bikes or walking in the streets. Due to the mixed land-uses of the area, business traffic, including shipping trucks are often traveling on these streets. The mix of business traffic and children in the street creates a safety concern to be addressed with future improvements.

### Hillsborough Community College



Hillsborough Community College is a two year community college located in the south-east corner of the Drew Park CRA. The college was established by the State of Florida in 1968. Since it was founded, the college has grown to be one of the state’s largest community colleges with over 48,000 students on five campuses. In 2008 the college opened its first residential component, Hawks Landing, making HCC one of a few two-year colleges in the state of Florida to offer on campus living. The college has recently completed a master plan for future growth and expansion. The proposed plan indicates a desire to continue to increase the student population on the Drew Park CRA campus location. The plan indicates future academic buildings located in the center of the campus with additional surface and structured parking along Tampa Bay Boulevard and Lois Avenue. Increased pedestrian access is anticipated to the residential community east of Lois Avenue as student and faculty populations increase.

### Sports & Entertainment

The sports and entertainment industry has had a significant impact on the development of the Drew Park CRA. Beginning in the 1950s sports and entertainment began to impact the area surrounding the Drew Park community when Al Lopez field was constructed east of Dale Mabry highway. Later the Yankees would establish a spring training facility south of the field. In 1967, the City of Tampa and Hillsborough County joined forces to construct Tampa Stadium which would eventually become home to the Tampa



Bay Buccaneers in 1977. In 1998 the stadium was reconstructed on the site of the former Al Lopez Field. Over the years, the stadium has hosted four Super Bowls, the NFL Pro Bowl, USFL Championship and over 400 concerts and community events. In addition to serving as the home

of the Tampa Bay Buccaneers, it is also home to the University of South Florida Bulls football program and the Outback Bowl.

In 1996, the Tampa Sports Authority, helped to construct George Steinbrenner Field at the corner of MLK and Dale Mabry Highway within the Drew Park CRA. George Steinbrenner Field is the Spring home of the New York Yankees, the full-time home of the Tampa Yankees (Single-A affiliate) and host to numerous other special events including concerts (i.e. Rod Stewart, Natalie Merchant, Moody Blues, Sting, Chicago, etc.), Florida State High School Championships, Preliminary Olympic Baseball and visits from President George W. Bush.



The impact of the sports and entertainment industry is often felt throughout the Drew Park CRA. Often the events will draw tens of thousands of attendees to the CRA impacting local roads and parking. Pedestrian loads are also greatly increased as attendees often park on private lots throughout Drew Park and then walk to the appropriate facility. This impact is not totally negative though as many local property owners charge \$10-20 to park cars during events.



Super Bowl 43

## Tampa International Airport

During the twentieth century there were many changes and developments that improved the lives of the citizens of the Tampa Bay region. It can be argued, however, that possibly the most profound change was the development of commercial air travel. Air travel allowed for people from around the world to easily visit the sandy beaches along the Gulf coast of Tampa Bay and surrounding areas. By the 1970's Drew Airfield had grown along with the commercial airline industry from the muddy grass strip of low lying swamp land into a primary air travel destination for business and tourism along the west coast of Florida. As demand for air travel increased the airport continued to expand and add new facilities. In 1971 Tampa International Airport opened a new Landside/Airside terminal. That year over 4 million passengers travelled through TIA. Over the past 40 years as the Tampa Bay region has grown, TIA has also grown to meet the increased demands of a major metropolitan area. In 2010, over 16.6 million passengers travelled through TIA. In addition to passenger travel, TIA has also responded to the increased demands of the booming air cargo industry.



In 1988, the Hillsborough County Aviation Authority announced long-term plans to begin acquisition of approximately 206 acres in the Drew Park area, east of Tampa International Airport. The boundaries for the acquisition area are West Crest Avenue on the north, Dazzo Avenue on the south, Hesperides Street and Lauber Way on the east and Westshore Boulevard on the west.



The purpose of the Drew Park Property Acquisition/Relocation Program is to provide the necessary land for expansion of the Airport in the future. The amount of land needed was outlined in the 1988 Master Plan which addressed the Airport's needs into the 21st century. The acquisition of these properties is now 97% complete. Future construction proposed on Tampa International Airport property along the west side of Drew Park will include the relocation of facilities impacted when a new terminal building expansion is required.

As a means of supporting the proposed expansion of the east side of the airport, in 2009 Tampa International Airport completed the construction of Air Cargo Road. This new four-lane road features bicycle lanes, sidewalks, a paved walking trail and attractive landscaping along the western edge of the Drew Park CRA. Other projects recently completed on the acquired property include air cargo facilities, an aviation authority warehouse and a new radar tower.



### 2.2.2 VEHICULAR PATTERNS AND IMPACT

As you drive through Drew Park, it is impossible to escape the impact of vehicles. Many businesses and residents require the use of the right of way for many purposes. Customers, employees, visitors, and shipping companies frequently park in or along the road and right of way throughout the daytime periods. In the residential areas many vehicles are parked along the drainage ditches along the road in front of homes. In some cases, no alternative to the parking is available and long areas of pavement blur the line between the road and business parking. In these situations, the building setbacks provide only enough space for perpendicular parking in front of the business and require that customers back into oncoming traffic when leaving.

The use of the shoulder for parking damages the sidewalks and lawn areas increasing maintenance and contributing to a poor appearance for the community. The most common complaint expressed at the public meetings was concern for the misuse of the right of way.

Over the past year, the city has begun repairing and resurfacing many of the streets within the Drew Park area. Sidewalks have also been added along several streets where none previously existed. These

efforts have begun to make a difference in the appearance and image of the area. Many of the local businesses and residents expressed appreciation for the recent improvements during at the September community workshop.

### 2.2.3 PEDESTRIAN & BICYCLE CIRCULATION



Damaged sidewalks are located throughout the community.



Field review of the Drew Park area revealed a predominance of poor quality and disconnected sidewalks. Pedestrians were observed walking in or adjacent to streets throughout all areas of the CRA. Evidence of high pedestrian traffic in the form of foot paths is visible along both sides of Lois Avenue.

For many roads where sidewalks have been installed, they have been constructed at the edge of the pavement. Although convenient for construction, the placement of sidewalks at the edge of the road creates a condition that is highly unsafe for pedestrians. This condition, which is typical throughout the CRA, allows for vehicles to drive over sidewalks breaking the concrete and creating trip hazards. Because cars are allowed to park in the right of way, even over sidewalks, pedestrians are often forced to move on to the streets where they are in the way of oncoming traffic. If however, the roadside parking didn't exist, pedestrians would still be exposed to traffic, because there is no curbing to keep cars and trucks off of the walks.



Many sidewalks are located at the edge of the roadway pavement. Parking signs are not regularly enforced.

Bicycles were seen throughout the community as a means of transportation for both children and adults. Bicyclists utilize roads and sidewalks to move throughout the community. There are currently no bicycle lane pavement markings along any of the roads within the CRA. However, the recently completed Air Cargo Road improvements did provide 4 foot wide bicycle lanes within the roadway for both north and south bound traffic. The MPO Bicycle and Pedestrian master plan for the Westshore district recommends bicycle lanes on Lois Avenue and Tampa Bay Boulevard and shared bicycle markings for MLK Boulevard.

Within the past several years, the city has begun constructing new sidewalks in an effort to provide greater interconnectivity for pedestrians throughout the CRA. Though an important step, most new sidewalks are being constructed at the edge of the roadway pavement where they are exposed to vehicular traffic. Many recently installed sidewalks have been damaged and pedestrian use appears very low. New sidewalk construction should separate vehicles and pedestrians by curbing or landscaping.



Tree Pruning Damage.



### 2.2.4 OVERHEAD UTILITIES/LIGHTING

Overhead utilities exist on every road section within Drew Park. Most often the utilities are located at the right of way line. However, utility poles were also located at the edge of the road on some streets and in the middle of the right of way on others.

Roadway lighting is provided on wooden utility poles throughout the CRA and is provided by an agreement between the City of Tampa and TECO. Overhead lighting fixtures are suspended "Cobra" heads with high pressure sodium fixtures. Although lighting is provided throughout the district, the quality of the light fixtures and the orange color of the lighting was a complaint in the public meetings.



Lois Avenue overhead utilities placed in the center of the right of way.

### 2.2.5 COMMUNITY IDENTITY AND ENTRY

Thousands of people pass by Drew Park every hour of every day while driving along Dale Mabry Highway, Hillsborough Avenue, Air Cargo Road or Tampa Bay Boulevard as they move through the city. Many of these people drive the same route every day as they move between their work and home environments. Many of these people, however, are unaware of the existence or history of the Drew Park area. To the typical resident of the City of Tampa, the Drew Park Community Redevelopment area is largely unidentifiable.



Hillsborough Avenue and Lois Avenue intersection

### 2.2.6 STORM DRAINAGE SYSTEM

Stormwater flooding within the Drew Park CRA has been a significant concern for many years. The large majority of storm drainage is collected and distributed through a series of open ditches within the public right of way. The open ditches follow the roadway system ultimately leading to larger stormwater swales and canals located along Lois Avenue. From there the water travels to an off-site storm pond located north of Hillsborough Avenue.



The city has outlined a four phase construction project to alleviate flooding in the CRA. Phase one of the plan includes modifications to the storm pond located north of Hillsborough Avenue. Those improvements, which are scheduled to begin in 2012, will increase the capacity for the pond to receive additional stormwater in Drew Park. Phases two and three will replace ditches along Lois Avenue and Grady Avenue with new underground piping. Construction of phase two is scheduled to begin in the spring of 2012 with phase three beginning approximately twelve months later. Phase four, if needed, will provide additional stormwater piping along east-west business collector roads between Dale Mabry and Lois Avenue.

Drainage ditches along the roadways vary greatly from shallow grassy swales to deep muddy ditches with no vegetation. Ditches located in the light industrial areas are typically in poorer condition with many filled with trash and debris. The ditches often hold water for long periods of time mixing with oils and heavy metals off of the adjacent roadway or parked vehicles.

### 2.2.7 PARKS AND RECREATION

Although Al Lopez Park is located just east of the CRA across Dale Mabry Highway, lack of safe pedestrian and bicycle access limits its use for the residents of Drew Park. During the 1988 TIA Land Acquisition Program, Cordelia B. Hunt Recreation Center was relocated from the western side of Drew Park to the Al Lopez Park east of Dale Mabry Highway. This means that no park or public open space areas exist within the Drew Park CRA. The Drew Park Community Redevelopment Plan completed in 2004 identified that the City should “consider the re-establishment of a small, easily accessible neighborhood park (1-2 acres) for the residents of the core residential area. A small park, preferably with some recreational facilities for children, would be an important element in improving the residential viability of that area.”



Al Lopez Park



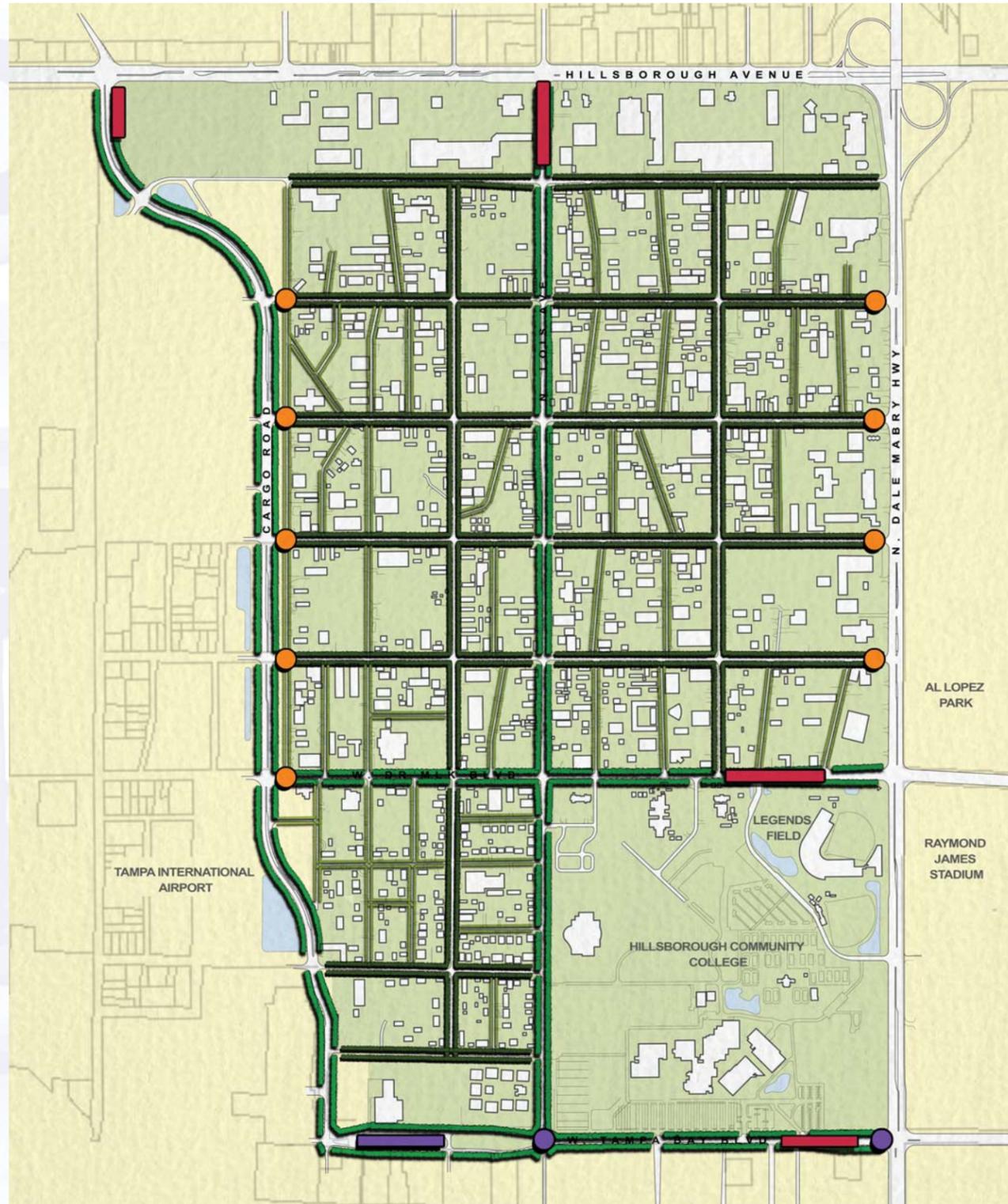
Air Cargo Road

In 2009, Tampa International Airport completed the construction of the Air Cargo Road Expansion project. The project includes over 6000 linear feet of wide sidewalks and bicycle paths within easy access for residents of Drew Park.

### 3.0 DESIGN RECOMMENDATIONS

#### 3.1 DESIGN OBJECTIVES

The streetscape and beautification master plan outlines planned improvements throughout the Drew Park CRA. The plan is designed to provide a new “Drew Park” identity that meets the goals for the project as established by the Advisory Committee. The plan is comprised of design objectives, design criteria for specific streetscape sections, and design guidelines for future projects. The following is an outline of the design objectives that should be incorporated as part of future specific design projects.



#### 3.1.1 ESTABLISH A WALKABLE COMMUNITY



The Walkable and Livable Communities institute defines walkability as “the measure of the overall walking and living conditions of an area; the extent to which the built environment is friendly to the presence of people walking, biking, living, shopping, visiting, enjoying or spending time in an area.” While this definition may be often applied to new communities, it speaks to the needs of every healthy, sustainable community.

