

DRAFT

# THE TAMPA RIVERWALK | MASTER PLAN

Prepared for: City of Tampa



Prepared by: EDAW, Inc  
July 2006



# ACKNOWLEDGEMENTS

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# EXECUTIVE SUMMARY

The completion of the Tampa Riverwalk Master Plan marks a major milestone in the ongoing effort to revitalize downtown Tampa's waterfront through the development of a multi-purpose walkway along the water from the Channelside area to the North Boulevard Bridge. This effort began in earnest in the 1980s with the completion of the Riverwalk elements of the Tampa Convention Center and the 400 Ashley property. In 1989, the City of Tampa officially adopted Riverwalk design standards and additional Riverwalk segments were subsequently completed including the Marriott Waterside and Cotanchobee Fort Brooke Park, and more recently USF Park and MacDill Park.

Despite this progress, it became apparent to Mayor Pam Iorio very early in her administration that the vision for the Riverwalk was incomplete and needed to be revisited in light of changing conditions and new priorities for the city, including the emergence of plans for thousands of new residential units in downtown Tampa. New residents of these units would naturally be drawn to the water's edge seeking recreation, relaxation, dining and cultural activities. With many of these units scheduled for completion in 2007–2008 and the Super Bowl scheduled for 2009, the further development of The Tampa Riverwalk was seen as a necessary next step in enhancing the city's quality of life and image. City government undertook a competitive selection process to hire a world class waterfront planning and design firm, which resulted in the selection of EDAW, to develop a comprehensive Riverwalk Master Plan that would meet the city's Riverwalk vision. Mayor Iorio also organized a non-profit civic committee, Friends of the Riverwalk, to oversee the development of Riverwalk plans. Chaired by SunTrust Bank Chairman, President and CEO Dan Mahurin, the group has organized trips to other cities with riverwalk projects to evaluate their successes and shortcomings and apply lessons learned to The Tampa Riverwalk.

The following chapters describe the process followed in

developing the Master Plan, present the plan in detail and outline a process for implementing the plan. Chapter 1 provides an introduction and background information on the project. Chapter 2 describes the phases of the Master Plan development process as it moved from Kick-Off and Inventory to Review and Analysis, followed by Initial Concept Development and then Final Concept Development. Chapter 3 describes the comprehensive Tampa Riverwalk Master Plan for each of the five districts developed. Plans, images and text join together to describe the Master Plan elements and features by district and illustrate options considered and the rationale for the Riverwalk designs developed, including the interpretive program components. One of the exercises undertaken prior to the completion of the Master Plan was a costing of all elements identified. Some elements were determined to be beyond the scope of a current program and noted for future consideration. Chapter 4 presents the Tampa Riverwalk 2010 Plan which is the schematic design for all of the improvements that the City intends to implement by October 2010. Chapter 5 discusses implementation concerns including feasibility, phasing and permitting issues.

The Master Plan sets forth a Riverwalk that begins at the North Boulevard Bridge and meanders, like the river, to the Garrison Channel and the Channel District. Adjacent to The Heights development, the winding Riverwalk is set back from the water and offers shaded areas and water overlooks. It then intersects a retail/restaurant plaza before following a sweeping curve through Water Works Park that is also set back from the water's edge to preserve trees and take advantage of shade. The Riverwalk hugs the bank under the I-275 in a nod to the utilitarian nature of this section before slowing down at the Laurel Street Bridge, where it arcs out over the water as a floating element and inland along the street as well, embracing the green space flanking the bridge as designated park space. Continuing south past Laurel Street, the Riverwalk passes the

Tampa Bay Performing Arts Center and then encounters the Cass Street Bridge. While extensive efforts were undertaken to select the ideal crossing for Cass Street, the choice was finally postponed to the design development phase at which time plans for the redevelopment of Curtis Hixon Park will have advanced to the point of helping define the optimal solution. Just past the park, the Riverwalk makes its grandest gesture, arcing again out over the water as a floating element connecting underneath the Kennedy Boulevard Bridge and coming back to land adjacent to the Sheraton Tampa Riverwalk Hotel before connecting to the northern edge of MacDill Park, where another proposed restaurant enlivens the Park and the Riverwalk. Passing Trump Tower Tampa, another planned restaurant and new docking area add interest. The Riverwalk then dips under Brorein Street, winds through USF Park and dips back under Platt Street before emerging as a new fixed overwater segment abutting the Tampa Convention Center. This segment also includes a pier element projecting out into the waterway, serving as a physical and virtual gateway marker at the mouth of the river. Just past the Tampa Convention Center to the east, the Riverwalk intersects with the new Gateway Park, a welcoming green space in this tight location. The Riverwalk passes the Marriott Waterside Hotel and winds through Cotanchobee Fort Brooke Park before traversing the Tampa Bay History Center site and turning back north to Channelside Drive at the foot of the emerging Channelside residential neighborhood.

Along its entire length, the Riverwalk will use interpretive features, signage, and art to excite, educate and entertain Riverwalk users, be they residents or visitors. When fully implemented, The Tampa Riverwalk will be a major civic asset for the entire community and Tampa's downtown waterfront will become an attractive, vibrant part of the city.



# CITY OF TAMPA

Pam Iorio, Mayor

Office of the Mayor

Greetings:

It gives me great pleasure to present The Tampa Riverwalk Master Plan. We are working to make the Riverwalk a vibrant, interactive waterfront experience that reflects the spirit and uniqueness of our community. The completion of the master plan marks an important step in our progress.

By building the Riverwalk we will open up our downtown waterfront to the people. As it is completed, citizens will have easy access to riverside parks, museums, hotels, restaurants, and shopping as well as some of Tampa's most significant downtown destinations including the Tampa Convention Center, Tampa Bay Performing Arts Center and the Florida Aquarium. The Riverwalk will bring together our entire community and make downtown everybody's neighborhood.

This master plan demonstrates a carefully designed, long range strategy that will guide us through development providing a logical, coordinated approach. Our initial focus is on connecting all of the segments from the Channel District to east of the North Boulevard Bridge in Tampa Heights, as outlined in chapter four. This connectivity will provide a foundation for decades to come.

Opening the river to the people will improve the quality of life for everyone helping to make Tampa one of the most livable cities in America. I look forward to seeing the public enjoy our urban riverfront, while experiencing the many opportunities along The Tampa Riverwalk.

Sincerely,

Pam Iorio

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chapter 1

# introduction

# INTRODUCTION | PROJECT BACKGROUND

The City of Tampa has been consistently shaped over the decades by its relationship with water. A large portion of the city consists of a peninsula projecting into Tampa Bay, which provides ocean access and is the largest open water estuary in the State of Florida. Tampa's downtown business district is surrounded by water on three sides, the Hillsborough River on the west, the Garrison Channel on the south, and the Ybor Channel on the east. Some areas of the city, like the residential neighborhoods along Bayshore Boulevard, have capitalized on their waterfront location, while others, primarily the downtown business district, have not. Like many cities across the country, Tampa found itself in the 1970s with a downtown that largely turned its back to the water and that was substantially depleted with the move of housing and businesses to the suburbs.

As the environment surrounding the Hillsborough River and Garrison Channel has evolved over time, the perception of that area has shifted accordingly. When Henry Plant built his grand minaret-topped hotel in 1891, the Hillsborough River provided a lush, natural setting that visitors from the north

found exotic and romantic. Over time, as the water's edge became home to commercial fishing, maritime, and industrial uses, the experience previously enjoyed on the riverfront became dramatically less appealing. As the recreational uses slowly disappeared, the increasingly empty waterfront became somewhat of a bleak space, although the intrinsic allure of the river remained. The demolition of Curtis Hixon Hall opened a major gateway to the river and created an opportunity for a potentially wonderful waterfront park.

Although it is unclear exactly when perceptions shifted enough so that the river and waterfront again began to be viewed as a potential asset of great value to the city, the ideas and dialogue concerning some kind of walkway along the river dates back to the 1970s. When the riverfront Tampa Bay Performing Arts Center was built, it included a major promenade and plaza area on the river. The former North Carolina National Bank Tower at 400 N. Ashley Drive also included an elaborate riverwalk element, as did the Tampa Convention Center, and Curtis Hixon Park. Clearly, the vision was beginning to form, but the development and

implementation of a coherent riverwalk design, which would give people access to the water in the form of a continuous 2.4 mile promenade was yet to come.

In the 1980s, the city began to focus more on the potential for creating a multi-faceted riverwalk and in 1989 officially adopted by ordinance a set of Riverwalk Design Standards that specified design elements and solutions for a connected riverwalk stretching from the Beneficial Drive Bridge to the Cass Street Bridge. According to the Design Standards, "Tampa is in the process of developing a new image or character. To that end, the Riverwalk represents a cooperative effort between public and private sectors which will provide a distinctive and memorable pedestrian experience at the water's edge. By introducing a unifying element and focal point along the waterfront, attention will once again be directed toward the city's unique core."

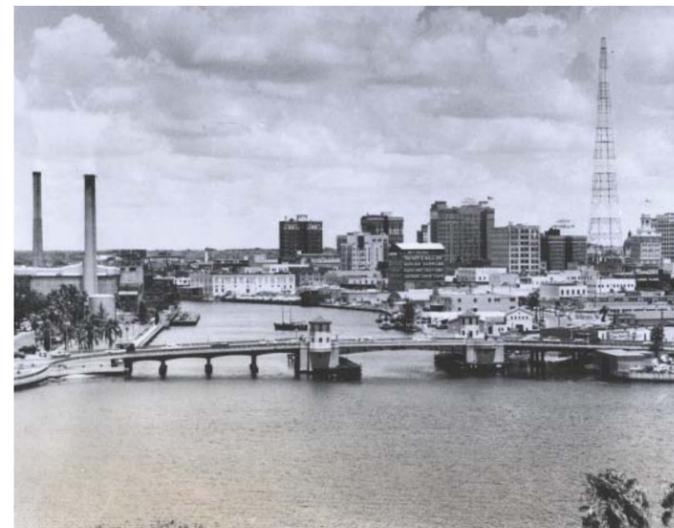
The Design Standards were implemented in segments as various components of the Riverwalk were completed, including the portion adjacent to the Marriott Waterside Hotel



**Figure 1.1** Early 20 Century view east across Kennedy (formerly Lafayette) Bridge showing maritime use of the Hillsborough Riverfront. *Courtesy of the University of South Florida.*



**Figure 1.2** View south along the east side of the Hillsborough River showing declining industrial conditions. *Courtesy of the University of South Florida.*



**Figure 1.3** View northward at the mouth of the Hillsborough River. *Courtesy of the Tampa Bay History Center.*



# INTRODUCTION | PROJECT BACKGROUND

and Cotanchobee Fort Brooke Park. More recently, the Riverwalk elements of the University of South Florida (USF) and MacDill Parks have been completed in accordance with the 1989 standards. Despite this progress towards the city's 1989 Riverwalk vision, it became apparent to Mayor Pam Iorio very early in her administration that the vision for the Riverwalk was incomplete and needed to be revisited in light of changing conditions and new priorities for the city. Among those changing conditions was the emergence of plans for thousands of new residential units in downtown Tampa, which would dramatically bolster the existing downtown core uses of office, residences and lodging. New residents of the downtown neighborhood would naturally be drawn to the water's edge seeking recreation, relaxation, and even dining and cultural activities. With many of these residential units scheduled for completion in 2007 or 2008, and the Super Bowl scheduled for 2009, the further development of The Tampa Riverwalk was seen as a necessary next step in the enhancement of the city's quality of life.

Mayor Iorio identified the development of a Tampa Riverwalk Master Plan as a priority and a competitive selection process to hire a leading planning and design firm to develop a comprehensive master plan for the Riverwalk began. EDAW was selected to develop the plan that would move the city's vision forward. Mayor Iorio also organized a civic committee to oversee the development of Riverwalk plans, Friends of the Riverwalk. Chaired by SunTrust Bank Chairman, President, and CEO Dan Mahurin, the organization includes subcommittees focused on particular aspects of the Riverwalk. Members of the Friends of the Riverwalk have met regularly and evaluated riverwalk projects in other cities. Additionally, the organization is charged with soliciting funds and evaluating long-term operations and maintenance options for the Riverwalk.