After World War II, Drew Park continued to develop as a mixed community of homes and businesses. For many years families and businesses shared the community and children played in back yards and even the street. Traffic was limited and safety was not a major concern. But times have changed. As Tampa has grown, the traffic has increased and Drew Park has become more of a business environment. New residential development stopped coming to Drew Park, choosing instead to move to outlying areas where safe walking environments and community parks were common development amenities. Today, however, there is a new found interest in the environment and creating new and sustainable living communities. This interest has led to a desire to find ways to redevelop older communities so that once again living and working are more closely located. Drew Park offers an opportunity to be a part of this growing interest. In order to regenerate a community that caters to both a residential and business development, the neighborhood must provide a safe and enjoyable pedestrian environment. Therefore, future streetscape development shall adhere to the following principles:

Continuous Connectivity. Provide a complete system of connected sidewalks and bicycle paths. Breaks in walk and bicycle patterns lead people to walk in the street or in unsafe locations. Resolve conflicts so that walkway connections are provided without interruption.

Convenient Access to Businesses. Many businesses use the services of other businesses in the CRA. Walks should provide easy access to business entrances to provide greater connectivity between businesses. This will also provide more opportunities for local residents to walk to and from local businesses.

Link to other Transportation. HART Bus connections are located along Tampa Bay Boulevard and Lois Avenue. Walks should connect these bus stop locations with the local streets.

Separate Pedestrians from Vehicles. Minimize or eliminate access to the sidewalks from motor vehicles. Maintain clear line-of-sight between sidewalks and business entry driveways.

Provide areas of rest and weather protection. Tampa's frequent rain storms and high heat and humidity can discourage the use of sidewalks. Provide occasional pedestrian shelters for protection from storm events or sun. Shelters should have drinking water for walkers and their pets.

Security and Visibility. To help insure the safety of the public, future design efforts should engage the input from the Tampa Police Department to help implement design solutions that meet Crime Prevention through Environmental Design (CPTED) principals. CPTED principals include:

- **Natural Surveillance** - "See and be seen" is the overall goal when it comes to CPTED and natural surveillance. A person is less likely to commit a crime if they think someone will see them do it. Lighting and landscape play an important role in Crime Prevention through Environmental Design.
- **Natural Access Control** - utilize walkways, fences, lighting, signage and landscape to clearly guide people and vehicles to and from the proper entrances. The goal with this CPTED principle is not necessarily to keep intruders out, but to direct the flow of people while decreasing the opportunity for crime.
- **Territorial Reinforcement** - Creating or extending a "sphere of influence" by utilizing physical



designs such as pavement treatments, landscaping and signage that enable users of an area to develop a sense of proprietorship over it is the goal of this CPTED principle. Public areas are clearly distinguished from private ones. Potential trespassers perceive this control and are thereby discouraged.

- **Maintenance** - CPTED and the "Broken Window Theory" suggests that one "broken window" or nuisance, if allowed to exist, will lead to others and ultimately to the decline of an entire neighborhood. Neglected and poorly maintained properties are breeding grounds for criminal activity.

Traffic Calming. When possible, narrow the streets by adding parking, street trees, and curbing to reduce vehicle speeds. Discourage cut-through traffic by making major streets more efficient and attractive to vehicle traffic.

Link Walks and Historical Signage and Monuments. Locate historical signage and monuments along higher use walkways to increase the public awareness of the important and interesting history of the community.

Pedestrian Furnishings. Placement of site furnishings shall be carefully considered. Bench seating shall be based upon existing needs at the time of design. Consideration shall be extended to existing pedestrian traffic, increased traffic due to proposed development, or increased activity due to proposed improvements. Benches shall be provided at a ratio of 2:1 for every litter receptacle. A single bench, litter receptacle and bicycle rack, shall be provided at every HART transit stop.

Street Trees and Landscape Materials. Street trees provide a significant long term benefit to a community by increasing shade for walkways, narrowing the street environment and improving the overall appearance of the community. Street trees should be located along walks so that the trees will provide shade without blocking visibility to business signage, moving vehicles, or pedestrians. Coordinate selection of tree species and their placement to prevent ongoing maintenance issues due to overhead utilities. See section 4.3 for more information.

Consider Maintenance as a Design Feature. Careful consideration on the selection and placement of landscape plantings are important for the long term success of the streetscape and beautification plan. However, any increased maintenance will place a burden the city and/or local community. Currently, the City of Tampa provides a minimum standard of maintenance in the public right of way in the Drew Park CRA. Any increase in maintenance will need to be funded. Further discussions are required to determine the funding mechanisms for all future streetscape improvements.



### 3.1.2 ENABLE GREATER BICYCLE ACCESS TO AND THROUGHOUT THE CRA

The City of Tampa, Walk-Bike Plan (Final Draft Report) completed by the Metropolitan Planning Organization provides specific input and directions for bicycle interconnectivity with the surrounding area. The plan recommends further study for interconnectivity between Hillsborough Avenue, Drew Park, Hillsborough Community College (HCC), and the St. Joseph's-Medical corridor.



Proposed plans include provisions for four foot wide bicycle lanes on both sides of Lois Avenue. Future plans shall include bicycle lanes as part of the roadway for MLK and Tampa Bay Boulevard. Future improvements shall provide for a continuous bike path along Tampa Bay Boulevard connecting with the existing bicycle facilities along Air Cargo Road.

Bicycle access throughout the remainder of the community shall be provided by shared access to the vehicular roadway.

### 3.1.3 ENCOURAGE LOW IMPACT DEVELOPMENT (LID) PRACTICES



As communities struggle with the impact of development on our natural resources, there is a growing understanding on how new techniques can reduce stormwater run-off while at the same time providing greater benefits to our groundwater supplies and reducing long term maintenance needs. This new strategy is referred to as Low Impact Development (LID). LID principals incorporate a variety

of design techniques that when combined with walkability strategies can provide for an attractive street environment. These, in turn, contribute to redevelopment efforts with the goal of reducing long term maintenance obligations. The following strategies should be considered as design options on future streetscape construction projects.

Narrow Street Widths - reduction of street widths helps slow traffic and it reduces the amount of impervious pavement. Increased access to permeable soils provides greater opportunities for percolation and helps to reduce stormwater run-off. Where excess pavement exists, proposed improvements should



Example of planted swale image

evaluate if that pavement can be removed and replaced with natural soil.

Swales - swales are vegetated open channels designed to accept sheet flow runoff and convey it in a broad shallow flow. The intent of swales is to reduce stormwater volume through infiltration, improve water quality through vegetative and soil filtration, and reduce flow velocity by increasing channel roughness. In the

simple grassed form, they have been a common component of road design. Additional benefit can be attained through more complex forms of swales, such as those with amended soils, gravel storage areas, underdrains, weirs, and diverse native vegetation. Swales are not always the appropriate solution and, in fact, may become a problem when too many driveways exist. But when swales are properly designed and constructed, they provide the opportunity for stormwater to percolate into the existing soils rather than being transferred off site to a stormwater retention pond. This percolation can help to restore groundwater supplies and filter heavy metals and improve the overall water quality for the local community.

Development of planted swales (bio-swales) as part of the Drew Park streetscape master plan will require continued research on the maintenance that is required as part of this type of system. Future projects should investigate opportunities for bio-swale incorporation.



Curb inlets



### 3.1.4 INTRODUCE PUBLIC ART

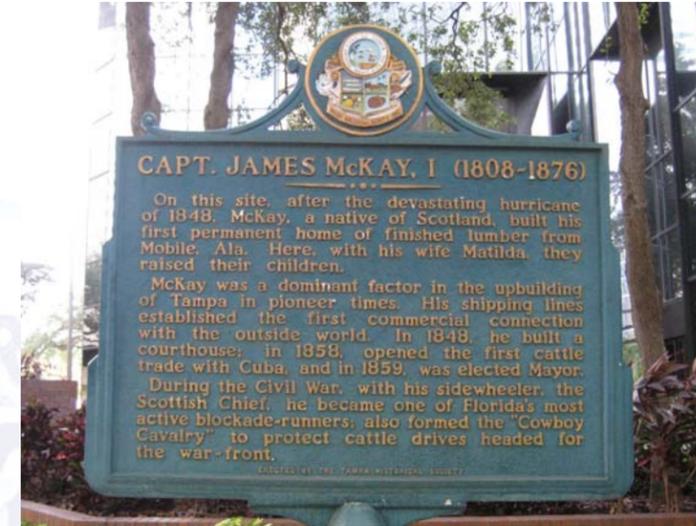
Public art can provide a visual portal into the heart of a community. For places like Drew Park, public art can be the vehicle that begins to define the community, create a new sense of place, and stimulate economic development. This master plan recommends that the existing public arts program expand to include the Drew Park CRA. Drew Park is ripe to become a community that supports industrial arts, business ventures such as wood craftsmen, and architectural metal works. Possible arts program projects include:



- Traffic Signal Cabinet Painting
- Historical markers
- Functional arts such as bicycle racks, benches, and waste receptacles
- Public Open Space Elements



### 3.1.5 REFLECT ON THE PAST



As outlined in section 2.1 Drew Park has a historical past that is an important part of Tampa's history. However, most residents of the city are unaware of that past. This historical past will be communicated in the following three methods.

#### Historical Markers

Historical markers, common throughout the City, will be placed at appropriate locations within the community. The location and content will be determined by the CRA.

#### Historical Story

Each year thousands of people park on HCC and Tampa Airport property and walk to events at Raymond James Stadium. The walk is a hot trek across open pavement with little shade or protection from the frequent rains. Streetscape plans for this section of sidewalk include a pedestrian promenade with shade trees, lighting, and seating. The master plan includes the placement of historical elements along this promenade that provide the opportunity for the frequent visitor to read and learn about the history of Drew Park. Also, to provide protection from the sun and rain, the plan includes a future shelter on the northwest corner of the intersection of Dale Mabry Highway and Tampa Bay Boulevard. The shelter would tell about the origin and history of Drew Park.



#### Historical Monuments

There is interest within the Drew Park community to display historical monuments or artifacts that would symbolize the many factors that caused the development of Drew Park. Thoughts and discussions included the placement of historical aircraft that may have been a part of the World War II training that took place at Drew Field, reconstruction of the original gateway for the field, or placement of architectural artifacts that may have been commonly found on the airfield in the past. There is not a consensus of opinion on where or what elements should be displayed and further discussions will be required. It is recommended that future design efforts include local historians, or the Tampa History Museum to determine the best way to represent this past. The master plan identifies the location for historical monuments along Tampa Bay Boulevard inside the round-a-bout and as part of the Tampa Bay median park improvements project.

### 3.2 STREETScape IMPROVEMENTS

Envision a day in the future when you enjoy driving in or through Drew Park. It's a day when the streets are smooth and easy to drive when you don't have to worry about low areas or flooding during a rain. It is easy to find parking and safe to walk to your business or home. The trees have grown to shade the roads and you can easily see where you want to go. At night, it is still easy to see. There are no dark scary places and it feels safe and non-threatening. If you live in Drew Park it is a place where you can enjoy an evening walk or bicycle ride. There are safe places to take the children to exhaust their endless energy and even you can find an opportunity to meet your friends for a game of basketball or group exercise.

Accomplishing this vision of transforming the community will not happen overnight. It will take time, more effort and, of course, money. The following series of streetscape plans outline proposed improvements for every road within the Drew Park CRA. Because there are so many roads with differing conditions these drawings are intended to provide guidance for a consistent application of street enhancements. Detail design for individual streets should include those elements of this report that are appropriate for the specific location and street condition. To maintain consistency, improvements should adhere to the concepts of this plan and deviations should be avoided. Further, the proposed improvements define enhancements in addition to those typical of a normal transportation project. Therefore, full implementation of this master plan will require coordination of these improvements with future transportation enhancement work within the CRA.



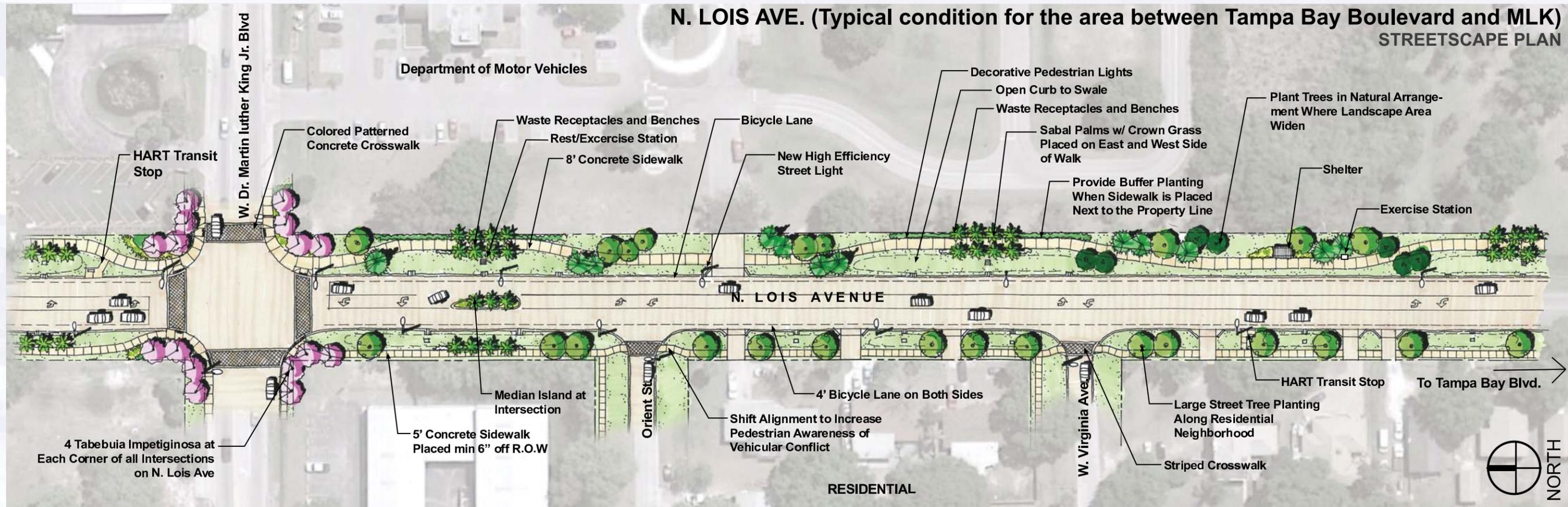
### 3.2.1 LOIS AVENUE

#### LOIS AVENUE STREETScape IMPROVEMENTS OVERVIEW.

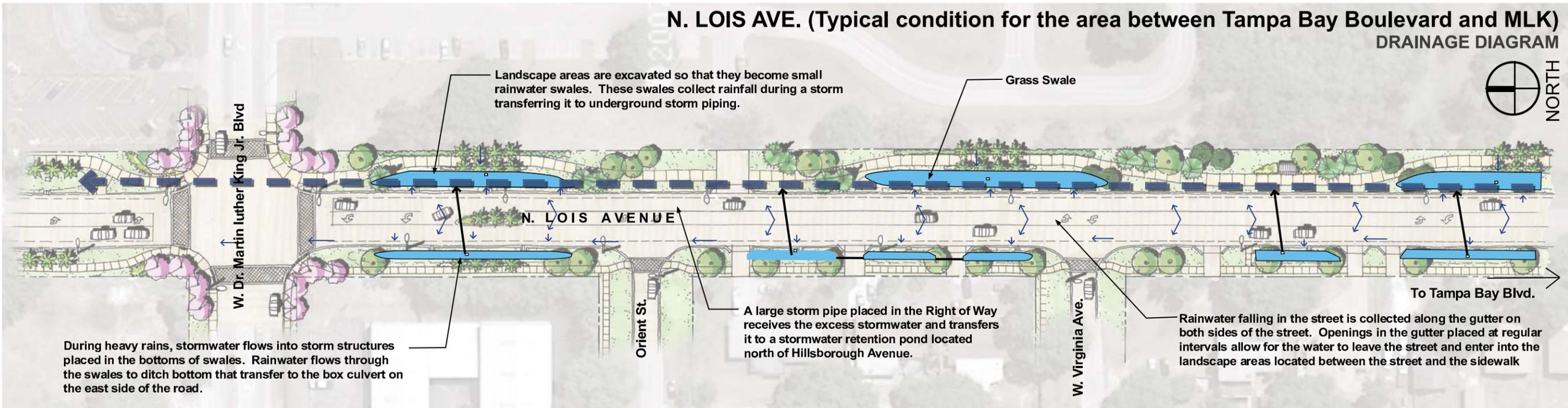
- Due to vehicular volumes and traffic speed, on street parking is considered inappropriate for Lois Avenue.
- Provide an 8 foot wide sidewalk along the east side of Lois Avenue from Tampa Bay Boulevard to Crest Avenue.
- Coordinate sidewalk placement between Crest Avenue and Hillsborough Avenue with proposed pedestrian improvements to Hillsborough Avenue.
- Overhead Utilities on the East side of the road shall be relocated to the east right of way line to avoid conflicts with planned stormwater improvements.
- Median islands are to be located at signalized intersections behind the left turning lane.
- Storm drainage shall be provided by drainage swales located on both sides of the road between the curb and sidewalk.
- Street trees shall include small tree species that will not cause future root problems with the storm drainage system.
- One pedestrian shelter shall be located on the east side of the road near Hillsborough Community College to provide protection from the sun and rain
- Replace existing street lights w/ new high efficiency light fixtures located at the roadway curb.
- Pedestrian walks on the east side of the road shall be lit by a low level decorative light fixture.