The EDAW Tampa Riverwalk Project Team includes the marine and environmental engineering firm Moffat and Nichol, the civil engineering firm HDR, Inc., the survey firm Echezabal and Associates, Inc., and the interpretive programming firm Ralph Appelbaum and Associates. The EDAW Team officially began work on the project in July 2005. The following chapters describe the process followed in developing the master plan, present the plan in detail, and outline a process for implementing the plan.



Figure 1.4 The Riverwalk will provide continuous waterfront pedestrian access where none currently exists as in this segment adjacent to the Sheraton Tampa Riverwalk Hotel.



Figure 1.5 The Riverwalk will integrate existing completed segments, like this one adjacent to the Marriott Waterside Hotel and Marina, with new segments, and introduce additional boating activities where appropriate.

# INTRODUCTION | PROJECT LOCATION



Figure 1.6 The Tampa Riverwalk Project Study Area.

The Tampa Riverwalk will consist of approximately 2.4 miles of a 15-foot wide walkway along the east side of the Hillsborough River from the North Boulevard Bridge south to the Tampa Convention Center and continuing along the north side of the Garrison Channel to the Channelside area. The 2.4 mile stretch is currently divided into 24 segments; some over the water and some over land. As these segments are in various stages of completion, design, or planning, one of the main challenges in designing a master plan for the Riverwalk is to connect the disparate segments and unite the entire Riverwalk. While the contractual limit of work for the project extended 50 feet inward from the shoreline and 100 feet outward from the shoreline, the area intensively studied extended further inland as shown in Figure 1.6.

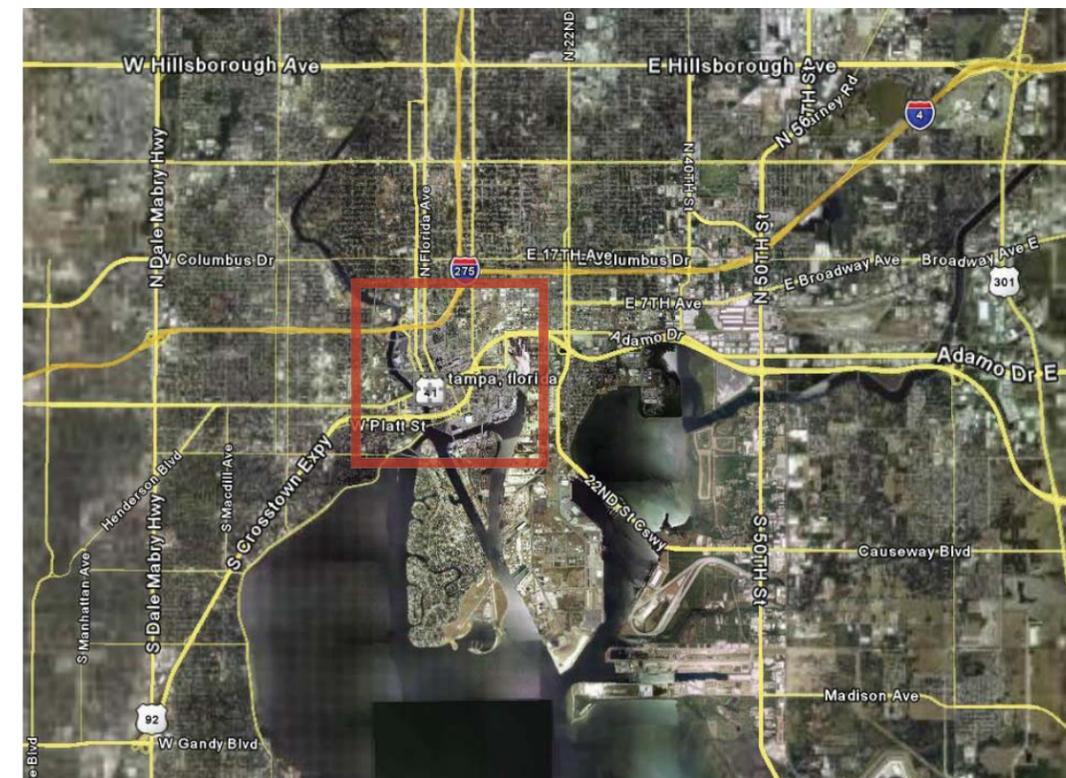


Figure 1.7 Tampa, Florida location map with Riverwalk Study Area.

# INTRODUCTION | RIVERWALK VISION

“Create a vibrant and interactive waterfront experience for residents and visitors that reflects the spirit and uniqueness of Tampa.”  
– Mayor Pam Iorio



Figure 1.8 The new MacDill Park on the Riverwalk at night.



Figure 1.9 The newly completed USF Park on the Riverwalk.



Figure 1.10 Colorful Tampa postcard mural enlivens a blank City wall.

Under the Iorio administration, city government has developed a comprehensive vision for better utilizing and managing one of Tampa's greatest resources: its downtown urban waterfront. The primary means of achieving the vision will be the enhancement and completion of The Tampa Riverwalk which will then serve as a catalyst for revitalizing adjacent areas. The Tampa Riverwalk will create an "experience" that can be easily accessed and enjoyed by residents and visitors, creating an attractive and unique destination.

Key points of the city's Riverwalk vision include:

- The Tampa Riverwalk will be a destination that incorporates Tampa's culture, arts, and natural amenities, and provides opportunities for an active lifestyle.
- The Tampa Riverwalk will enhance the community, economy and environment and will integrate the various activities and destinations available in the downtown area by linking them with an enjoyable and attractive pedestrian walkway.
- The Tampa Riverwalk will provide a place for common activities such as enjoying a cup of coffee, reading a newspaper, relaxing along the waterfront, or eating lunch.
- The Tampa Riverwalk will provide a venue for public art and for regularly programmed activities and events.
- The Tampa Riverwalk will provide access to parks, museums, hotels, restaurants, shopping, and key destinations like the Tampa Convention Center, Tampa Bay Performing Arts Center, waterfront hotels, the Florida Aquarium, and residential projects.
- The Tampa Riverwalk will promote the economic revitalization of downtown Tampa and the waterfront.

Key points of EDAW's vision for The Tampa Riverwalk, all of which complement the city's Riverwalk vision, include:



Figure 1.11 Tampa's downtown skyline viewed from the Hillsborough River.

- The Riverwalk will be a catalyst for a successful waterfront by attracting people to the edge of land and water and providing a wide range of experiences and activities for them to enjoy there including passive and active recreation, shopping, dining, entertainment, cultural events, public art, exercise, and more.
- In order to attract the most users and therefore be successful, the Riverwalk will appeal to both visitors and residents by carefully integrating the natural movement



Figure 1.12 A sunset view of the University of Tampa's historic Plant Hall with its gleaming minarets.

patterns of both groups so that using and enjoying the Riverwalk becomes an effortless experience.



chapter 2

process

# KICKOFF AND INVENTORY | OFFICIAL KICKOFF MEETINGS

EDAW officially began work on The Tampa Riverwalk project with a series of kick-off meetings and activities held in Tampa from July 25 to July 27, 2005. These included meetings with the two official groups organized to work on the project, the Riverwalk Working Group (RWG), and the Friends of the Riverwalk Executive Steering Group (ESG). The RWG includes representatives from city departments and offices, including Parks and Recreation, Public Works, Urban Planning, Special Events, and the Arts, who have been designated to communicate input from their department. The ESG is the executive committee of the Friends of the Riverwalk. The EDAW team held an official kick-off meeting with Mayor Pam Iorio and city officials during which EDAW introduced their local sub-consultants on the project, provided some initial thoughts about project design challenges and opportunities, and presented a virtual imaging system developed to facilitate project discussion, planning, consensus building, and design.

## Riverwalk Working Group Kick-off Meeting

On July 25, 2005, the EDAW team began by meeting with the city's Riverwalk Working Group. The EDAW team described the project goals, objectives, and process. Using a virtual, interactive, three-dimensional image of the project area, the team reviewed with the RWG the study area segment by segment, noting opportunities and constraints. Discussion included lighting, safety, connectivity options, local history, interpretive features, design standards, adjacent development projects, public art, local culture, and other issues to be taken into consideration for the design of the master plan for the Riverwalk. The general process, consisting of data gathering, analysis, identification of design opportunities and criteria, public input, development of concepts, further analysis and development of the preferred concept into a master plan was

discussed. RWG members provided general comments from their respective departments and offices.

## Mayor and City Officials Kick-off Meeting

On July 25, 2005, the city held The Tampa Riverwalk Project Kick-off Meeting with Mayor Iorio and city officials. Riverwalk Development Manager Lee Hoffman gave an introduction and reviewed the project goals. The mayor discussed her vision for the Riverwalk, emphasizing that it should be a unique, signature public space and asset enjoyed by both residents and visitors that will reflect the spirit of Tampa. In particular, she noted that the Riverwalk will:

- incorporate public art;
- closely integrate with the Curtis Hixon Park design to be developed by Thomas Balsley Associates;
- be planned and built with needs of future generations in mind;
- closely integrate with adjacent parks and public spaces;
- provide users with shade and shelter;
- be designed to withstand hurricane related flooding;
- be fully accessible to all users including the disabled; and
- reflect the rich history of Tampa and its diverse population.

## Executive Steering Group Kick-off Meeting

On July 26, 2005, the EDAW team held a kick-off meeting with the Executive Steering Group, including a presentation on significant urban waterfront projects around the world and the virtual imaging for the Riverwalk planning and design.

Executive Steering Group Chair Dan Mahurin discussed the committee's extensive work on the Riverwalk to date

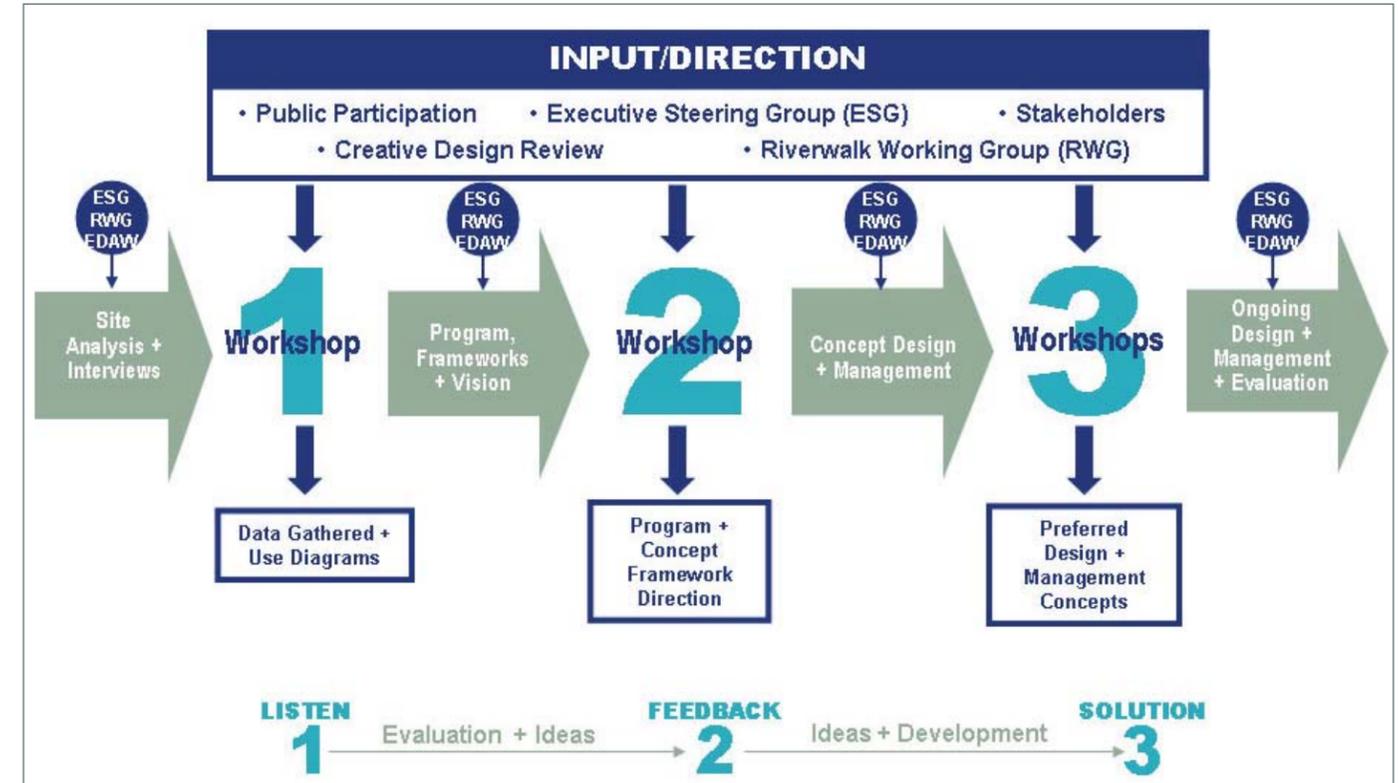


Figure 2.1 Stakeholder Input Process Diagram.

including site visits to cities with similar projects such as Chattanooga, TN.