- Bus Transit stops shall be provided a concrete pad with community standard bench, bicycle rack and trash receptacle.
- Landscape improvements shall include: street tree planting, grass swales, limited shrub massing to protect tree planting, shrub massing at lighted intersections.
- Curb inlets shall allow for stormwater run-off from the street to access the grass swales.
- Ditch bottom inlets shall be installed at the grade of the bottom of the swale.
- Decorative benches and trash receptacles shall be provided at appropriate intervals on Lois Avenue.

Coordinate with the city on placement of street furnishings.



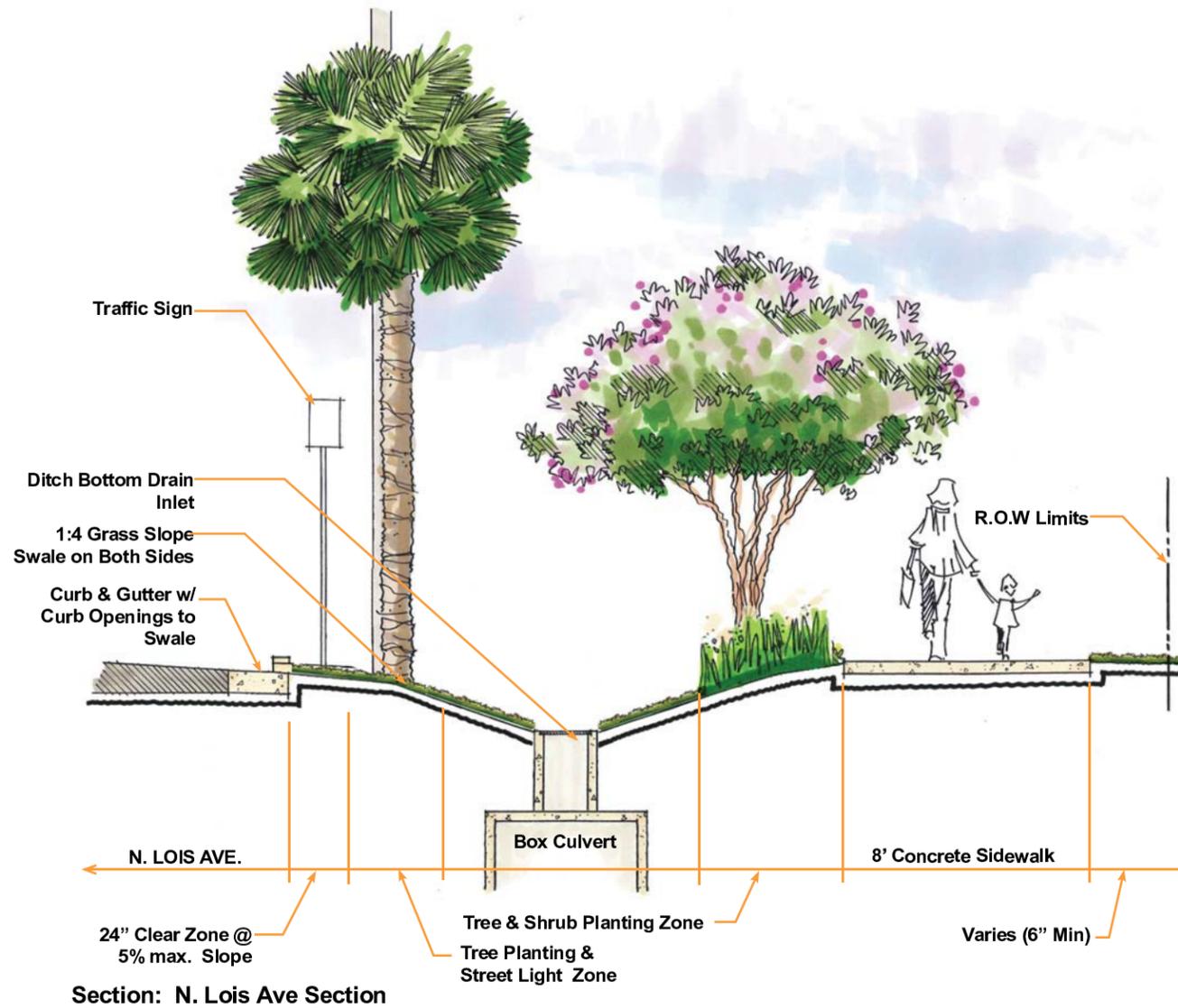
# N. LOIS AVE. (Typical condition for the area between Tampa Bay Boulevard and MLK) DRAINAGE DIAGRAM



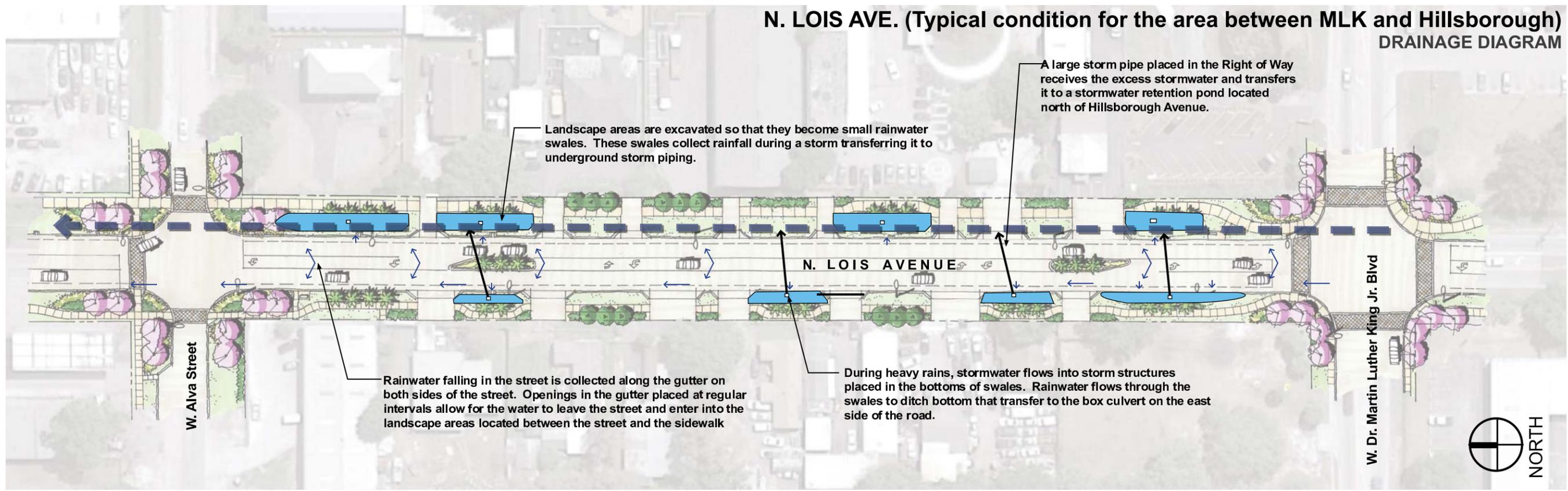
During heavy rains, stormwater flows into storm structures placed in the bottoms of swales. Rainwater flows through the swales to ditch bottom that transfer to the box culvert on the east side of the road.

A large storm pipe placed in the Right of Way receives the excess stormwater and transfers it to a stormwater retention pond located north of Hillsborough Avenue.

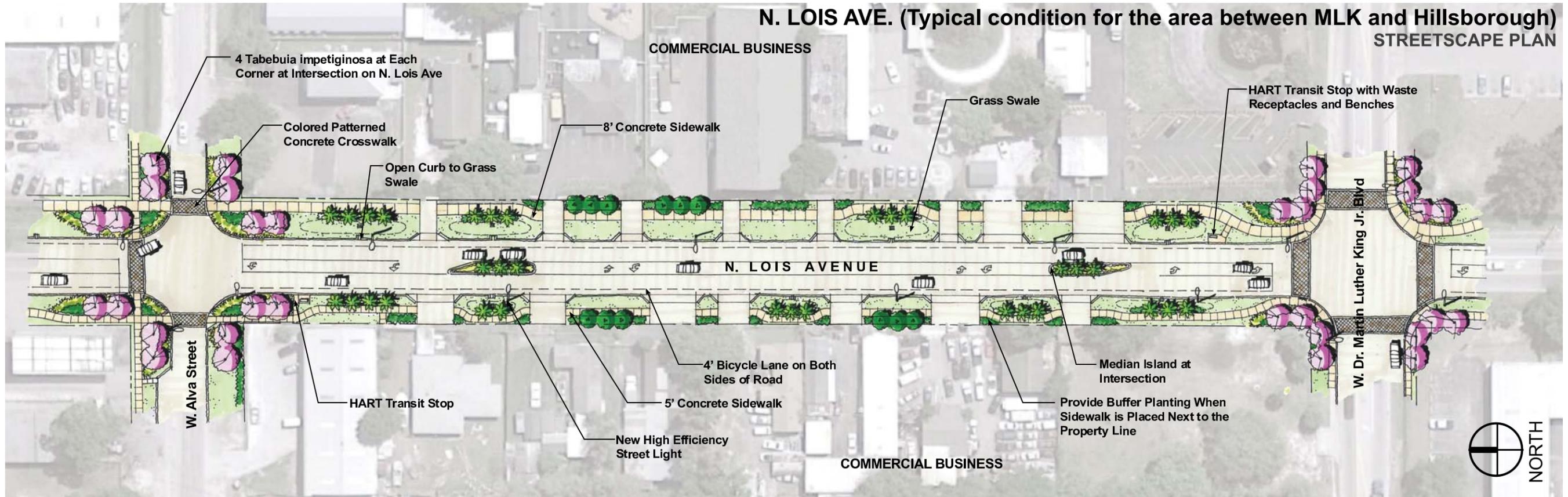
Rainwater falling in the street is collected along the gutter on both sides of the street. Openings in the gutter placed at regular intervals allow for the water to leave the street and enter into the landscape areas located between the street and the sidewalk



**N. LOIS AVE. (Typical condition for the area between MLK and Hillsborough)  
DRAINAGE DIAGRAM**



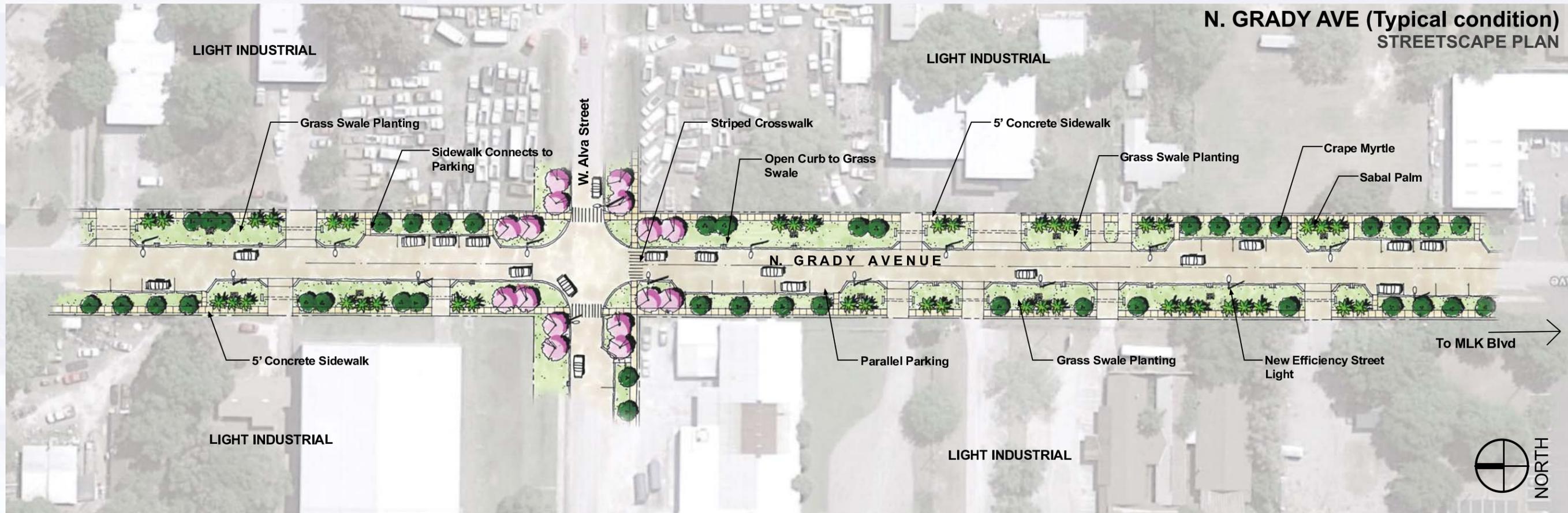
**N. LOIS AVE. (Typical condition for the area between MLK and Hillsborough)  
STREETSCAPE PLAN**