# KICKOFF AND INVENTORY | SITE VISIT



On July 25, 2005, the EDAW team accompanied Riverwalk Development Manager Lee Hoffman on a comprehensive site walk along the Riverwalk. An extensive photographic record of the site and adjacent areas was created. Items particularly noted included:

- the need to have functional connectivity along the entire walk;
- the need to aesthetically link disparate segments;
- low clearance under Beneficial and Cass bridges;
- the need for shade and shelter;
- the need for access to food, water, and sanitation facilities;
- opportunities for vistas across and physical interaction with the water;
- the need to attract both “visitor” and everyday users;
- opportunities for placement of public art and interpretive features;
- opportunities for water transportation;
- opportunities for hard and natural seawall/edge treatments.

Numerous additional site visits were completed during the development of the Master Plan to explore the viability of options developed and to address various design issues and challenges.



Figure 2.2 Riverwalk at Laurel Street Bridge.



Figure 2.3 Riverwalk at the Tampa Bay Performing Arts Center.



Figure 2.4 Riverwalk at Curtis Hixon Park leading to Cass Street/CSX Bridge.

# KICKOFF AND INVENTORY | CLIENT AND STAKEHOLDER MEETINGS

Following the official Project Kick-off Meetings, the EDAW team conducted a series of meetings from July 26 to August 3, 2005, with individuals or groups identified as key stakeholders. In addition, meetings were held with city personnel.

The stakeholders included developers, property owners, representatives of cultural and civic institutions, business owners, representatives of homeowners groups, and other entities identified by the city as having a key interest in the Riverwalk. In meeting with stakeholders, the EDAW team described the process and goals. Stakeholders described their institution or group and their particular interest in the project. The EDAW team identified and documented stakeholders' primary issues and concerns regarding the Riverwalk master plan.

A comprehensive list of stakeholder and client meetings conducted follows. While some stakeholders offered input that was specific to their institution or organization, there was much commonality in the input received. This collective input included the following:



Figure 2.5 Riverwalk at the Marriott Waterside Hotel.

## Connectivity

- Must be seamless throughout 2.4 mile length to be minimally functional, even if certain segments use temporary solutions.
- Must link to the west side of the river, especially Bayshore Boulevard, to draw upon an existing large user group.
- A pedestrian bridge should be considered.
- Need links to downtown's key corridors.
- Integrate into regional trail system where needed but especially at Meridian Street terminus.

## Amenities

- Provide water, food, shelter, benches, boat launches and boat docks.
- Make the retail and food areas attractive.

## Greenspace

- Plant shade trees wherever possible.
- Fully integrate with adjacent parks.



Figure 2.6 Riverwalk location near future Tampa Bay History Center site.

## Interpretive Features

- Tell story of Tampa's history, culture, and character through installations, panels, design elements, exhibits.

## Art

- Incorporate art in all possible forms, sculptures, installations, performance areas, exhibit areas.

## Safety and Maintenance

- Design to be safe, weatherproof, and maintainable.
- Utilize long-lasting, durable materials.

## Design

Stakeholder and client meeting discussions address lighting, safety, connectivity, links inland and over the water, anchors, area history, interpretive features, design standards, adjacent development projects, public art, civic image, and other issues and factors to be taken into consideration in designing the Riverwalk.



Figure 2.7 Existing wharf at the Port of Tampa.

## Stakeholder Meetings

### 07/26/05

- Pinnacle Group Holdings, developer of several residential and mixed-use towers in the Channelside area.
- Florida Aquarium, Yacht Starship (dinner cruise charter yacht), Victory Ship
- Tampa History Museum
- Port of Tampa
- Convention Center, Marriott Waterside, Embassy Suites

### 07/27/05

- Art Museum and Children's Museum

### 08/02/05

- Byrd Corporation, St. Petersburg Times Forum, Tampa Bay History Center
- Skypoint Condominium, Ashley Plaza, One Laurel Place
- Trump Tower Tampa, Tampa Riverwalk Hotel

### 08/03/05

- University of Tampa
- City of Tampa Art and Special Events Representatives
- Howard W. Blake High School
- Harbour Island HOA, Davis Islands Area HOA
- Stetson University
- Tampa Heights Development
- Tampa Heights Homeowner Representative

### 08/04/05

- Tampa Bay Performing Arts Center, Germany Library, Patel Conservatory
- Friends of the Riverwalk Design Committee
- Tampa Downtown Partnership

PROCESS

# KICKOFF AND INVENTORY | DATA GATHERING

Beginning with the Riverwalk Working Group Project Kickoff Meeting and continuing through the course of the planning, EDAW requested a wide range of materials from various entities that were needed to study, plan, and design the Riverwalk. Stakeholders also provided information to be taken into account in planning the project. In addition, original survey information needed for designing the project was obtained independently by EDAW. A comprehensive inventory of materials was maintained to facilitate access to needed information.

1. Bridge Plans – Harbor Island Bridge, Lafayette Street (Kennedy), Krause Street (Platt Street), Beneficial Drive
2. Downtown 360 CD
3. Glattig Jackson Riverwalk master plan, 11x17 color
4. Fort Brooke Park Improvements Vol. 1 of 2, 11x17 BW -
5. Ribbon of Green Plans, 11x17 BW
6. SOM Cultural District master plan PPT, 8.5x11 BW
7. Tampa CBD Riverwalk Design Standards
8. Tampa CBD Urban Design Guidelines
9. City of Tampa Development Reg., CBD, Channel District
10. Tampa Downtown Vision & Action Program-Final Report and Summary
11. Trump Tower Docks information
12. Trump Tower Site Plan, 24x36 BW
13. Bridge Inspection Reports : Beneficial, Harbour Island, Brorein, Cass, Platt, Laurel
14. Materials provided by Echezabal
  - parcels S-13 T-29 R-18
  - parcels S-13 T-29 R-18
  - parcels S-24 T-29 R-18
  - City of Tampa atlas maps-section 13-T29S-R18E
  - City of Tampa atlas maps-section 19-T29S-R19E
  - City of Tampa atlas maps-section 24-T29S-R18E
  - City of Tampa sanitary sewer section 13-T29S-R18E
  - City of Tampa sanitary sewer section 24-T29S-R18E
  - City of Tampa sanitary sewer section 19-T29S-R19E
  - City of Tampa drainage maps 13-T29S-R18E
  - City of Tampa drainage maps 24-T29S-R18E
  - City of Tampa drainage maps 19-T29S-R19E

- Art Center Lofts-plat
- Plat 1853-north boundary tract of land granted to county of Hillsborough for county purposes in sections 13 and 24, township 29, range 18
- Plat-waterfront-section 13
- Henry & Knight's 1853 map of the garrison showing subdivision of US Gov't Lots 9&10
- Plat of Highland Park, Woodlawn park and Tampa heights
- Plat of Plant City, USA
- Caldwells' Monument map-general map of Tampa
- Caldwells' Monument map-northwest section
- Caldwells' Monument map-middle section
- DOT benchmark form section 13
- Hillsborough County benchmarks-monument details-land boundary information system sections 29s ,18e, 24, and 29s, 19e, 19
- SR 60 ROW map
- Railroad maps
- SR 93 (interstate 275) ROW maps
- 15. Jacksonville Riverwalk Submerged Section plans
- 16. Hardemon Kempton Water Works Park plan
- 17. Executive Steering Group Parks subcommittee "Riverwalk Parks in Downtown Tampa" and accompanying "Suggestions for Consideration by EDAW Relative to Parks and Public Spaces"
- 18. Tampa Riverwalk Segment 2A Under Platt Street Bridge
- 19. Byrd Group Channelside Development Plans – Blu
- 20. Smith and Associates Offering of 422 Channelside Property Summarizing Downtown Development Projects
- 21. Comprehensive Plan – Central Business District
- 22. Market and Operating Potential Update for New Tampa Museum of Art
- 23. City of Tampa Department Directory
- 24. Tampa Convention Center Boat Docks
- 25. Kennedy Drawbridge Inspection Report 4/22/054
- 26. Hillsborough River Interlocal Planning Board & Technical Advisory Council Riverwalk Memo of May 20, 2005
- 27. History Center Easement Agreement
- 28. URS DVD on Tampa Riverwalk, 4/19/05
- 29. Miscellaneous Tampa Promotional Material
- 30. URS DVD Riverwalk Existing Conditions Fall 2004

31. We Discovered Tampa 1960's Promotional Video
32. Chatanooga Waterfront Over Time
33. Tampa Bay History Center Materials on CD
34. Tampa Destination Guide – Tampa Bay Convention and Visitors Bureau
35. City of Tampa Riverwalk Brochure
36. Life and Death of a Masterpiece – Landscape Architecture Magazine story on Kiley Park
37. Tampa Art Program and Lights On Tampa Program on CD
38. Site plan for Hillsborough River Tower – Cesar Pelli Project, and west side Kennedy Bridge underbridge riverwalk connection
39. USF Park CAD file on CD
40. Platt Connection CAD file on CD
41. Cass Bridge Survey Information
42. Beneficial Bridge Survey Information
43. Kennedy Bridge area survey information
44. Ribbon of Green Parks Construction Drawings – CAD
45. Convention Center Construction Drawings – scanned TIFs

# KICKOFF AND INVENTORY | PRECEDENT RESEARCH

Another key kickoff and inventory phase task for the Riverwalk Master Plan was a review of precedent projects internationally and within the United States. Key comparable riverwalk projects researched included those in San Antonio, Ft. Lauderdale, Portland, Oakland, Louisville, Milwaukee, Jacksonville, Providence, New York City, Chattanooga, and Los Angeles. In addition, waterfront redevelopment projects containing elements comparable to those anticipated for the Riverwalk were also identified and studied.

A photographic image library containing hundreds of photographs illustrating the key features of precedent projects was developed and supplemented as the project progressed. Images were used at city and public meetings to illustrate examples of solutions and designs appropriate for The Tampa Riverwalk and to elicit general design preferences from the city, the Executive Steering Group, stakeholders, and the public.

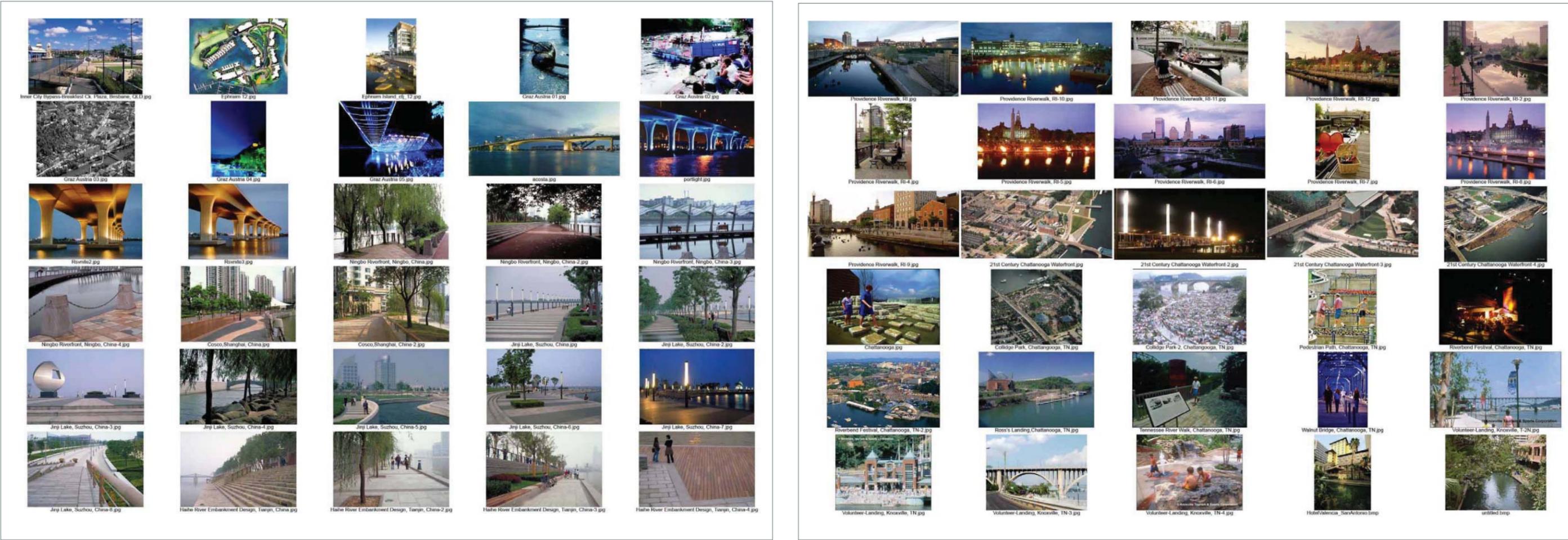


Figure 2.8 Precedent research images.