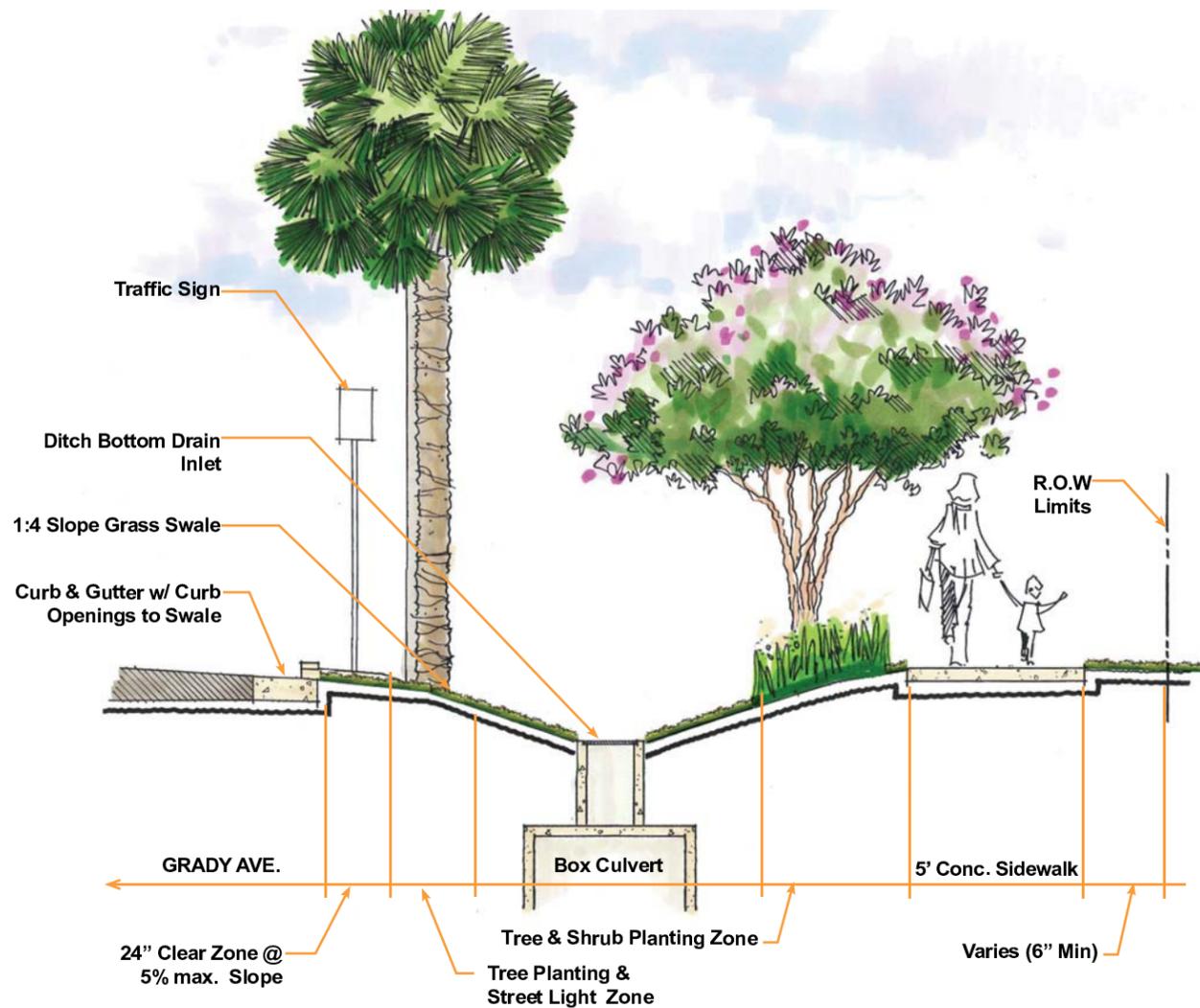


### 3.2.2 GRADY AVENUE

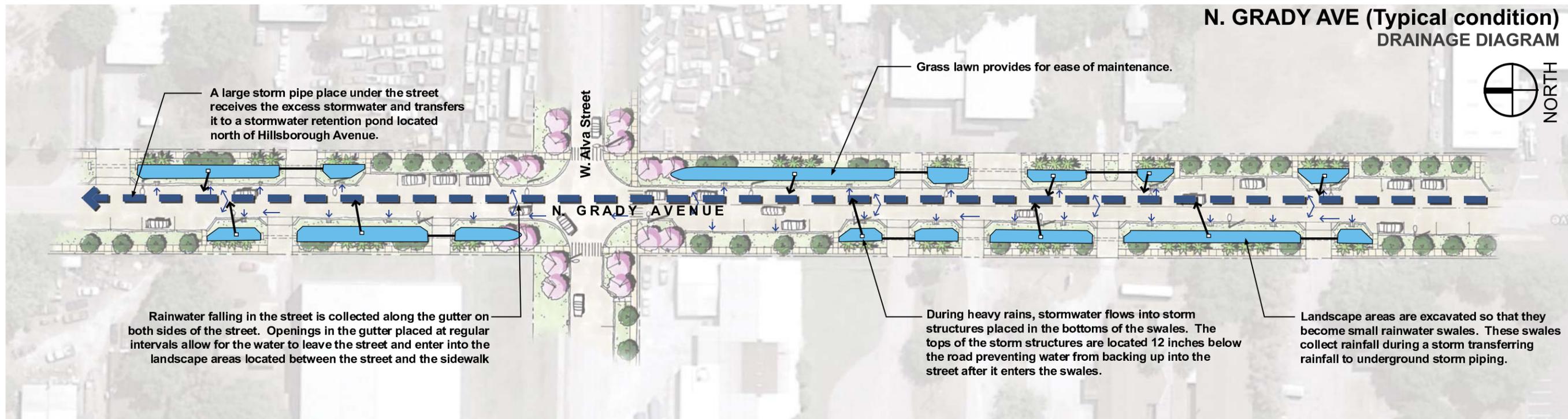
#### GRADY AVENUE STREETScape IMPROVEMENTS OVERVIEW.

- Daily use Parallel Parking shall be provided on both sides of the street where possible.
- A five foot wide sidewalk shall extend the length of the road from MLK to Crest Avenue.
- Curb inlets shall allow for stormwater run-off from the street to access the grass swales.
- Storm drainage shall be provided by drainage swales located on both sides of the road between the curb and sidewalk.
- Ditch bottom inlets shall be installed at the grade of the bottom of the swale.
- New street lighting shall include TECO lighting in accordance with the City of Tampa agreement. No pedestrian or special landscape lighting is included for Grady Avenue.
- Landscape improvements shall include: street tree planting, grass swales, limited shrub massing to protect tree planting.
- Include crosswalks at unsignalized intersections.





Section: N. Grady Ave Grass Swale Section

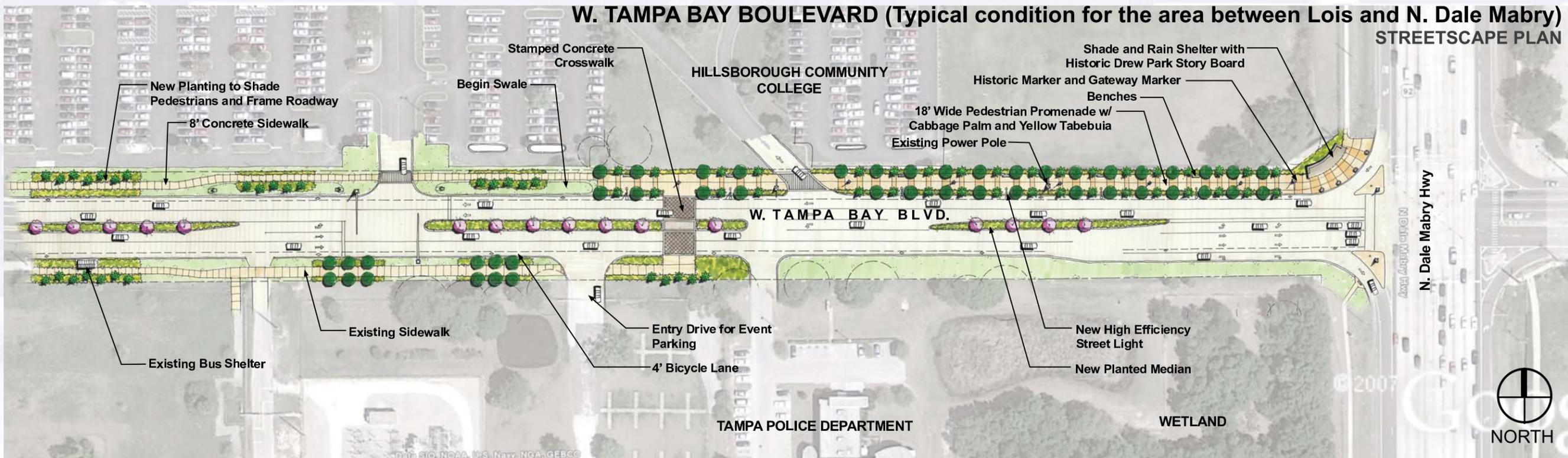


### 3.2.3 TAMPA BAY BOULEVARD

The southern boundary for the Drew Park CRA is located near the centerline of Tampa Bay Boulevard. Tampa Bay Boulevard shall be reconfigured as a boulevard connection to Air Cargo Road along the southern limits of the CRA. The boulevard shall be modified to add new medians and traffic lanes to provide greater access to HCC and to provide greater traffic access between Air Cargo Road and Dale Mabry Highway. A pedestrian promenade with tree covered walks, seating, pedestrian level lighting will create an attractive entry drive for HCC and an attractive walk to Raymond James Stadium.

#### Dale Mabry Highway to Lois Avenue

- Reconstruct sidewalk from HCC entry to Dale Mabry as pedestrian promenade.
- Pedestrian promenade shall have tree planting to shade walks.
- Provide covered canopy with Historic story at intersection of Dale Mabry and Tampa Bay Boulevard.
- Provide Waste Receptacles and Benches at back of sidewalk.
- Separate pedestrians from the street with at grade tree planters.
- Provide 8' wide sidewalk on north side of the road connecting the promenade with Lois Avenue.
- Replace Bus Shelters with "Drew Park Shelter" to be designed to match with the pedestrian shelters along Lois Avenue.
- Where possible and not in conflict with HCC turning lanes, add 12' wide tree planted median with planting from round-a-bout to Dale Mabry. Planting shall match Cargo Road Planting.
- Street lighting shall be decorative lighting to match Lois Avenue. Pedestrian level lighting shall be installed along the pedestrian promenade.

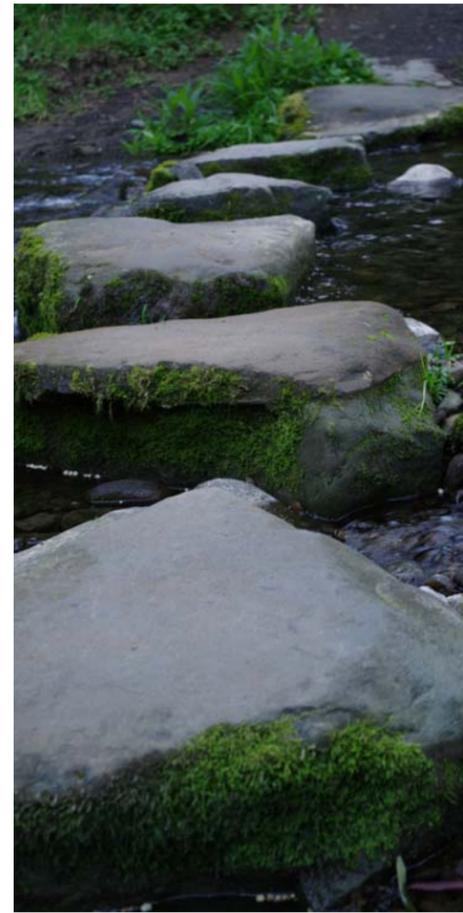


### 3.2.3 TAMPA BAY BOULEVARD

#### Lois Avenue to Air Cargo Rd

The existing median appears to have been a part of the original entry to the Drew Park Airfield. It includes several beautiful Live Oak trees that should be preserved as part of the community. The median provides the opportunity to construct a linkage between Lois Avenue and the Cargo road pedestrian improvements. It also provides attractive, much needed green space that can be enjoyed by the Drew Park community as a linear park recreational area and adds an overall beautification element to the CRA district.

- Re-grading the existing ditch to provide a wide planted swale.
- 8' wide curvilinear walk that crosses the swale providing opportunities for pedestrian connectivity to the park from the north and south.
- 8-10 parking spaces adjacent to the median for walkers, joggers, and picnickers.
- Two pre-manufactured bridges to span the canal in alignment with the sidewalk.
- Pedestrian lighting along the pedestrian walk through the median.
- 8' wide sidewalk from Air Cargo Rd to Lois along the north side of the road.
- Street lighting for east and west directional traffic lanes.
- Provide seating areas as indicated as well as decorative benches and trash receptacles as appropriate.



### 3.2.4 DR. MARTIN LUTHER KING JR. BOULEVARD

#### Dale Mabry Highway to Lois Avenue

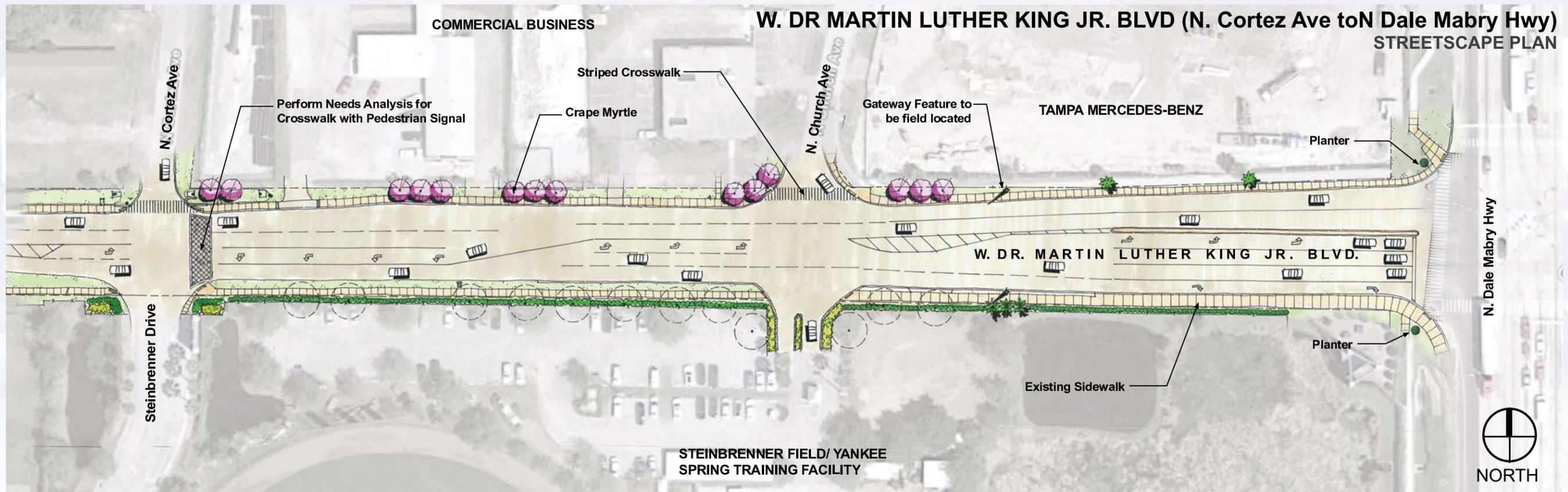
- Construct new sidewalks along the south side of the street between Lois Avenue and Cortez.
- Replace existing sidewalk on north side of the street with a new 6' wide sidewalk.
- Add curbing to define roadway and separate pedestrians from traffic. Curbing shall have stormwater openings to allow stormwater drainage to adjacent swales on the north and south sides of the road.
- Provide street tree planting on the north and south sides of the road between Cortez and Lois.
- Street lighting on north and south sides of the road.
- Two gateway features shall be placed opposite each other on the north and south sides of the road to be located in the field as appropriate for line of site.

#### Lois Avenue to Air Cargo Road

The specific design for this section of road cannot be determined at this time. The final design will be determined by the City of Tampa Transportation Department after further review and evaluation.

There are considerable issues affecting the final design including:

- Limited right of way
- Intensive utility use and cost for utility relocation.
- Business dependency on right of way for parking.
- Mature tree canopy along both sides of the road.
- Provide Waste Receptacles and Benches.
- Pedestrian Crosswalk and Pedestrian Signal @ Cortez Ave.