PROCESS



# REVIEW AND ANALYSIS | INTRODUCTION



Figure 2.9 Google Earth image of downtown Tampa setting for The Tampa Riverwalk.

This modeled view of the Riverwalk route illustrates the widely varying character of the project setting. Since the Riverwalk will occupy the downtown side of the waterways it borders, its design will be primarily influenced by the dynamics of Tampa's downtown urban core. However, there are differing characteristics within this core that provide perspective for the design and planning of the Riverwalk segments. In addition, although the neighborhoods on the west and south side are separated from the Riverwalk by water, they ultimately influence the design context, especially with regard to the issue of connectivity, which is one of the critical factors driving the layout and design of the Riverwalk.

Upon completion of the kickoff and inventory phase of the project, work began on the review and analysis phase. The primary goal of this phase was to process and analyze all of the material and data obtained in the kickoff and inventory phases in order to begin development of a basic design context for the Riverwalk. All of the information gained in the kickoff meetings and stakeholder meetings was reviewed in detail. The neighborhoods and districts along the route of the Riverwalk were studied, and characteristics that could help shape the design of the Riverwalk noted. While the boundaries of these neighborhoods and districts are not absolute, their classification helps to provide an initial context for the layout and design of the Riverwalk during the planning process.

The team surveyed existing land use, open space, water use, transportation, and parking patterns and conditions in the districts adjacent to the Riverwalk. This analysis enabled relevant design opportunities and constraints to be comprehensively mapped. The resulting opportunities and constraints diagram was then further developed into an initial design framework for the Riverwalk.

PROCESS

# REVIEW AND ANALYSIS | NEIGHBORHOODS AND DISTRICTS



Central Business District



Cultural District.



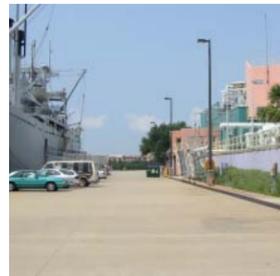
Educational District.



Gateway District.



Harbour Island.



Channelside.



Water Works Park.



Port of Tampa.

As the Review and Analysis phase continued, specific neighborhoods and districts were identified (Figure 2.10) and studied. Hyde Park, Davis Islands, and Harbour Island, all attractive neighborhoods, provide a tremendous potential source of Riverwalk users. Connectivity across the water must be provided to encourage Riverwalk use by residents of these neighborhoods. Historic Ybor City, despite being the neighborhood most remote from the Riverwalk, still exerts a significant contextual design influence as does the Port District, home to Tampa's substantial maritime industry.

In the Educational District, the enormous windowless walls of the Blake Magnet High School provide a real design challenge. By contrast, the University of Tampa's historic Plant Hall, which was built in 1891 as the Plant Hotel and is one of Tampa's most iconic buildings, is a compelling landmark and link to Tampa's history. The University's crew tradition is also a major character element as seen in the crew activity on the water and the crew graffiti. University students are another large group of potential Riverwalk users.

The Tampa Heights neighborhood provides historic context but its primary influence on the Riverwalk design will be the private redevelopment project underway for the area between Water Works Park and the North Boulevard Bridge. The Heights project will reflect the historic nature of the larger Tampa Heights neighborhood.

Tampa's downtown consists of five districts: the Channelside District, adjacent to the Port and Channelside complex and home to many planned new housing units; the Gateway District, housing the Tampa Convention Center and St. Petersburg Times Forum; the Central Business District (CBD), comprised of government and office buildings; the Cultural District, home of the Tampa Museum of Art, Tampa Bay Performing Arts Center, and John F. Germany Library; and the Theatre District, home to historic buildings including the landmark Tampa Theatre, and many planned redevelopment and restoration projects.

The identification of these districts and neighborhoods and their character and potential design influence helped create an initial overall context for the Riverwalk project design.

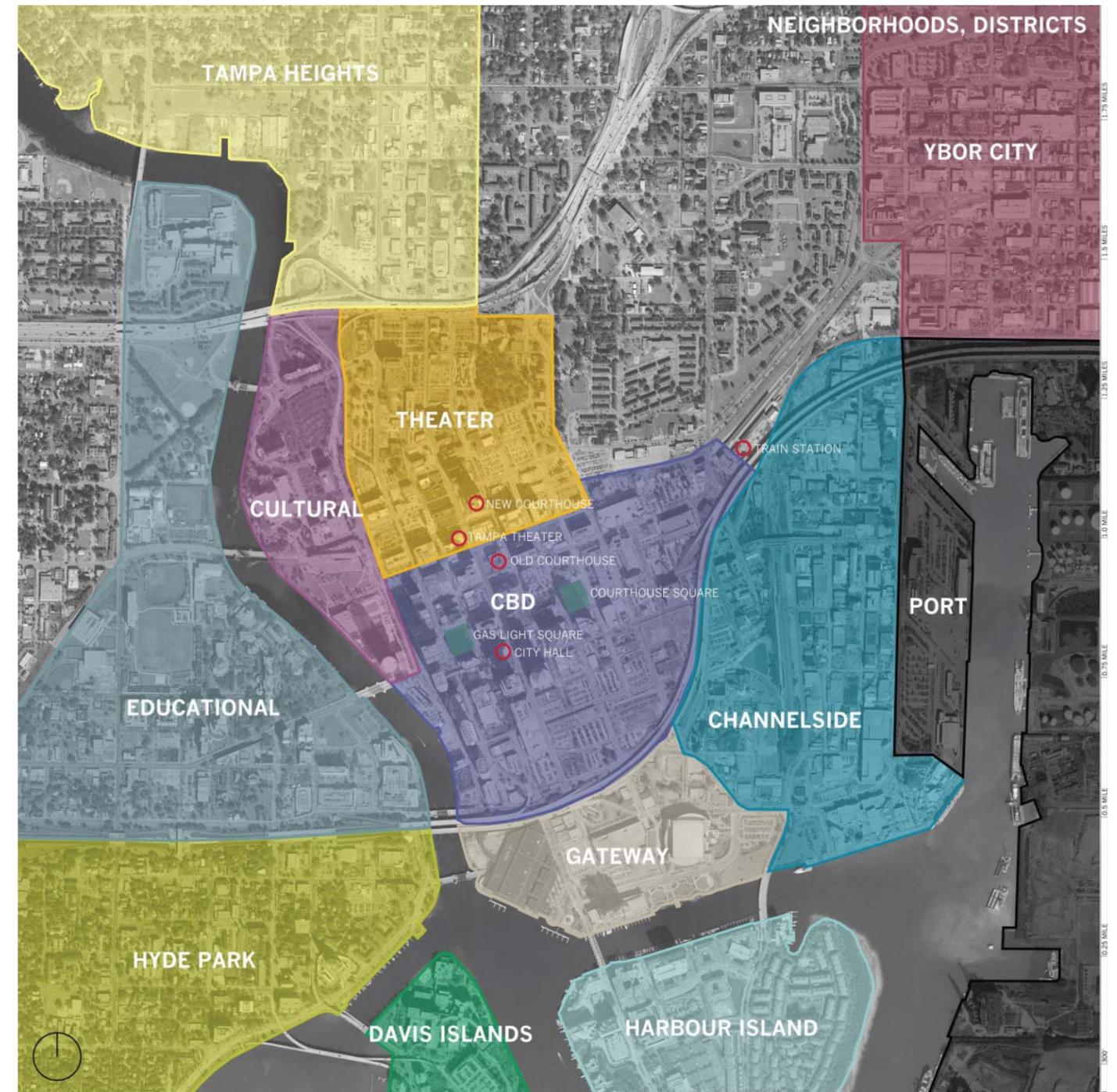


Figure 2.10 Neighborhoods and Districts Diagram.

# REVIEW AND ANALYSIS | LAND USE

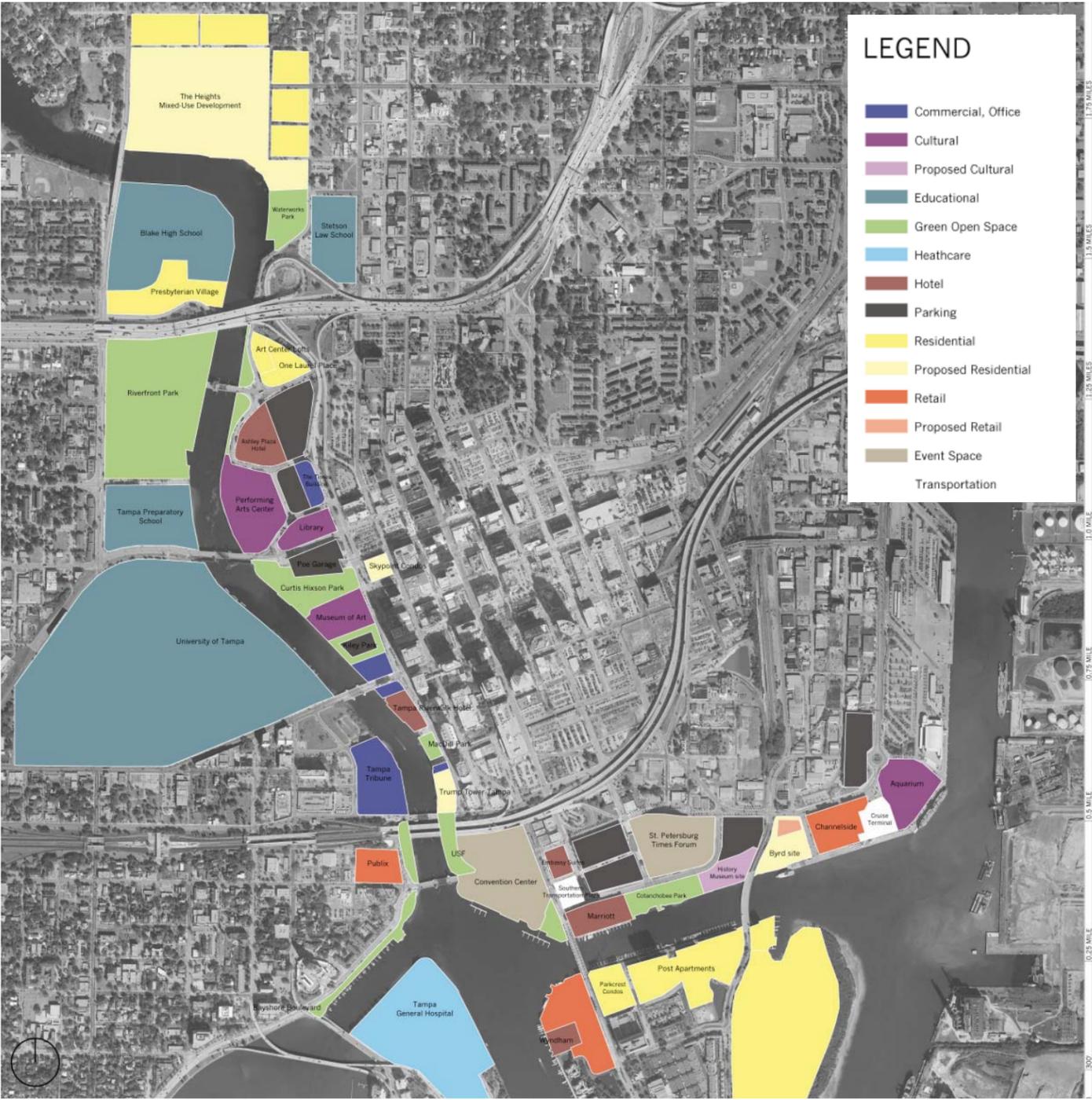


Figure 2.11 Land Use Diagram.