### 3.2.5 BUSINESS CONNECTOR STREETS

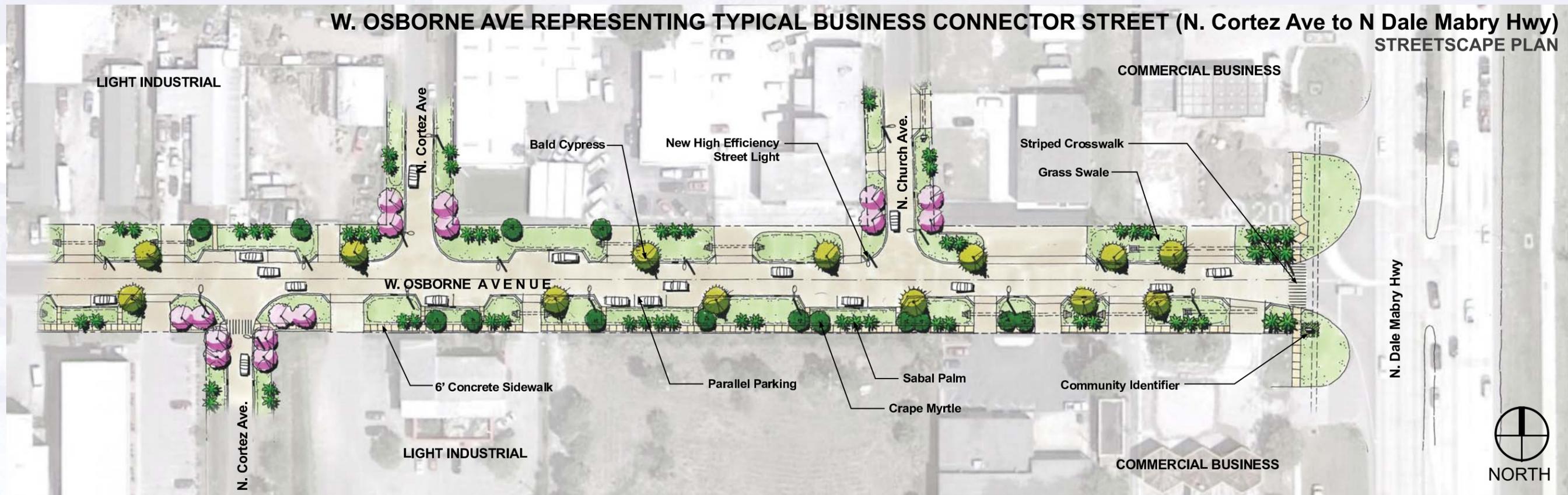
Business Connector Streets are the east-west streets located north of MLK Boulevard. These streets provide easy access to local businesses in the area. They are characterized by wide right of way widths, existing grass drainage swales, existing sidewalks and no curbs. Proposed improvements includes:

- Community Identifier at Dale Mabry intersection.
- New 6' Sidewalk on one side of street between Lois and Dale Mabry.
- Type D Curb with openings to swale areas.
- Street Tree Planting
- New Street Lighting
- No Irrigation
- Opportunity for Bio-swales after further analysis.

### 3.2.6 LOCAL BUSINESS STREETS

Local business streets include streets north of MLK that are accessed by the business connector streets. These streets have narrower right of ways, lower traffic volumes, and higher numbers of street parking. Emphasis is placed on street parking. Improvements will generally match the design for Grady Avenue. Improvements include:

- Continuous Type D curb with openings to swales
- 5' Sidewalk on two sides of the road if R.O.W. allows, otherwise one 5' sidewalk
- Small Tree Planting
- New Street Lighting
- No Irrigation
- Opportunity for Bio-swales after further analysis.

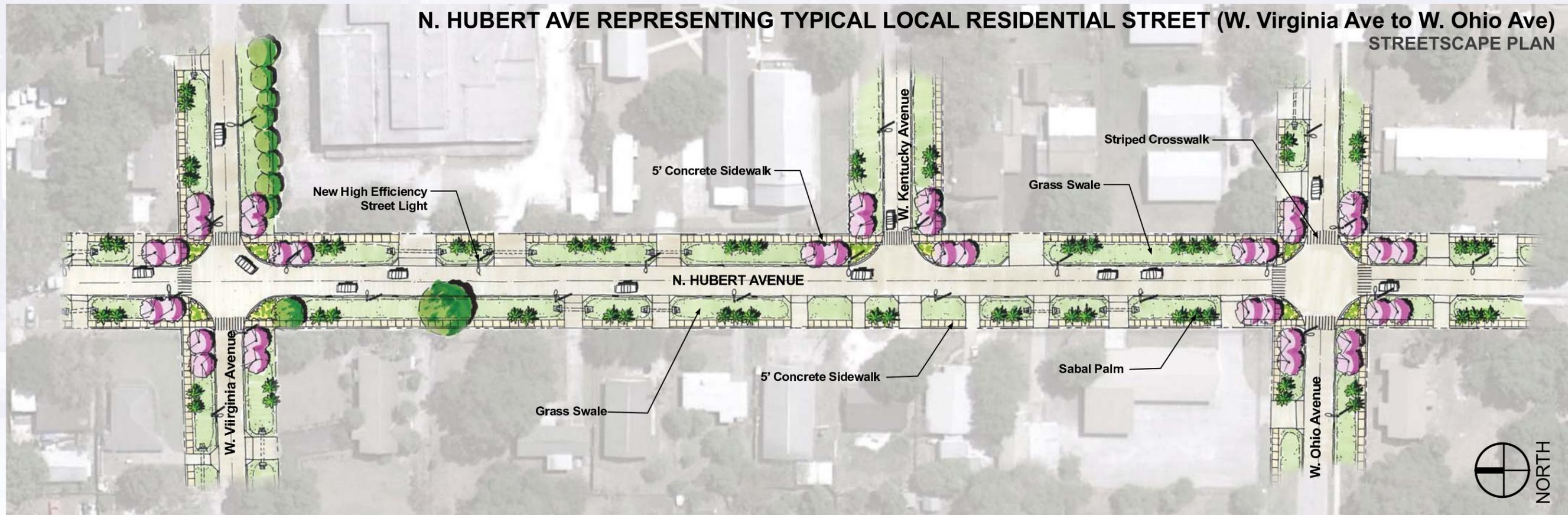


### 3.2.7 LOCAL RESIDENTIAL STREETS

Local Residential streets include streets south of MLK and west of Lois Avenue. Improvements include:

- 5' sidewalks on both sides of the road
- Street tree planting
- No Irrigation
- No shrub planting
- Opportunity for Bio-swales after further analysis.

**N. HUBERT AVE REPRESENTING TYPICAL LOCAL RESIDENTIAL STREET (W. Virginia Ave to W. Ohio Ave)**  
STREETScape PLAN

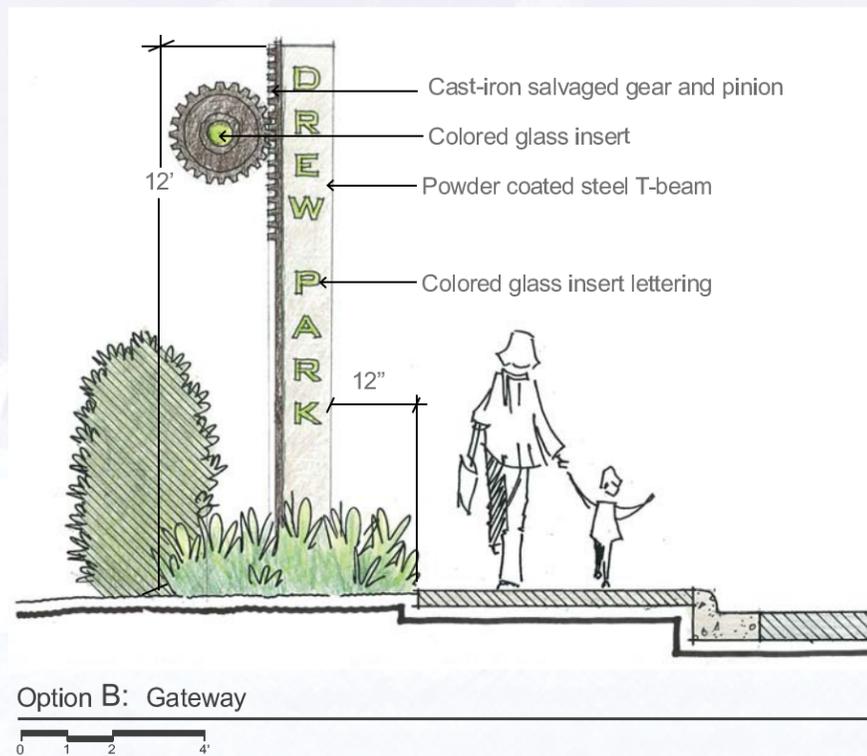
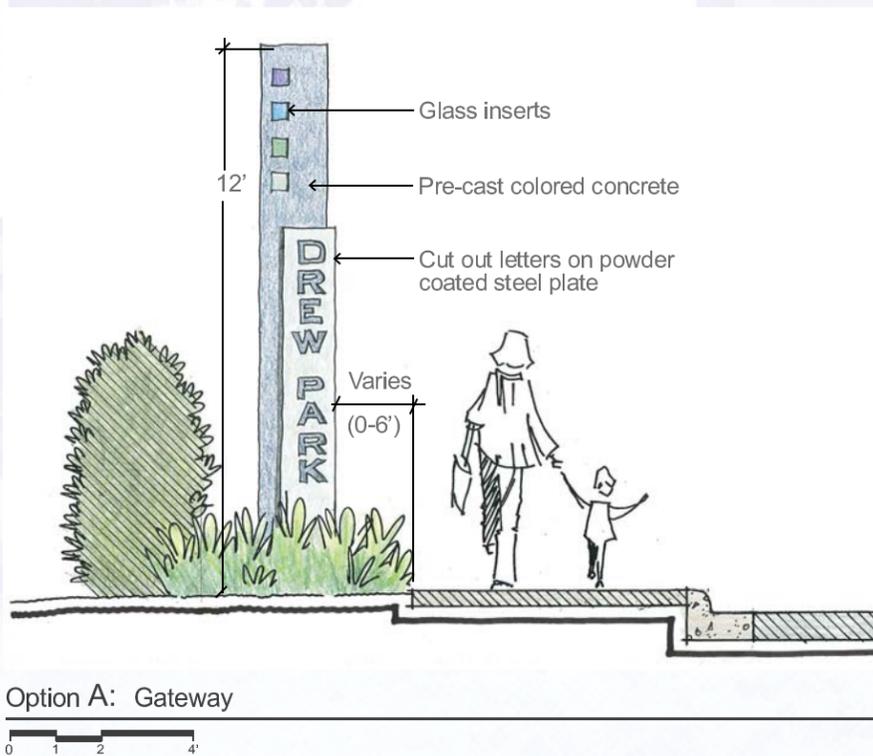
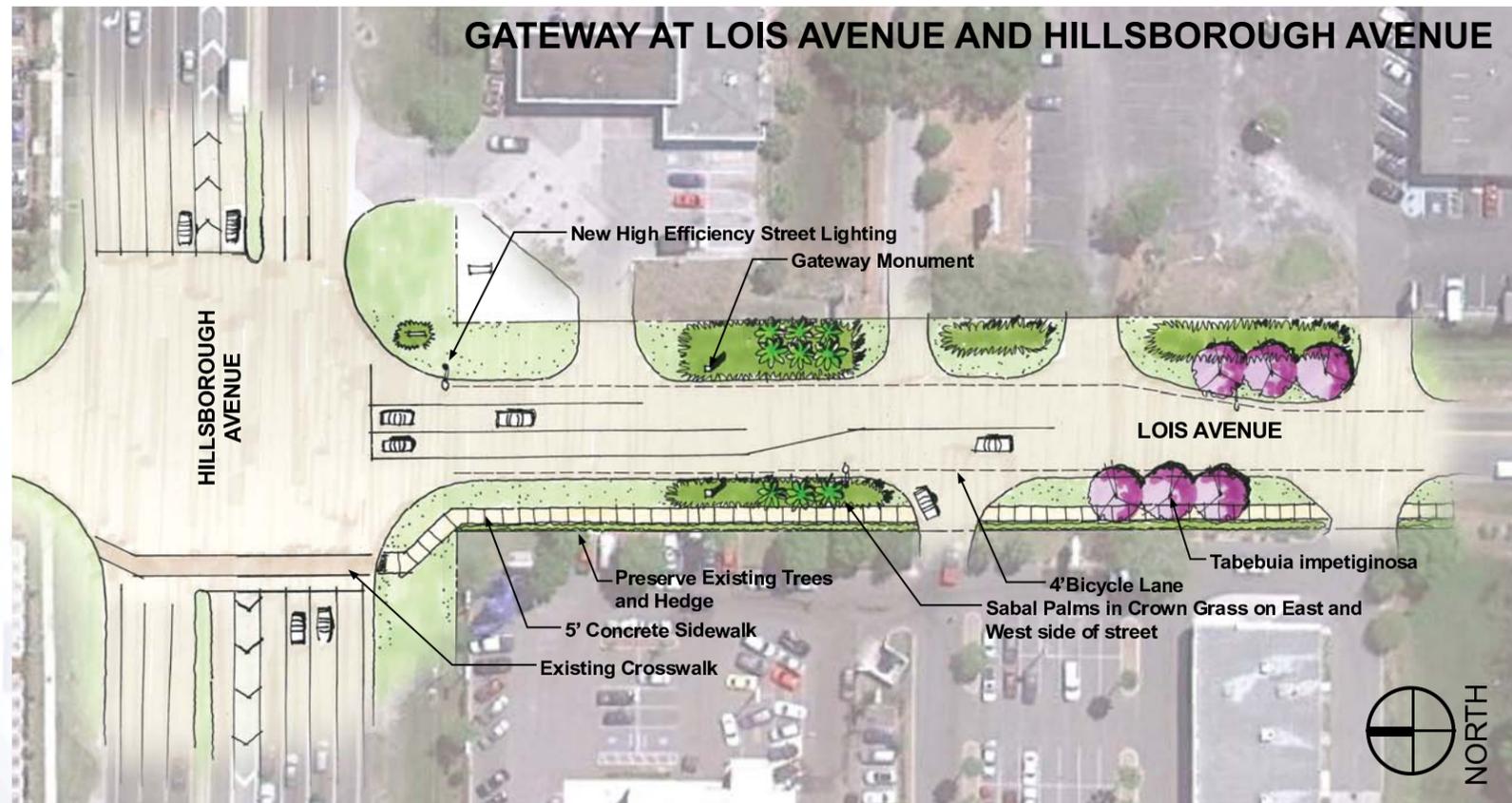


### 3.3 COMMUNITY IDENTITY

#### 3.3.1 GATEWAYS

Gateway entry monuments will be located at the following intersections:  
 Dale Mabry Highway and Dr. Martin Luther King Jr. Boulevard  
 Lois and Hillsborough Avenue  
 Tampa Bay Boulevard

Two options for the design of these features have been proposed. Both feature a 12' tall by 16" vertical element. Lettering on the element will identify the community as DREW PARK. The features will be simple and represent the industrial character of the community through the use raw concrete and steel materials. The final design for the features will be developed through further discussion with the community and the City of Tampa.