In the next step of the review and analysis phase, existing and proposed uses of parcels which influence the Riverwalk site were carefully examined. These uses are typically in concert with the identity and character of adjacent neighborhoods and districts. As depicted in Figure 2.11, these uses include commercial, office, cultural, educational, greenspace, health care, hotel, parking, residential, retail, and event uses. Most of these uses are compatible with the goals of the Riverwalk project and can help attract Riverwalk users.

Cultural and event space uses, including the Tampa Convention Center, the Florida Aquarium, the St. Petersburg Times Forum, and the Tampa Bay Performing Arts Center, already draw large numbers of people to the Riverwalk site. One of the major challenges is to then capture these potential Riverwalk users by providing a compelling reason for them to use the Riverwalk to access adjacent destinations, activities, and uses. Hotels provide a user base of visitors who are naturally inclined to explore the Riverwalk while office building occupants are drawn to the Riverwalk during lunch time or after work.

Perhaps the largest group of potential users is nearby residents. The number of residents will increase dramatically as many planned projects are completed. Other potential users include the residents who regularly utilize the Bayshore Boulevard Linear Park. Typically, these users stop near the foot of the Platt Street Bridge. Establishing a pedestrian connection across the river would greatly increase the number of potential users and is an important step in the success of the Riverwalk.

The land use analysis revealed a need to expand accessory retail and restaurant uses adjacent to the Riverwalk which are currently rare or nonexistent. Waterfront dining is one of the most appealing leisure activities in Florida, yet there are only a few restaurants, none of which take advantage of their location. A use that is extremely detrimental to the Riverwalk is directly adjacent surface or garage parking which creates pedestrian dead zones as exemplified by the garage underneath the 400 North Ashley Building. Guidelines discouraging waterfront parking uses should be enforced carefully.



St. Petersburg Times Forum.



400 North Ashley Drive.



Marriott Waterside Hotel and Marina.



Tampa Bay Performing Arts Center.



Cruise Terminal.



Art Center Lofts.



Convention Center.

# REVIEW AND ANALYSIS | OPEN SPACE



Cotanchobee Ft. Brooke Park.



Water Works Park.



USF Park.



Kiley Park.



Laurel Street Green Space.



Curtis Hixon Park.



MacDill Park.

The review and analysis effort proceeded with a study of open space and its potential for shaping the Riverwalk design. The study revealed a large amount of open space directly adjacent to the Riverwalk. The forward-looking efforts of the City of Tampa have resulted in several important waterfront parks that were recently developed, including Cotanchobee Fort Brooke Park, USF Park, and MacDill Park. These newer parks join Water Works Park and the much larger Curtis Hixon Park, which will be expanded. Kiley Park provides additional open space directly adjacent to the Riverwalk site. The Heights development will include linear open space along the river, and the open area adjacent to the Laurel Street Bridge offers the potential for even more open space. Together with the additional space illustrated in Figure 2.12, there is more than adequate green space to meet the needs of Riverwalk users. As the redevelopment of the downtown area continues, these spaces will provide increasingly valued view corridors and access to the water.

In the immediate future, much of the open space adjacent to the Riverwalk, though of importance to the city and the project, pose a challenge in that the spaces tend to be underused. Curtis Hixon Park and Water Works Park are currently in the process of being redesigned, and a primary goal of the effort should be attracting users and animating the space. It is especially important for open space edges to be accessible and provide services, especially small retail and dining, so that park users flow seamlessly back and forth through these edges. Regular special events are one of many ways of animating parks and fulfilling other city needs. Ideally, however, parks adjacent to the Riverwalk will eventually attract sufficient users so that costly and labor intensive programming becomes unnecessary except as needed to fulfill special events needs.

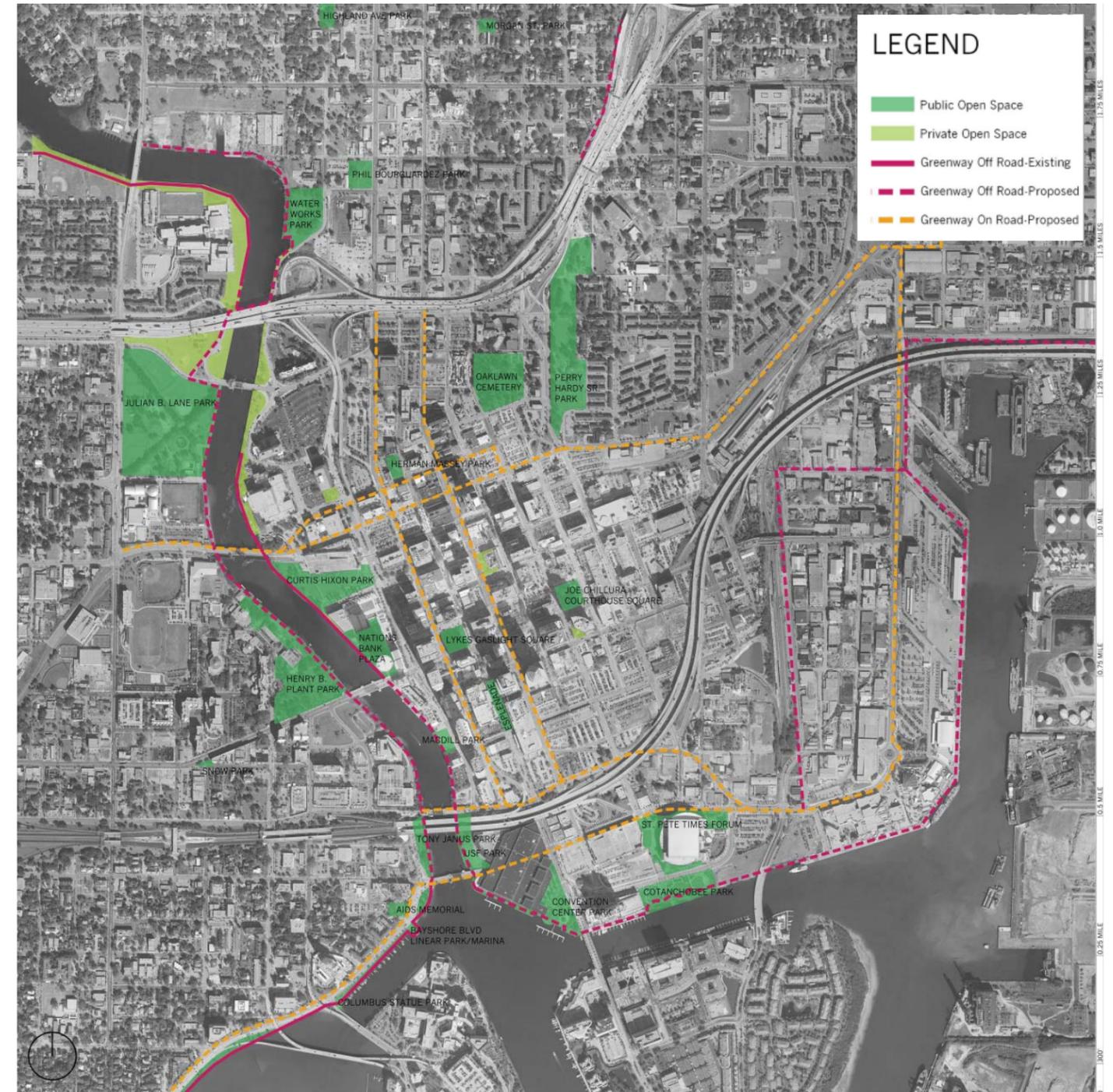


Figure 2.12 Open Space Diagram.

# REVIEW AND ANALYSIS | WATER USE

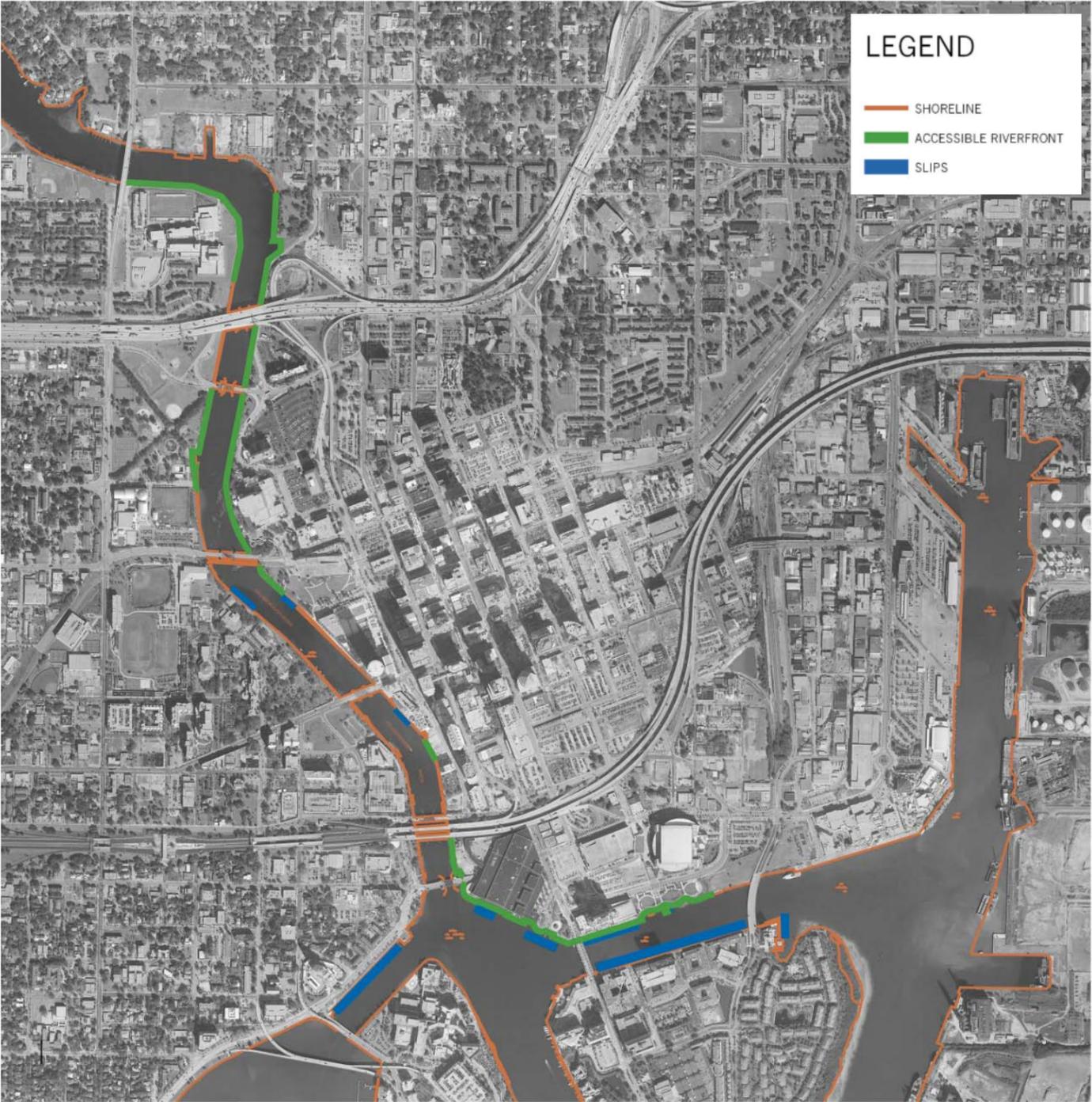


Figure 2.13 Water Use Diagram.

Review and analysis continued with study of the use of the asset that provides the primary reason for having a Riverwalk – the water itself. Figure 2.13 illustrates the shoreline in the project area and notes the accessibility of the water’s edge. The relatively large amount of open spaces adjacent to the water, combined with the fact that some semblance of a walkway is in place in all but a few areas, means that a large portion of the Riverwalk site shoreline is accessible. Boat slip areas are also shown.

Probably the most pervasive use of the water is as a scenic asset. Sweeping views of the water are available to pedestrians as well as office workers, hotel patrons, convention center patrons, and the growing number of residents. Other predominant water uses are port activities, which include both shipping and cruise activities, motorized boating activity, and non-motorized boat activity. The latter, as exemplified by the ongoing crew training and competition, is perhaps the leading active use of the Hillsborough River north of the Platt Street Bridge and a use widely embraced as part of Tampa’s image. Lastly, an infrequent (annual) but still extremely important water use is the docking of the Gasparilla ship and flotilla. There is very little use of the water for fishing or swimming, and there is no area along the Riverwalk site where the water can be easily touched.

Opportunities exist for animating the water with additional personal watercraft by adding dock slips, kayak launch areas, and restaurants and river cafes that can be accessed by boat.



Boat slips.



Crew activity.



Accessible shoreline.



Inaccessible shoreline.



Boat access.

PROCESS

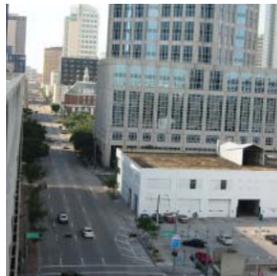
# REVIEW AND ANALYSIS | TRANSPORTATION



CSX Bridge.



Interstate 275.



North Florida Avenue.



TECO Line Streetcar.

A consideration of transportation uses and their potential impact on the Riverwalk plan was the next step in the review and analysis process. Figure 2.14 illustrates the major transportation corridors and modes for central Tampa. As in most cities, interstate highways and expressways dominate the transportation map. Fortunately, although several of these cross the Riverwalk route, creating noisy and somewhat conflicting conditions (I-275, Crosstown Expressway), no highways block access to the water linearly. In general, roadway access to the entire Riverwalk site is more than adequate. Generally, Tampa's downtown grid of one-way streets can be intimidating to pedestrians and visitors. The consideration of revamping the grid to a two-way system will increase the ease with which pedestrians traverse from the core of downtown to the Riverwalk. Though not a highway, three-lane Ashley Drive, which runs parallel to the Riverwalk in the Cultural District, does create a barrier to pedestrians trying to access the Riverwalk and other attractions such as the Performing Arts Center, Kiley Park and the John F. Germany Library. The planned redesign of Ashley Drive will address this problem and further integrate the downtown area with the waterfront area.

A final transportation issue is the Cass Street/CSX Railroad Bridge, which due to its low elevation poses a significant obstacle to connectivity and to a pedestrian-friendly Riverwalk crossing underneath the Cass Street Bridge. The railroad traffic is extremely limited, but complex regulations governing crossing over, on, or under the tracks require careful study.

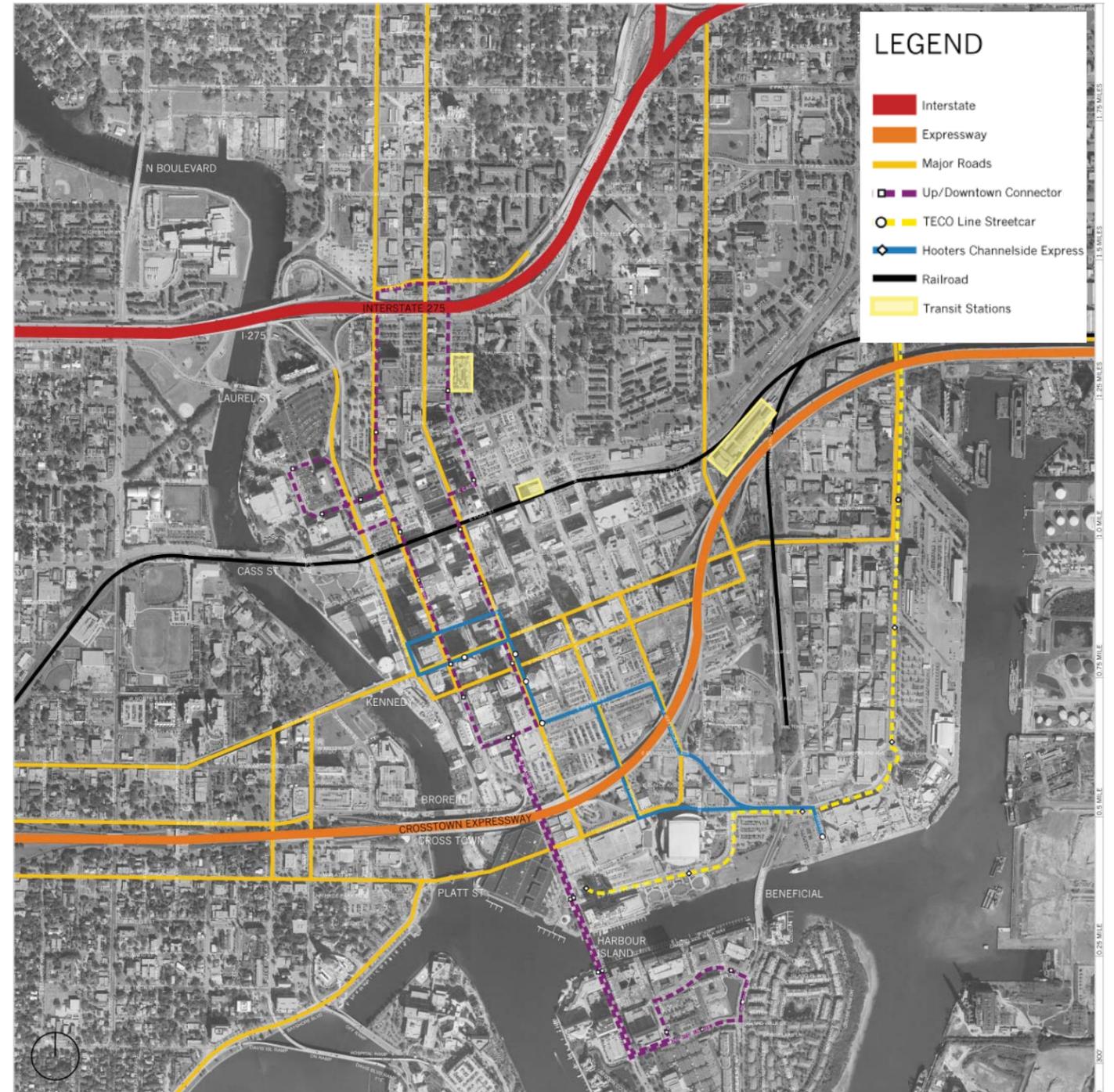


Figure 2.14 Transportation Diagram.

# REVIEW AND ANALYSIS | PARKING

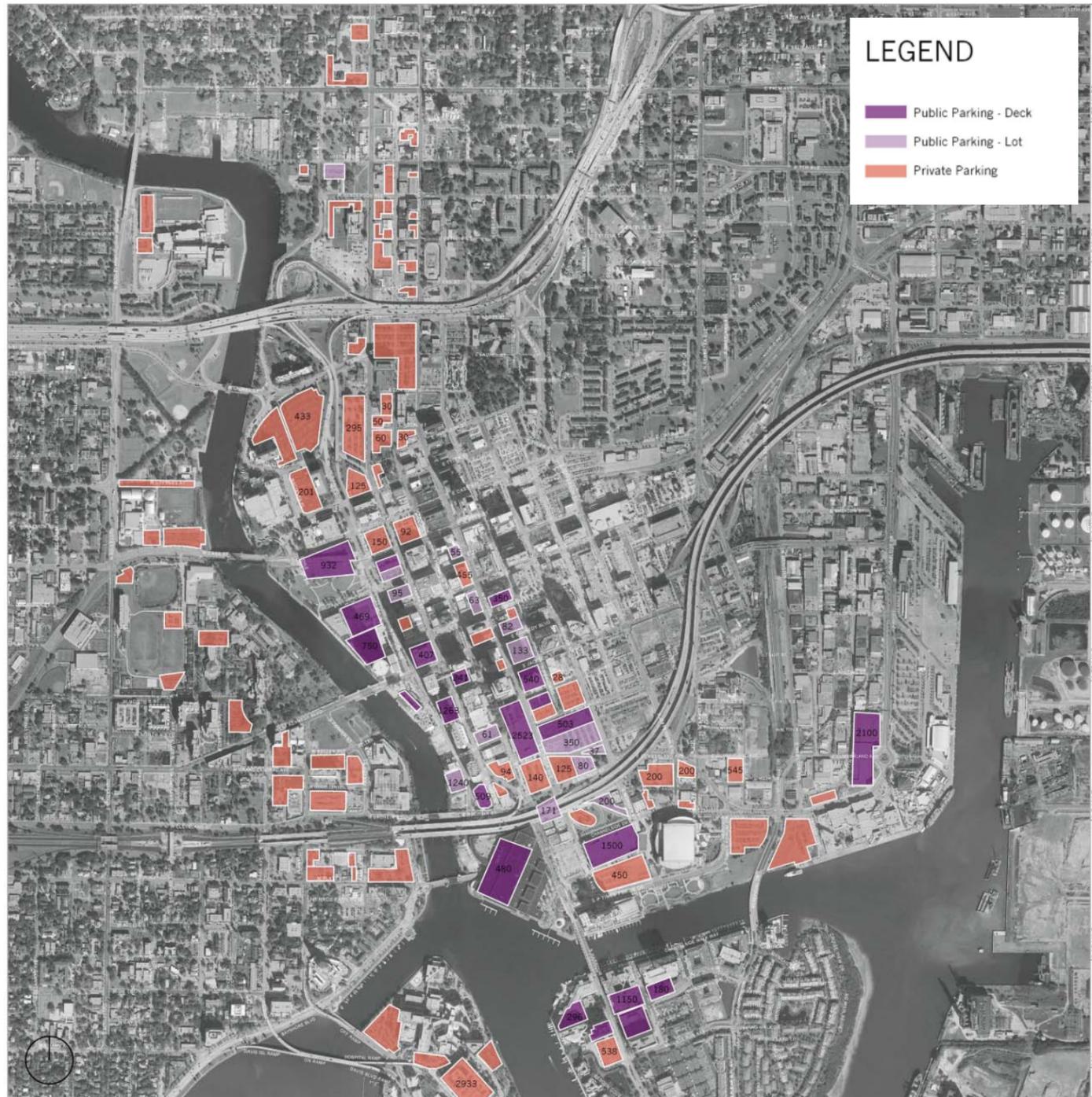


Figure 2.15 Parking Diagram.

The last use pattern examined in the review and analysis process was parking. Diagram 2.15 shows public parking garages and surface lots as well as private parking. According to the Tampa Downtown Partnership, there are currently approximately 20,260 parking spaces in the downtown area. Although surface lots in the downtown core will be disappearing as the sites are developed, parking requirements will need to be met within each project.

One of the most basic goals of the Riverwalk is to provide connectivity along its 2.4 mile route. A contiguous promenade will accommodate users who drive to the Riverwalk and park at any of the many points along the 2.4 mile route. Another primary goal of the Riverwalk is for it to be pedestrian-driven so that minimal additional demand for parking is generated. It is anticipated that people will walk to the Riverwalk from their offices, homes, or apartments, or that people who have already parked at a location such as the Tampa Convention Center or the St. Petersburg Times Forum will leave their car while they walk to a restaurant, bar, or coffee shop on the Riverwalk, in essence “parking once.”

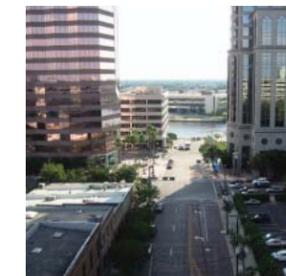
It is recommended that no new garages be built within the area immediately adjacent to the Riverwalk and that any new garages built beyond that area be fully integrated into the urban fabric and streetscape so as to have pedestrian friendly uses at street level on all sides.



Parking lot.



Poe Garage.



Parking near Riverwalk.

PROCESS

# REVIEW AND ANALYSIS | OPPORTUNITIES AND CONSTRAINTS

The extensive review and analysis of all of the historic information relative to the planning and design of the Riverwalk, and the subsequent study and diagramming of neighborhoods and districts, land use, open space, water use, transportation, and parking, enabled the initial development of principal Riverwalk design opportunities and constraints as illustrated in Figure 2.16.

Principal constraints include:

- problematic Riverwalk connections at the low lying Beneficial and CSX Bridges;
- the lack of any river-level landside right-of-way adjacent to the area from the current Art Museum in Curtis Hixon Park to MacDill Park;
- lack of landside right-of-way with sufficient clearance under the Laurel Street Bridge; and
- security regulations along the Port, adjacent to Channelside and the Florida Aquarium.