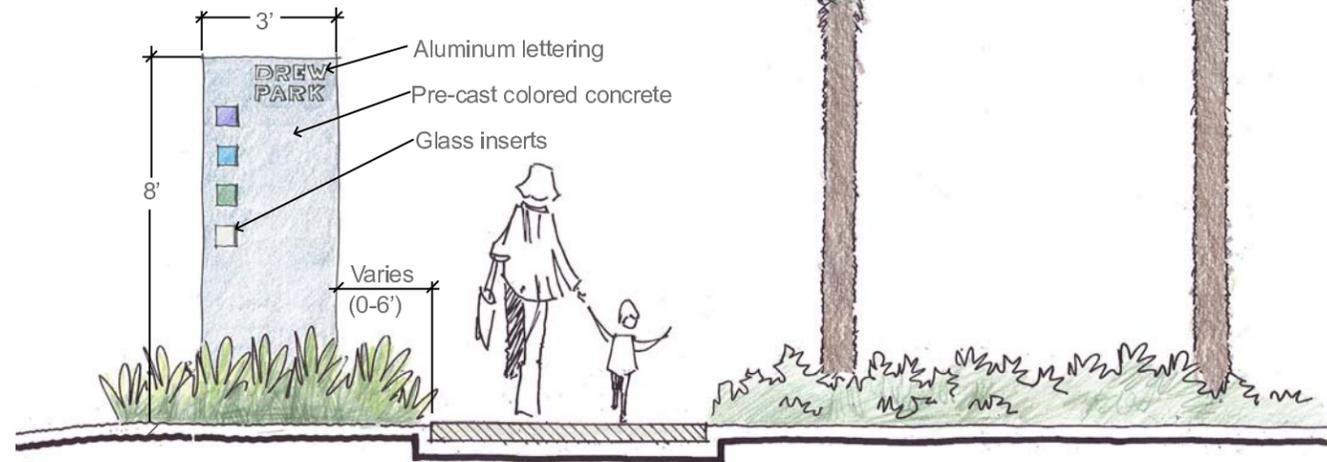
### 3.3.2 COMMUNITY IDENTIFIER

Community identifiers are designed to define the eastern edge of the community. They will be located at the intersections of Dale Mabry and W. Alva St., W. Cayuga St., W. Osborne Ave., and W. South Street.

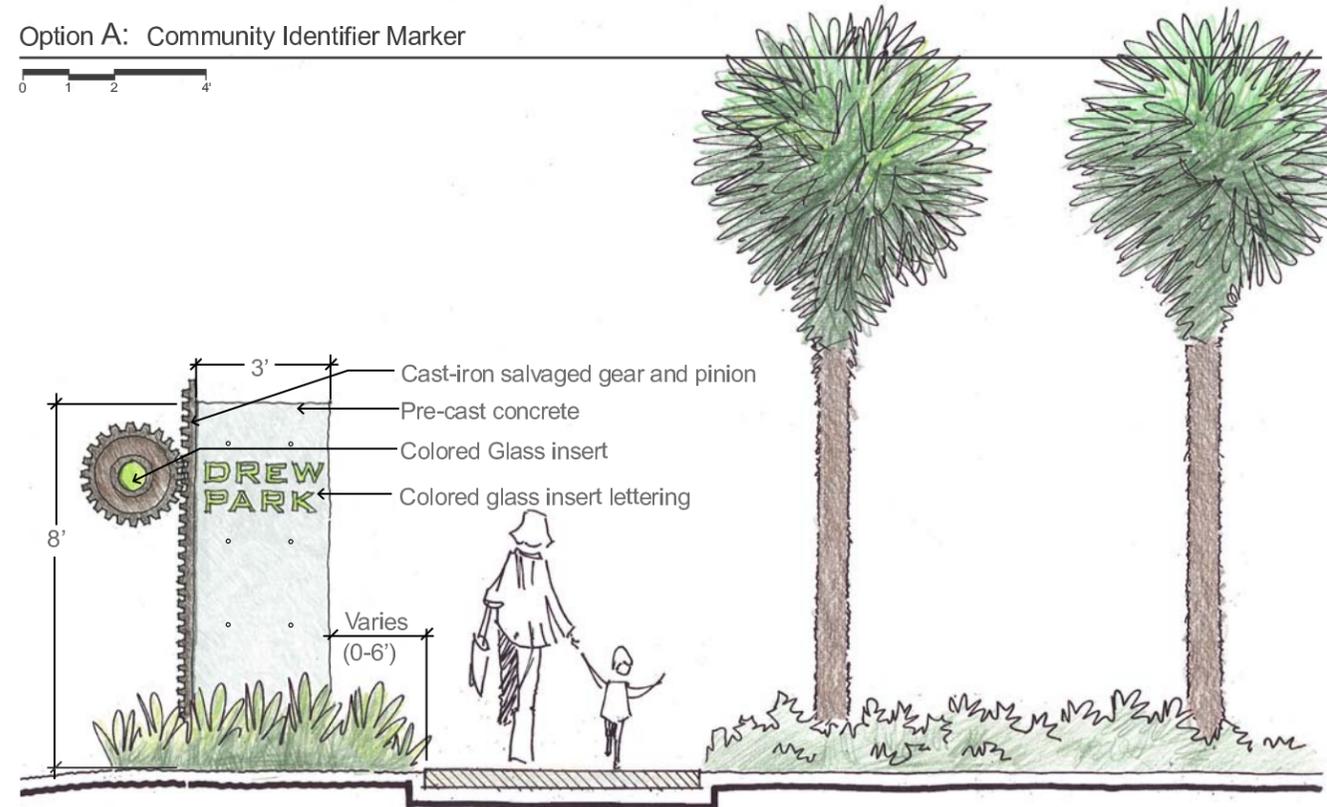


#### LEGEND

-  Community Identifier Marker
-  Gateway Marker
-  Historical Marker



Option A: Community Identifier Marker



Option B: Community Identifier Marker



### 3.4 PARKS AND OPEN SPACE DEVELOPMENT

The master plan provides for the development of the following two parks within the Drew Park CRA.

**Neighborhood Park.** The plan provides for the construction of a 1-2 acre park which will be located within the residential neighborhood south of MLK and east of Lois Avenue. This park will include a child play area and multi-purpose play court.

**Linear Park.** The centerpiece of the future Drew Park is a new linear park that will connect the Air Cargo Road with Tampa Bay Boulevard and Lois Avenue. When complete, this interconnected green space will serve as a common linkage point for all pedestrian circulation within the community. The parkway will include a continuous sidewalk and bicycle trail in excess of 3-1/2 miles long. Along the trail, seating, shelters, historic markers and the like will engage walkers and provide an opportunity to make sure that the history of Drew Park is well understood. Today it is impossible to imagine taking a walk or taking a bicycle ride around Drew Park. However, when complete, residents and business owners will be able to enjoy the outdoors just like many other communities in the Tampa Bay region.



## 4.0 COMMUNITY DESIGN STANDARDS

The following design standards are provided by way of example for the development of a consistent standard throughout the community. Further refinement of the standards shall occur as part of the development of final designs for initial phases of the implementation of this master plan. Major deviations from the standards identified are discouraged.

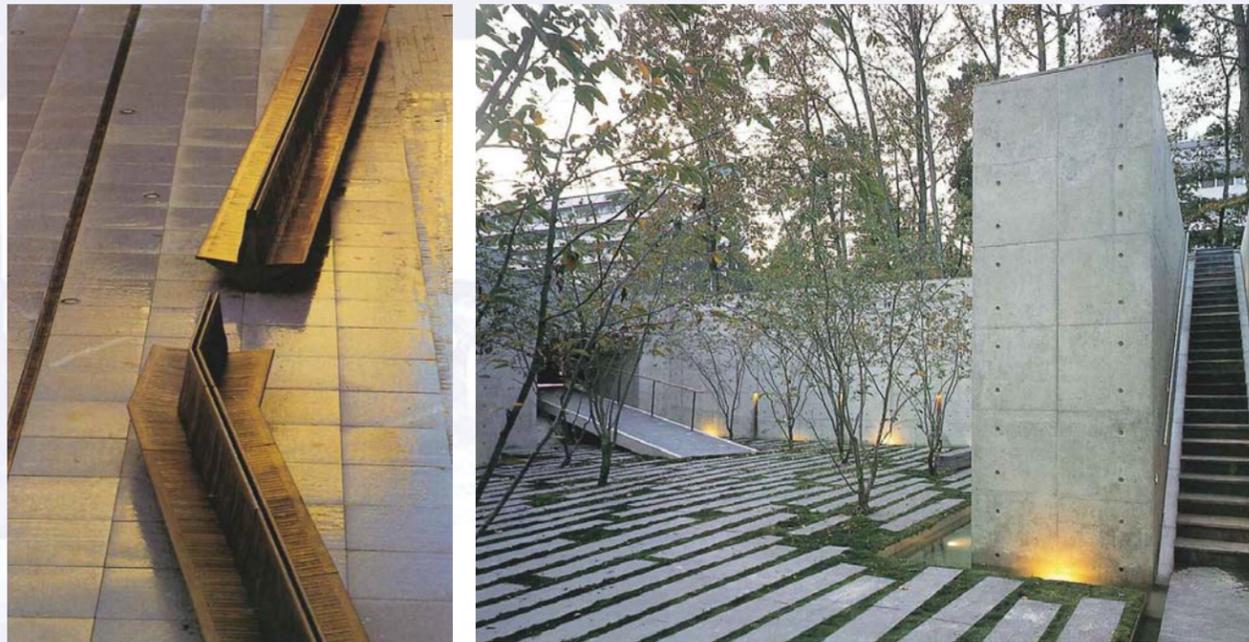
### 4.1 HARDSCAPE MATERIALS

Materials should reflect the historical working environment of the Drew Park area and be tough, practical and beautiful. Materials such as glass, steel, woven wire, piping and concrete speak to the core of the community and help to communicate identity for Drew Park that is unique.



Colors should reflect a durable and sustainable environment. They should blend well with the surroundings allowing the strength of the consistent approach to a color palette to speak louder than individual elements or feature

Forms should be simple expressions of community strength. Fancy or traditional forms with excessive detail should be avoided in favor of simple shapes that use core materials in graceful methods.



### 4.1.1 SIDEWALKS

Sidewalks must always provide pedestrians with a safe walking environment throughout the community. The minimum width of sidewalks shall be 5 feet when placed away from the adjacent street. When necessary to place sidewalks at the edge of the road, the sidewalk shall be a minimum width of six feet and separated from the road by a vertical curb. All sidewalks shall be constructed of standard grey cement, with a medium broom finish perpendicular to the direction of traffic. Colors and surface patterns or aggregates shall be used in the CRA. In areas where vehicles will cross sidewalks, the concrete shall be 6 inches thick.



#### 4.1.2 CROSSWALKS

Two types of crosswalks can be used in the Drew Park CRA, decorative and striped.

Decorative Crosswalks shall be used for all pedestrian crossings on Lois Avenue, MLK Boulevard, and Tampa Bay Boulevard. Decorative crosswalks shall be stamped concrete paving. The surface pattern shall be Bomanite running bond granite. The finish color shall be determined during the design of Lois Avenue. All future projects shall match the final selected pattern and color to be determined during future design efforts.

Striped Crosswalks shall be provided at all other intersections where sidewalks allow for pedestrian crossing. Striped sidewalks shall be two standard 12" wide thermoplastic stripes placed at 8' on center in alignment with the sidewalk.



#### 4.1.3 CURBING

Curbing shall be placed at the edge of all pavement for all streets north of MLK boulevard and at the intersections of all streets south of MLK Boulevard. Curbing shall be similar to FDOT type 'D' curb. Curbing throughout Drew Park shall be exposed a minimum of 6" on both the street and landscape side with regular openings to allow stormwater to pass through the curb to the adjacent drainage swales. Curbing shall be constructed of standard grey cement.





**BENCH**

Model: Bevel Bench (SBBVL)  
 Manufacturer: Forms + Surfaces  
 Material: TAKTL Ultra High Performance Concrete  
 Color: Grey Concrete



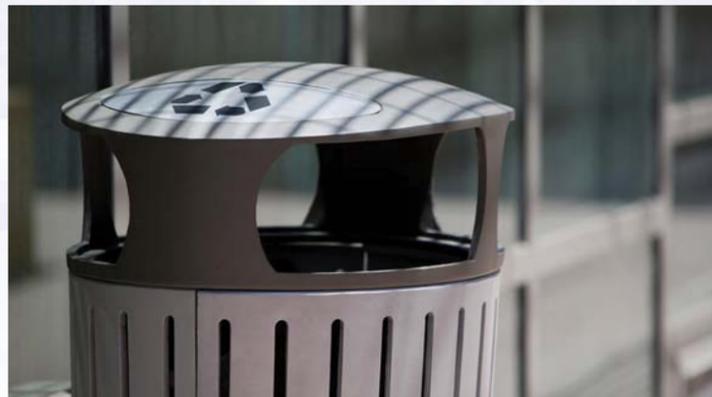
**BIKE RACK**

Model: Capital Bike Rack  
 Manufacturer: Forms + Surfaces  
 Material: Corrosion resistant cast aluminum  
 Color: Aluminum Texture



**PLANTERS**

Model: Bevel Planter  
 Manufacturer: Forms + Surfaces  
 Material: TAKTL Ultra High Performance Concrete  
 Color: Grey Concrete  
 Size: 52”L X 18”D X 17”H



**TRASH RECEPTACLES**

Model: Dispatch Receptacle  
 Manufacturer: Forms + Surfaces  
 Material: Body and Lid are made of solid cast aluminum with powdercoat finish  
 Color: Aluminum Texture

### 4.3 PLANT MATERIAL

Street tree and landscape planting have proven to be among the most cost effective methods to improve the appearance and perceived quality of a community. The master plan proposes an ambitious and sustained street tree planting effort throughout the community. Due to the large number of overhead power lines, street trees shall be carefully selected to insure that trees can develop a natural canopy without requiring severe or regular pruning. Trees shall be selected to maintain a consistent pattern of vegetative diversity for each street. Intersections along high traffic areas shall be planted with a consistent pattern of flowering trees as identified in the plans. Large trees shall be limited to areas along the linear park where overhead power lines don't exist. Oak trees shall only be planted where trees have adequate room for root establishment without damage to pavement or buildings. Bald Cypress shall be planted adjacent to proposed drainage swales. Trees should not be planted in the bottoms of swales to avoid disruption to the flow of stormwater as tree trunk caliper and root mound increase.