Major opportunities include:

- the ability to make broad moves at Water Works Park;
- the introduction of over water elements to add interest and overcome landside physical limitations;
- the reclamation of the area around Laurel Street Bridge as viable park space;
- the utilization of many scenic vistas;
- possibilities for land use and parcel changes north of the Tampa Bay Performing Arts Center to enhance Riverwalk frontage and create redevelopment opportunities;
- potential to link to thousands of Bayshore Boulevard walk users through an iconic pedestrian bridge;
- the potential for animating all of the park and open space with appropriate retail;
- introduction of substantial boat activity through docks, launches, and possible water taxi service.

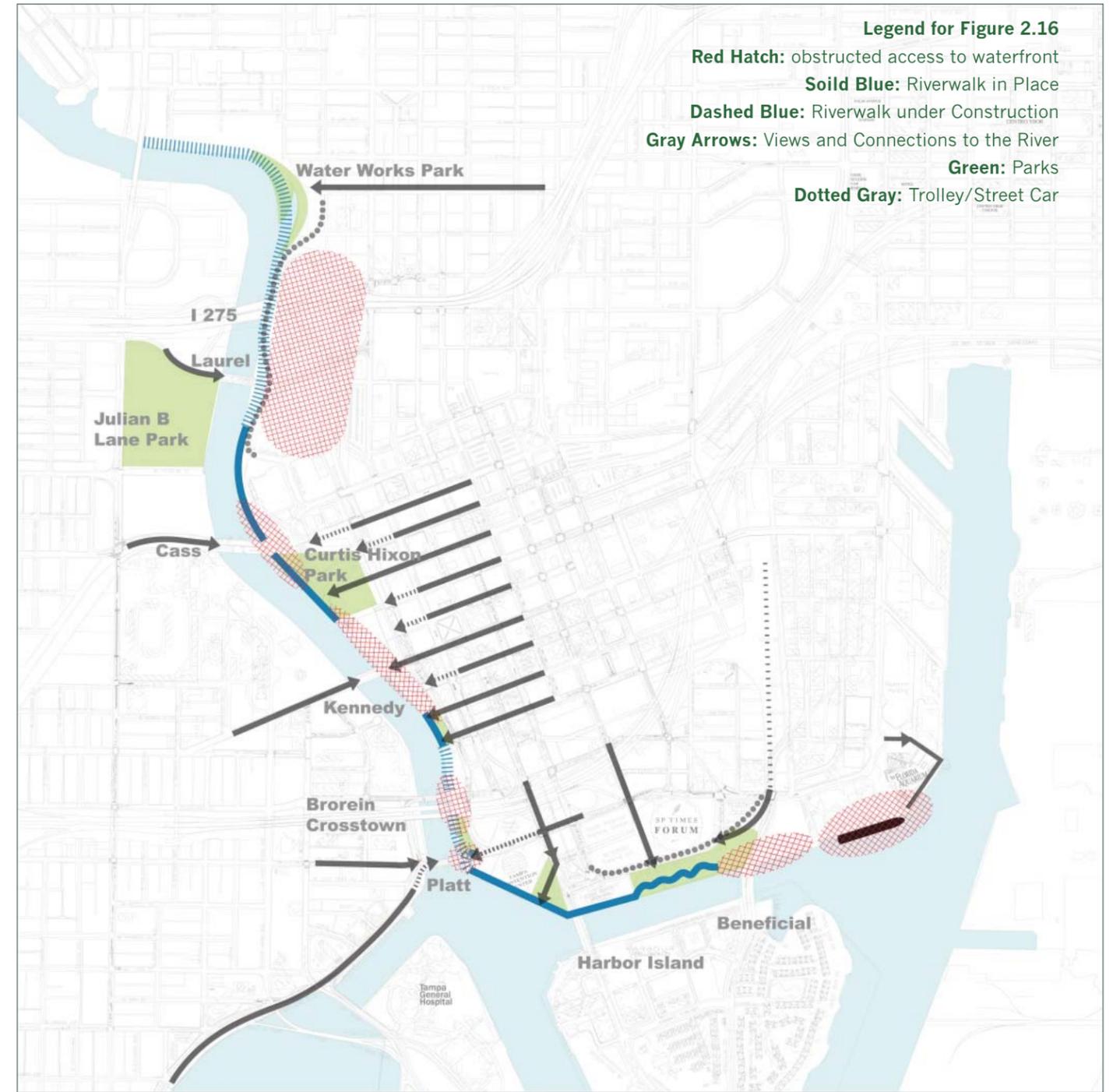


Figure 2.16 Opportunities and Constraints Diagram.



Figure 2.17 Tampa Now.



Figure 2.18 Tampa Future.

These collages of images, drawings, photographs, and text depict the Riverwalk design opportunities and constraints as they were revealed during the Review and Analysis process. Figure 2.17 was designed to capture and graphically communicate the current environment and context of the project site. Figure 2.18 illustrates an overall look and foundation of a contextually responsive Riverwalk plan and design.

## REVIEW AND ANALYSIS | FRAMEWORK ANALYSIS

The last step in the review and analysis process was the creation of a Framework Analysis diagram as pictured in Figure 2.19. The Framework Analysis is a graphic illustration of the conclusions of the review and analysis process and represents a very basic initial mapping of the Riverwalk design framework. The overall design meanders through the full length of the Riverwalk, inward over land and outward over water and under bridges. The framework design achieves the connectivity so important to creating a true identity for the Riverwalk in a way that reflects the meandering course of the river itself and that creates interest and side activities rather than taking the most direct route. The meandering route allows for multiple sub-areas to be created, each with its own special feel and filled with particular activities.



Figure 2.19 Framework Analysis Diagram.

# INITIAL CONCEPT DEVELOPMENT | INTRODUCTION

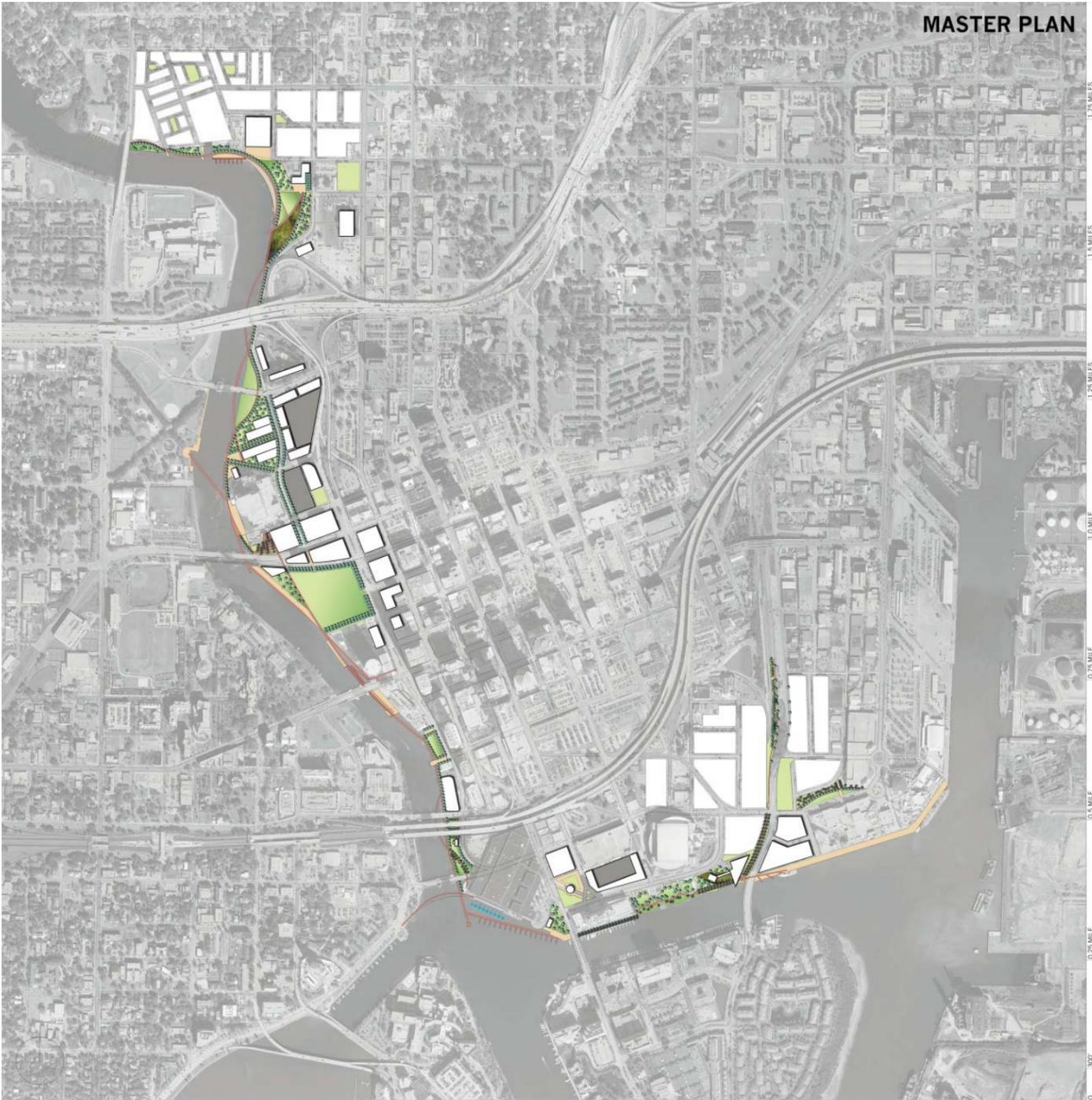


Figure 2.20 Preliminary Master Plan Development.

With the data gathering and subsequent review and analysis phases completed, the next step in the project was to begin developing initial project concepts. In order to do this, it was necessary to include the citizens in community meetings. Goals of the public meetings were to communicate the results of the review and analysis completed to date; to solicit public comments on preferred Riverwalk activities, uses, character, image preferences, and interpretive program elements; and to consider the comments and preferences of one of the most important groups when designing and planning the Riverwalk – the public. The first public meeting was held September 20, 2005 at the Tampa Convention Center.

Prior to the meeting, the EDAW team met with the Executive Steering Group on September 12, 2005, and with Mayor Iorio and city officials on September 13, 2005, to preview the meeting presentation and program. The EDAW team collaborated with the Tampa Downtown Partnership and the Tampa Convention Center to communicate the location and date to the public. In addition to the general public and Riverwalk stakeholders, the meeting was attended by Tampa City Council members, local media representatives, students, and neighborhood representatives.

With the input from the public meeting, all of the information gathered and analysis undertaken to date, the EDAW team was able to begin developing initial master plan concepts. Beginning with simple sketches, marked-up plans and aerial photographs, the team went on to create detailed sketches, plan views, 3D views, and before and after images of concepts and options. These extensive project graphics were then utilized in work sessions with the team and city to evaluate and further develop preferred concepts and options.





(2) Top ten character and image preferences in descending order: riverwalk cafes, active urban waterfront, events/performance space, night time activities, farmers market, active recreation, shaded plazas, shaded gardens, art/lighting, and shaded outdoor dining.

(3) Five additional interpretive elements to include: Tampa Bay Hotel, natural environment, future prospects, Tampa arts and culture, and cigar factories.

(4) Additional repeated public comments included:

- Connectivity, including across the river to Bayshore, must be provided.
- There should be a focus on the environment and natural history of the river.
- The design should embrace the future and not be over-themed.
- Shade from trees and structures is critical for use most of the year.
- Additional personal boating activity should be accommodated.