*Acer rubrum* 'Florida Flame'  
Florida Flame Red Maple



*Ilex cassine*  
Dahoon Holly



*Lagerstromia indica* 'Muskogee'  
Muskogee Crape Myrtle



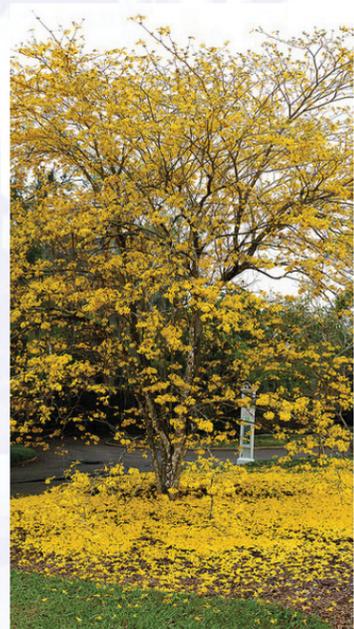
*Pinus elliottii*  
Slash Pine



*Quercus virginiana* 'Cathedral'  
Cathedral Live Oak



*Sabal palmetto*  
Cabbage Palm



*Tabebuia chrysantha*  
Yellow Trumpet Tree



*Tabebuia impetiginosa*  
Pink Trumpet Tree



*Taxodium distichum*  
Bald Cypress



*Ulmus alata*  
Winged Elm



*Magnolia grandiflora* 'Little Gem'  
Little Gem Magnolia

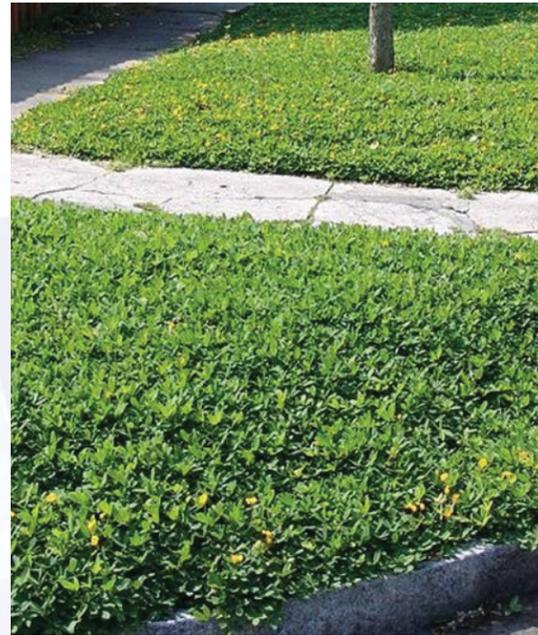


*Viburnum obovatum*  
Walters Viburnum

SHRUBS



Agave Americana  
Century Agave



Arachis glabrata  
Perennial Peanut



Bulbine frutescens  
Bulbine



Galphimia glauca  
Thyralis



Paspalum quadrifolium  
Crown Grass



Raphiolepis indica  
Indian Hawthorn



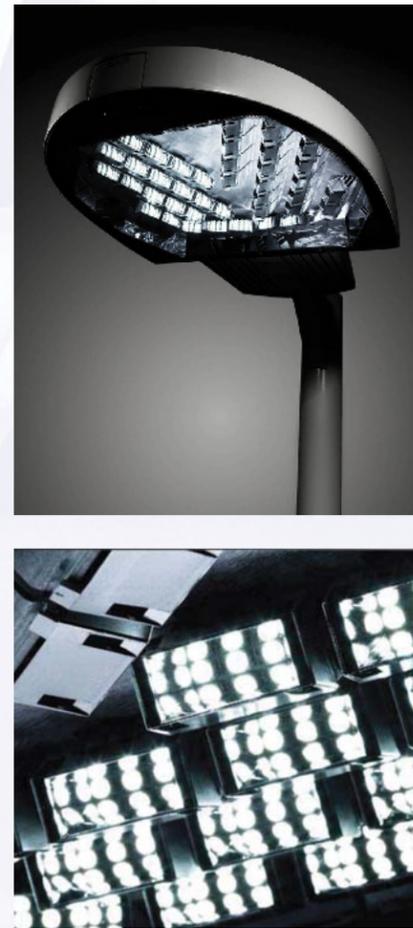
Spartina bakeri  
Sand Cordgrass



Viburnum obovatum 'Mrs Shillers'  
Mrs. Shillers Walters Viburnum

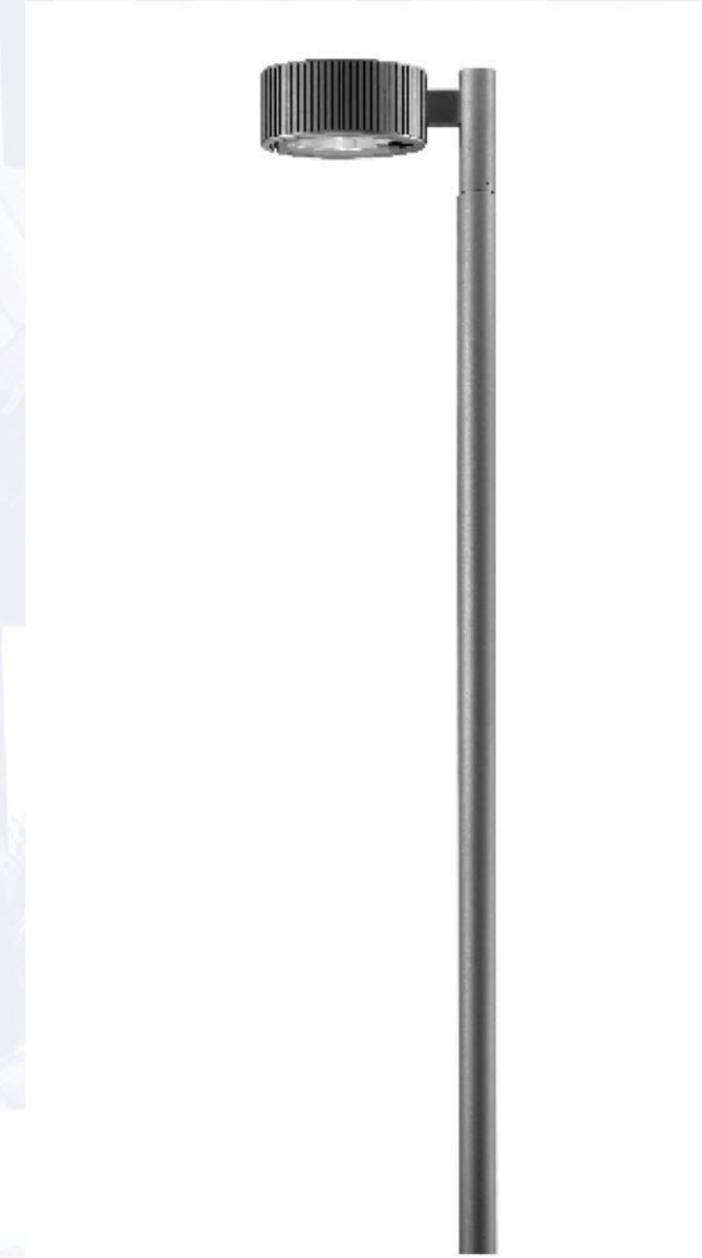
**STREET LIGHTING**

Model: WARP9 LED  
Manufacturer: KIM LIGHTING  
Color: Aluminum Texture Standard Powdercoat



**PEDESTRIAN LIGHTING**

Model: NOVARA 450 OV Pole Mounted Luminaire (LED)  
Pole 15' Round Straight  
Manufacturer: HESS AMERICA  
Material: Aluminum  
Color: Matte Silver Grey Metallic



NOW ALL TOGETHER

## 5.0 COST ESTIMATE

Preliminary estimates of construction costs are very difficult to predict. This is especially true for conceptual master plans which are intended to provide direction for future work based upon very preliminary design ideas and limited site knowledge. Therefore, the following construction costs can best be described as an estimate of the “Order of Magnitude” of associated costs to complete each of the projects outlined in section 3.0.

The following costs include estimated costs for streetscape enhancements described in the preliminary plans that would be over and above the costs included as part of a normal street construction project.

### Project Cost Summary

Project Number	Description	Construction	Design	COT CA & Overhead	Total
1	Dale Mabry Community Identifiers	\$ 46,200.00	\$ 37,770.00	\$ 24,807.66	\$ 108,777.66
2	Tampa Bay Boulevard Median - Lois to Cargo Road	\$ 669,829.23	\$ 143,000.00	\$ 157,272.46	\$ 970,101.69
3	Lois Avenue - Tampa Bay Boulevard to Hillsborough Avenue	\$ 744,589.06	\$ 151,840.00	\$ 171,263.84	\$ 1,067,692.90
4	Grady Avenue	\$ 163,809.45	\$ 75,273.00	\$ 58,622.18	\$ 297,704.63
5	MLK - Dale Mabry to Lois	\$ 109,435.73	\$ 49,246.08	\$ 38,642.63	\$ 197,324.43
6	Business Connector Streets - Alva, Cayuga, Osborne, South, Crest	\$ 845,250.00	\$ 194,407.50	\$ 205,442.41	\$ 1,245,099.91
7	Hubert Avenue & Manhattan Avenue	\$ 422,625.00	\$ 97,203.75	\$ 102,721.20	\$ 622,549.95
8	Tampa Bay Boulevard - Dale Mabry to Lois	\$ 669,829.23	\$ 154,060.72	\$ 162,805.48	\$ 986,695.43
9	MLK - Lois to Cargo Road	\$ 189,000.00	\$ 85,050.00	\$ 66,737.41	\$ 340,787.41
		\$ 3,860,567.70	\$ 987,851.05	\$ 988,315.27	\$ 5,836,734.02

## 6.0 PHASING PLAN

Implementation phasing of the master plan is provided based upon a current understanding of community priorities, funding capabilities, and desire to implement each element of the master plan as efficiently as possible. Project phasing has been divided into the following groups.

### Projects that can be completed within 18-24 months with available funds

1. Dale Mabry Community Identifiers
2. Tampa Bay Boulevard Median - Lois to Cargo Road



### Projects to be completed as part of Stormwater Enhancement Project

3. Lois Avenue - Tampa Bay Boulevard to Hillsborough Avenue
4. Grady Avenue



### Projects that should follow Drainage Improvements

5. MLK - Dale Mabry to Lois
6. Business Connector Streets - Alva, Cayuga, Osborne, South, Crest

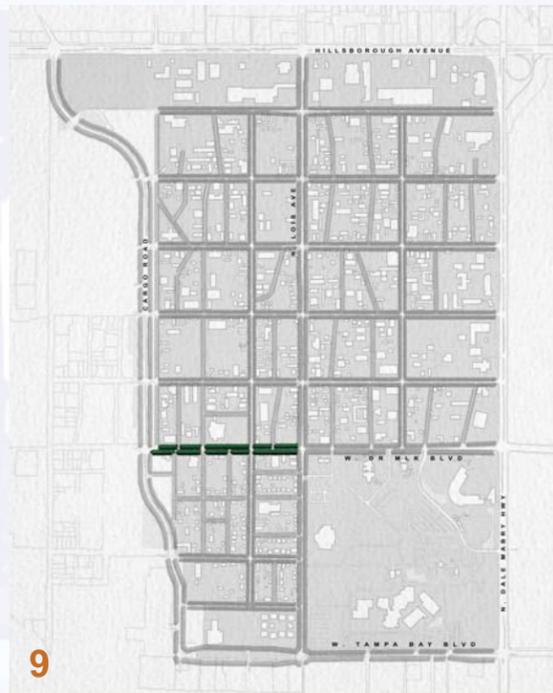
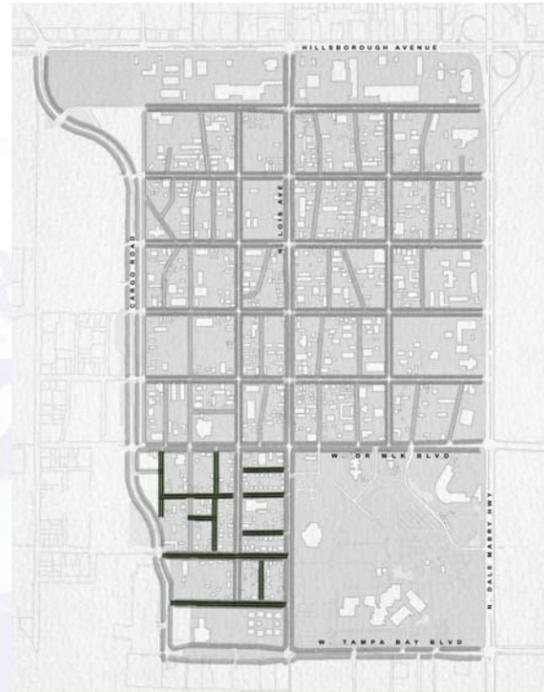
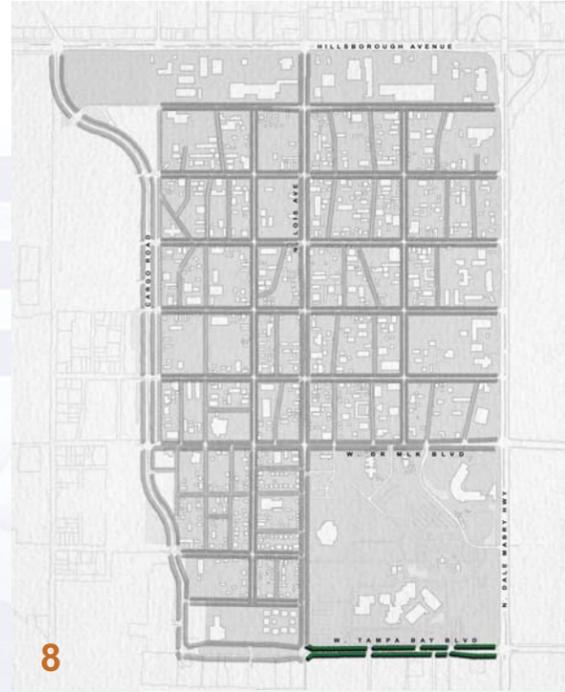


**Projects that will require further study and funding**

- 7. Hubert Avenue, Manhattan Ave
- 8. Tampa Bay Boulevard - Dale Mabry to Lois
- 9. MLK - Lois to Air Cargo Road

**Projects that can be completed as funds are available**

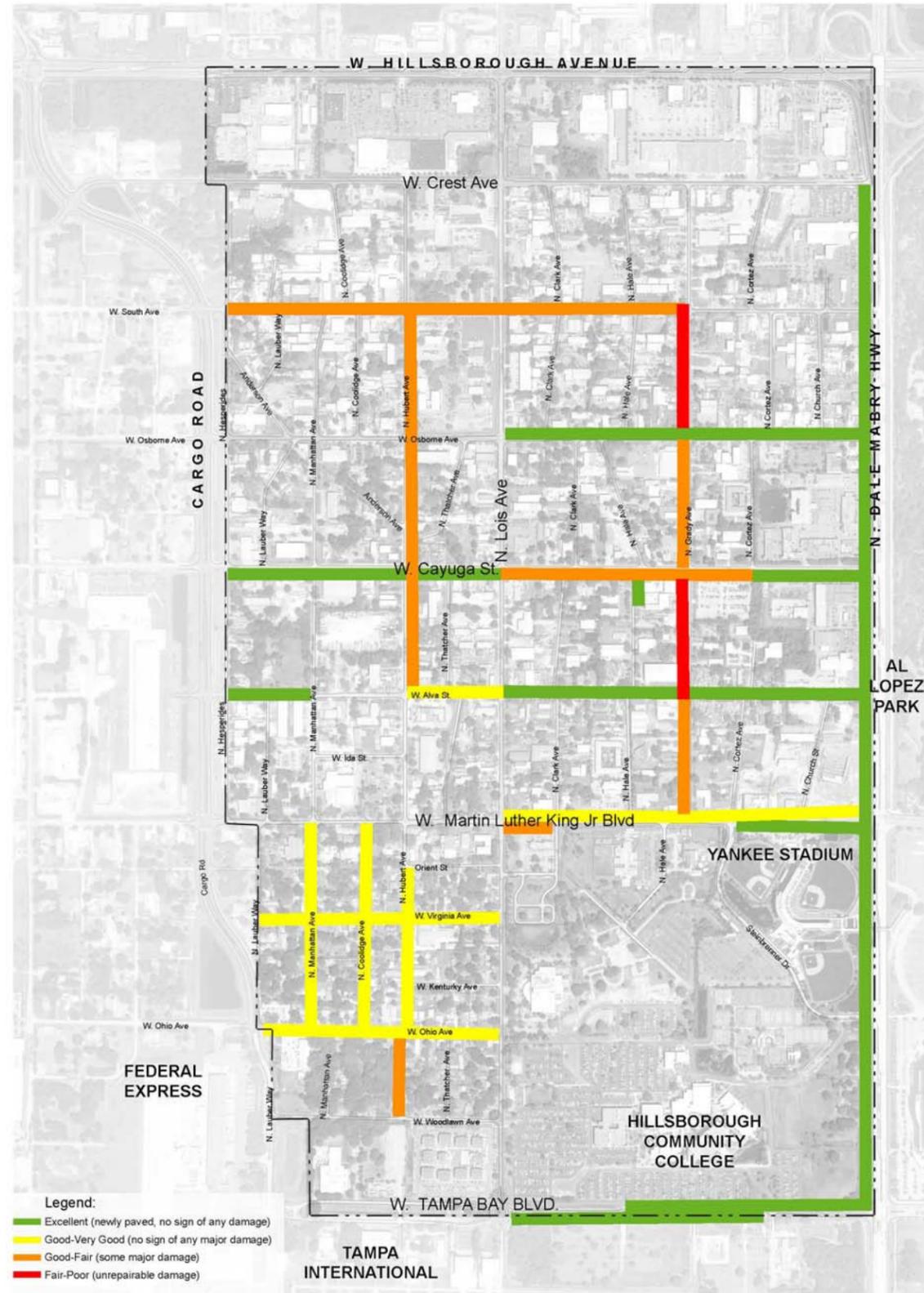
- Community Business Streets (Costs vary)
- Residential Streets (Costs vary)
- Community Park



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# APPENDIX

# EXISTING CONDITIONS



# EXISTING CONDITIONS



**Excellent Condition**  
 Newly paved sidewalks.  
 Sidewalks in excellent condition.  
 No sign of damage.



**Good-Very Good Condition**  
 Sidewalks with some minor cracks or damage.  
 No sign of major damage.



**Good-Fair Condition**  
 Sidewalk with some major cracks or damage.  
 Sidewalks overgrown with grass.



**Fair-Poor Condition**  
 Sidewalks with major damage that may cause pedestrian hazard.  
 Sidewalk with overgrown with grass.  
 Major cracks beyond repairable.

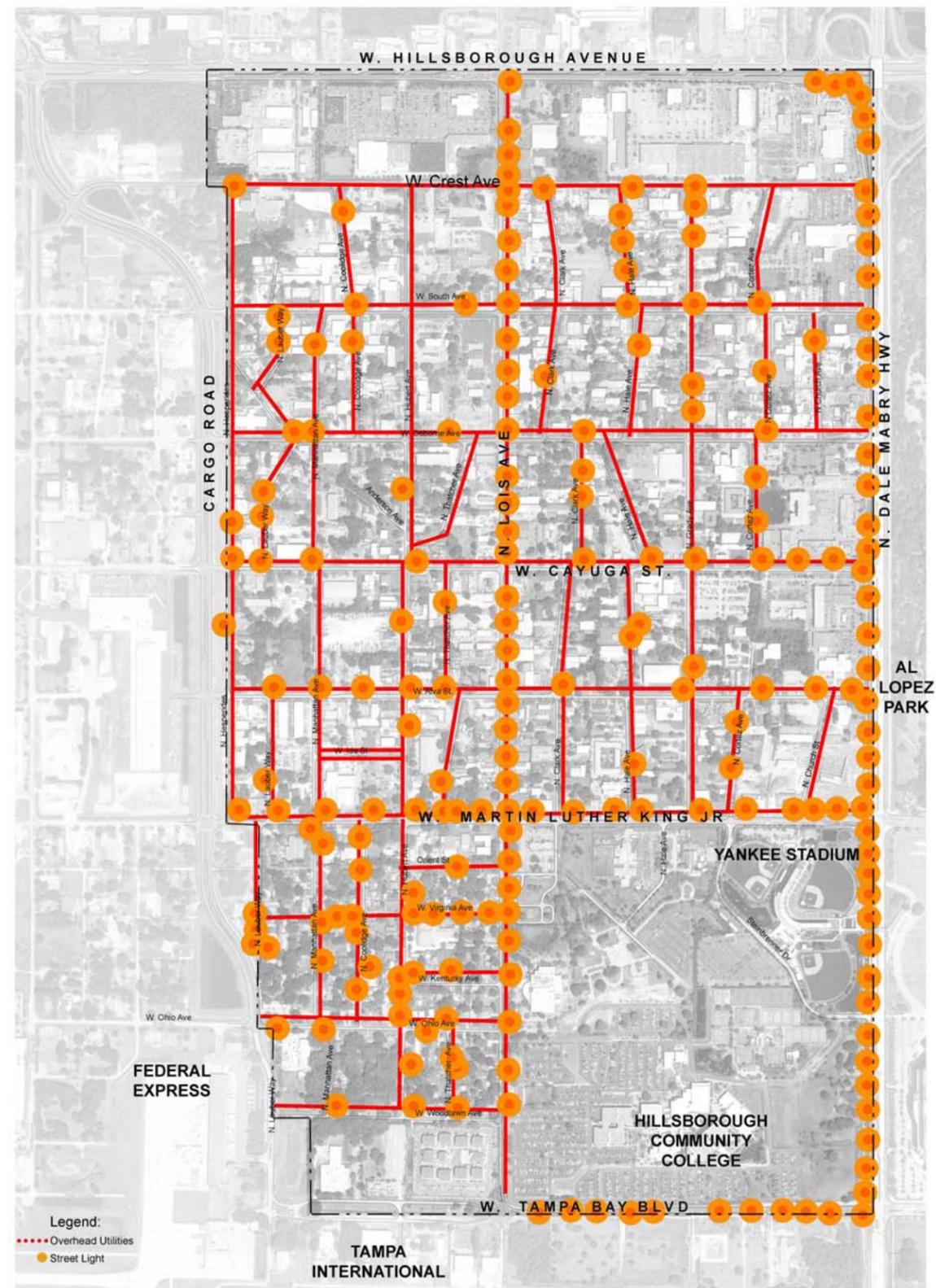


**Other Notable Conditions**  
 Sidewalks in the Drew Park area are very limited. Many are not maintained and overgrown. Some end before reaching the intersection. Example is the one W Ohio Ave. and N Lois Ave. There are signs of damage to newer sidewalk where high/heavy vehicular traffic. Sidewalks are in poor condition where it is adjacent and flushed with roadway. There are signs of med-high pedestrian traffic (cow path) along N Lois Ave. from W Hillsborough Ave to Hillsborough Community College. At major intersections such as MLK and N Lois, sidewalks are adjacent to roadway with a six inch curb.

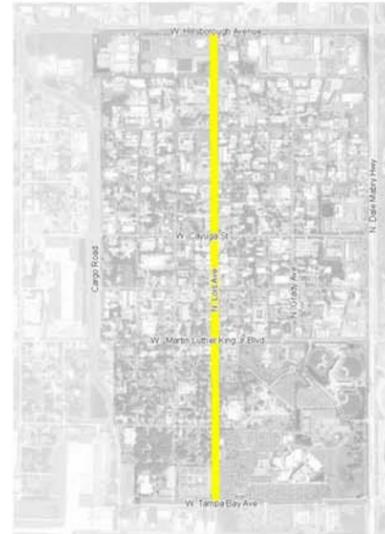
EXISTING CONDITIONS



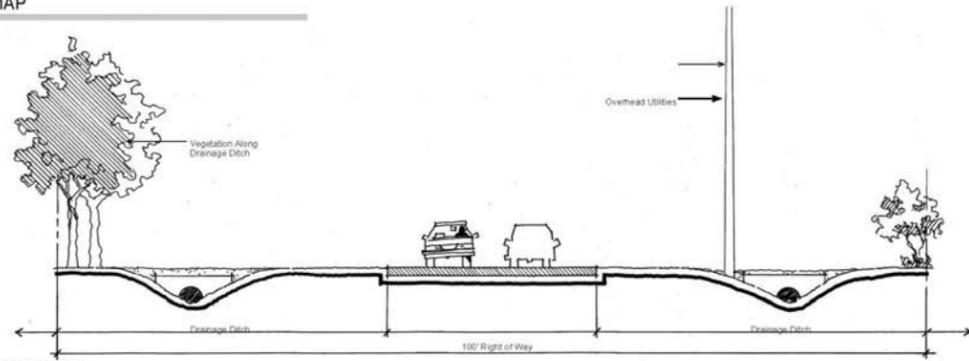
EXISTING CONDITIONS



EXISTING CONDITIONS

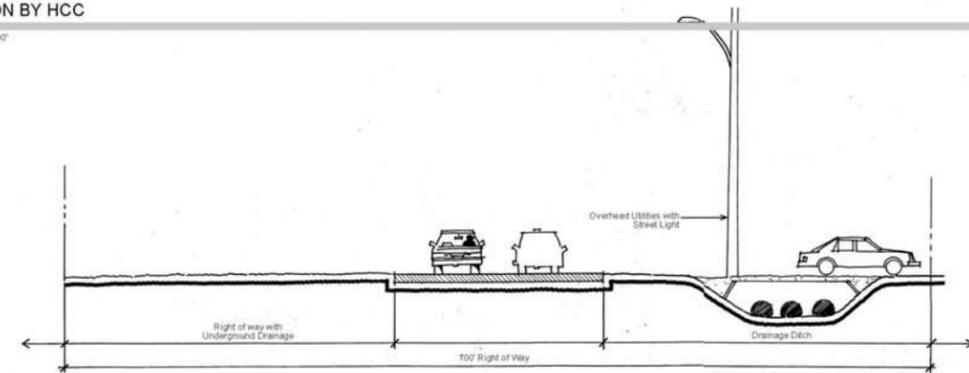


KEY MAP



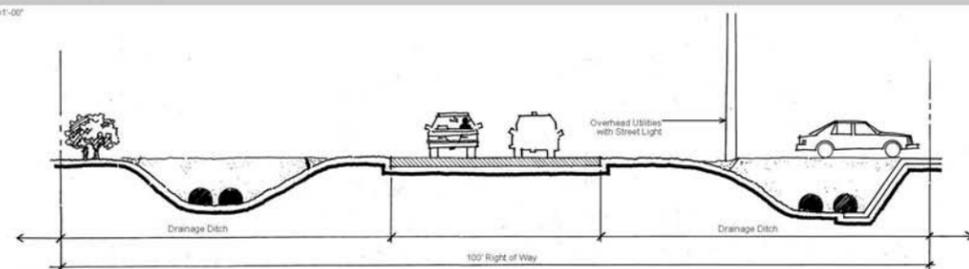
SECTION BY HCC

Scale: 3/8"=1'-00"



SECTION BY W. ALVA ST.

Scale: 3/8"=1'-00"



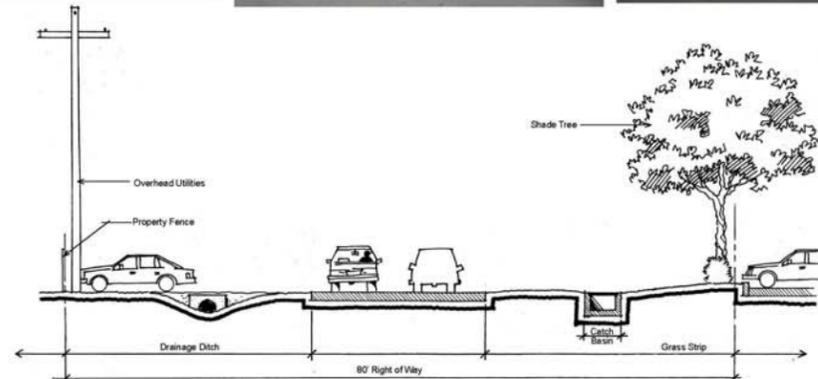
SECTION NORTH OF W. CREST AVE.

Scale: 3/8"=1'-00"

EXISTING CONDITIONS

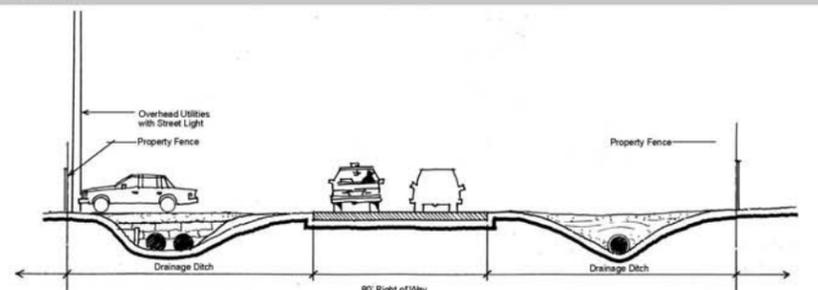


KEY MAP



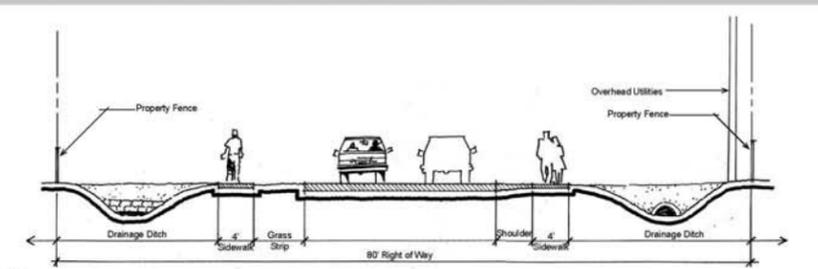
SECTION-W. CREST AVE.

Scale: 3/8"=1'-00"



SECTION-W. SOUTH AVE.

Scale: 3/8"=1'-00"



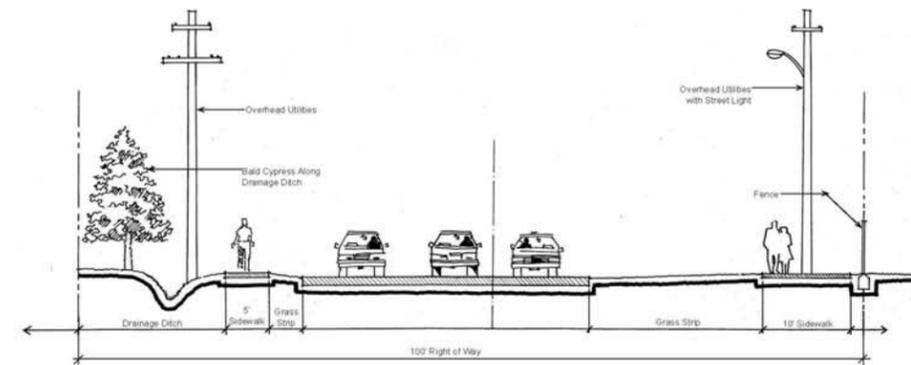
SECTION-W. ALVA ST.

Scale: 3/8"=1'-00"

EXISTING CONDITIONS



KEY MAP



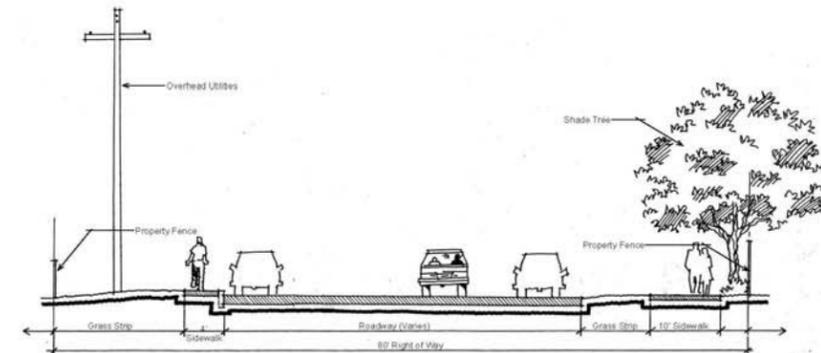
SECTION AT HCC

Scale: 3/8"=1'-00"

EXISTING CONDITIONS

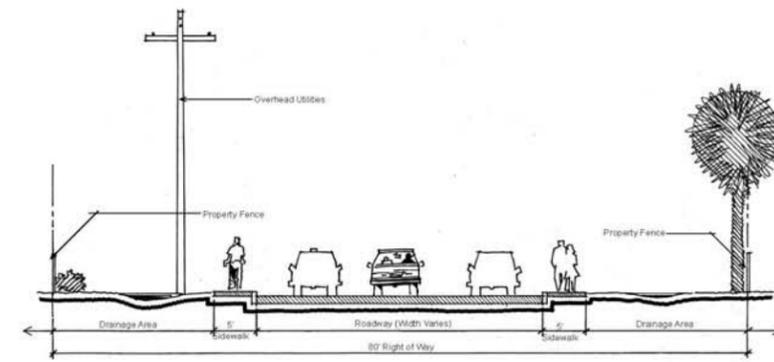


KEY MAP



SECTION AT YANKEE STADIUM

Scale: 3/8"=1'-00"



SECTION AT DMV

Scale: 3/8"=1'-00"

EXISTING CONDITIONS



EXISTING CONDITIONS