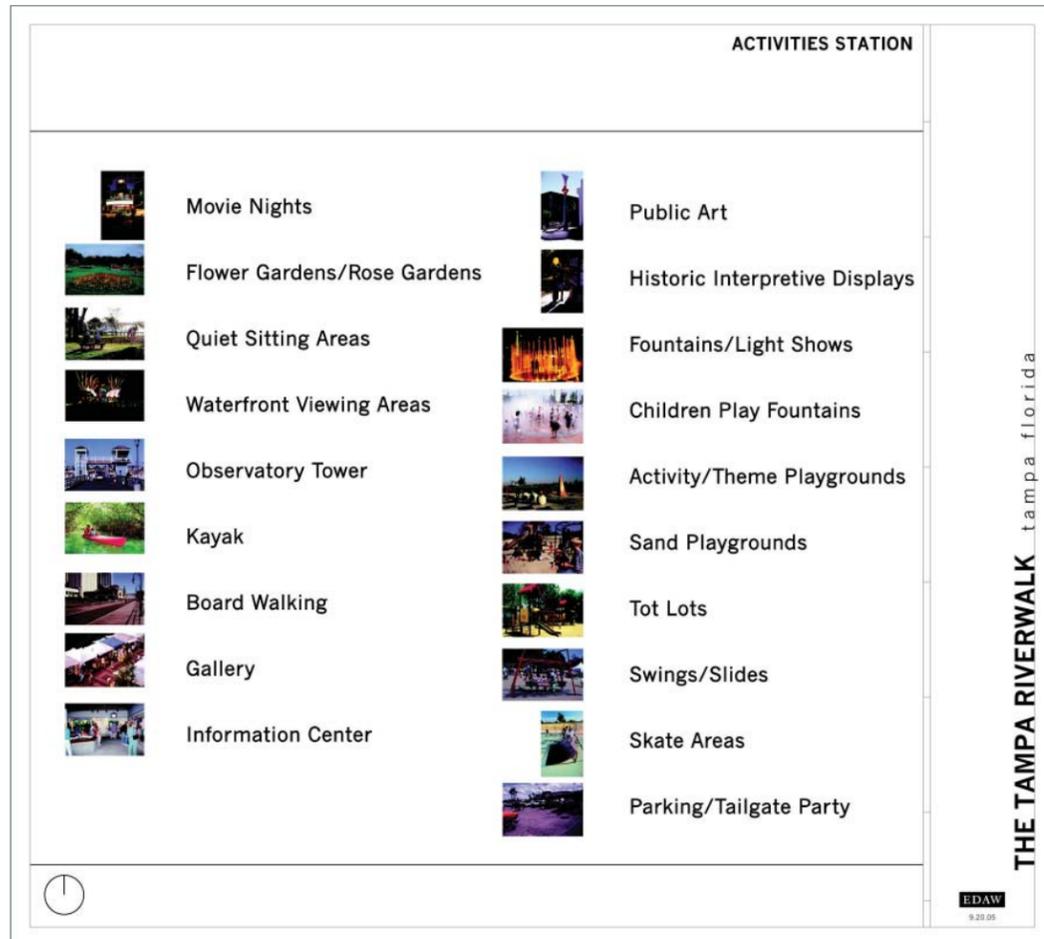


Figure 2.24 Activities Station Images.



Figure 2.25 Authentic Tampa Images.



# INITIAL CONCEPT DEVELOPMENT | WORK SESSIONS

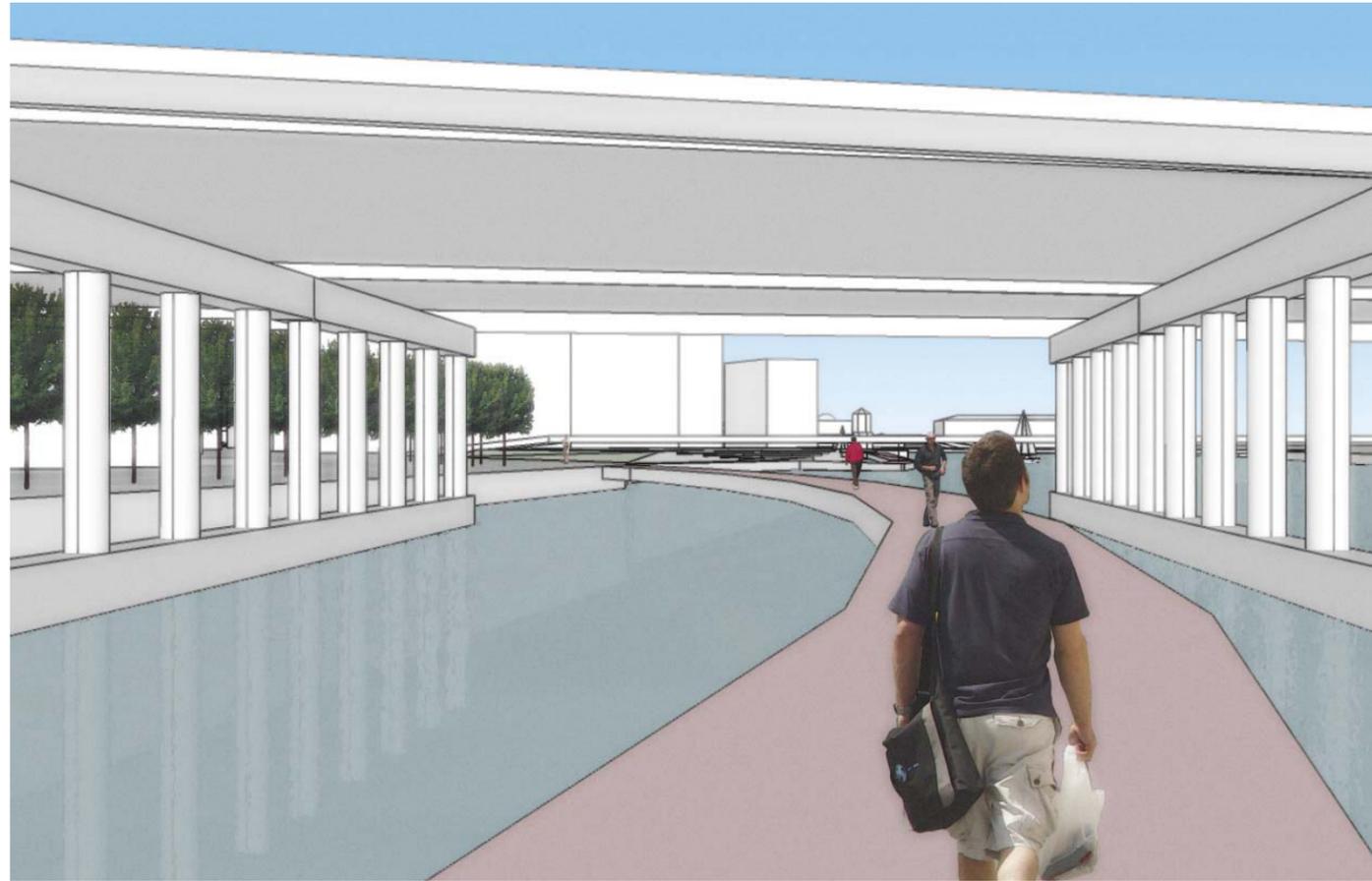


Figure 2.29 Initial concept development for the I-275 Bridge connection.

Utilizing the public input obtained from the first public meeting, together with all of the information gathered and analysis undertaken, the EDAW team was able to begin developing initial master plan concepts. A series of multi-day work sessions were held in which team members gathered all of the project design criteria and generated potential solutions. The sessions included graphic exercises, as depicted in Figures 2.26, 2.27, and 2.28 (on the previous page), intended to identify and envision a far-reaching spectrum of potential design solutions. The team then went on to utilize 3D images and elevations to explore and define initial working concepts as illustrated in Figures 2.29 and 2.30.



Figure 2.30 Elevation of initial concepts for Cass Street connection.

PROCESS

# FINAL CONCEPT DEVELOPMENT | PREVIEW CONCEPTS

Ideas and concepts generated at the team work sessions were further developed and refined over the course of several weeks. Extensive concept graphics including plan views, 3D views, and before and after sketches were developed to illustrate design solutions for all project elements as well as to offer multiple design options for the Riverwalk connections at bridges.



Figure 2.31 Initial concept development before and after scenarios at the MacDill Park area.

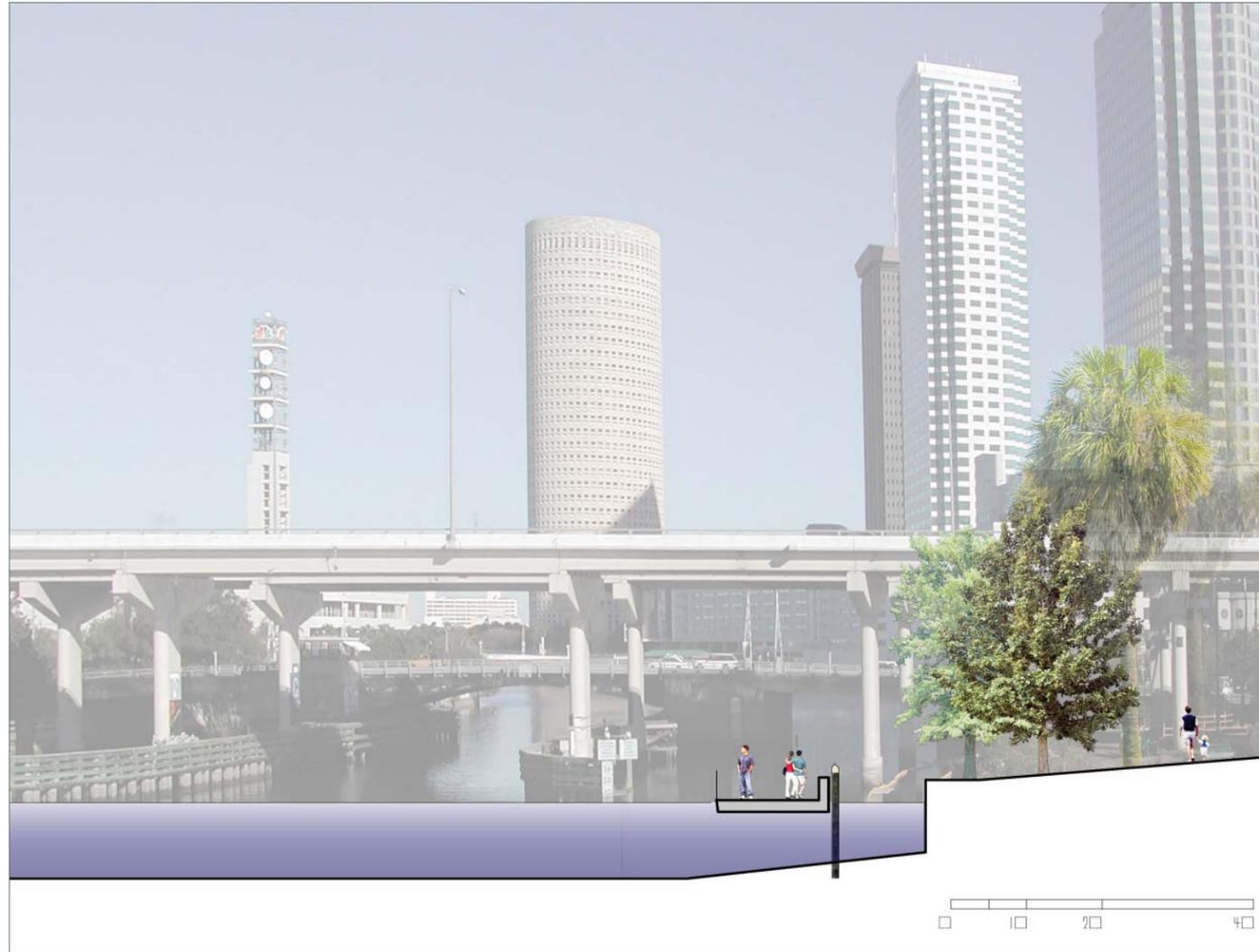


Figure 2.32 Section of Riverwalk concept explored at USF Park.



Figure 2.33 Floating plaza concept developed for consideration at the Kennedy Bridge.



Figure 2.34 Water Works Park concept development.

# FINAL CONCEPT DEVELOPMENT | CITY REVIEW AND PUBLIC MEETING TWO



The final concept development phase began with a comprehensive review and discussion of initial concepts with the Executive Steering Group and Riverwalk Working Group representatives, and city officials at work sessions on November 7 and 8, 2005. Design concepts and options were updated to incorporate feedback and input from these sessions before being presented at a second public meeting on November 15, 2005 at the Tampa Bay Performing Arts Center. Design concepts and options were described in detail at the meeting and preferred solutions identified. Refined interpretive program elements were also presented and discussed.

Extensive public discussion was held at the conclusion of the presentation. Additional written public comments were solicited on the meeting handout. In addition, boards like the one in Figure 2.35 illustrating various options for each district for paving, bollards and railings, plants, lighting, benches, and features were displayed at breakout stations. Attendees were asked to indicate preference by element for each district.

The top five ranked designs for paving, bollards and railing, lighting, benches, and features were assembled on five additional boards like that in 2.36. Comments regarding project design, landscaping, shade, lighting, connectivity, boating, safety, and interpretive features, and general comments were also transcribed in a report. This public input was carefully considered in developing The Tampa Riverwalk Master Plan.

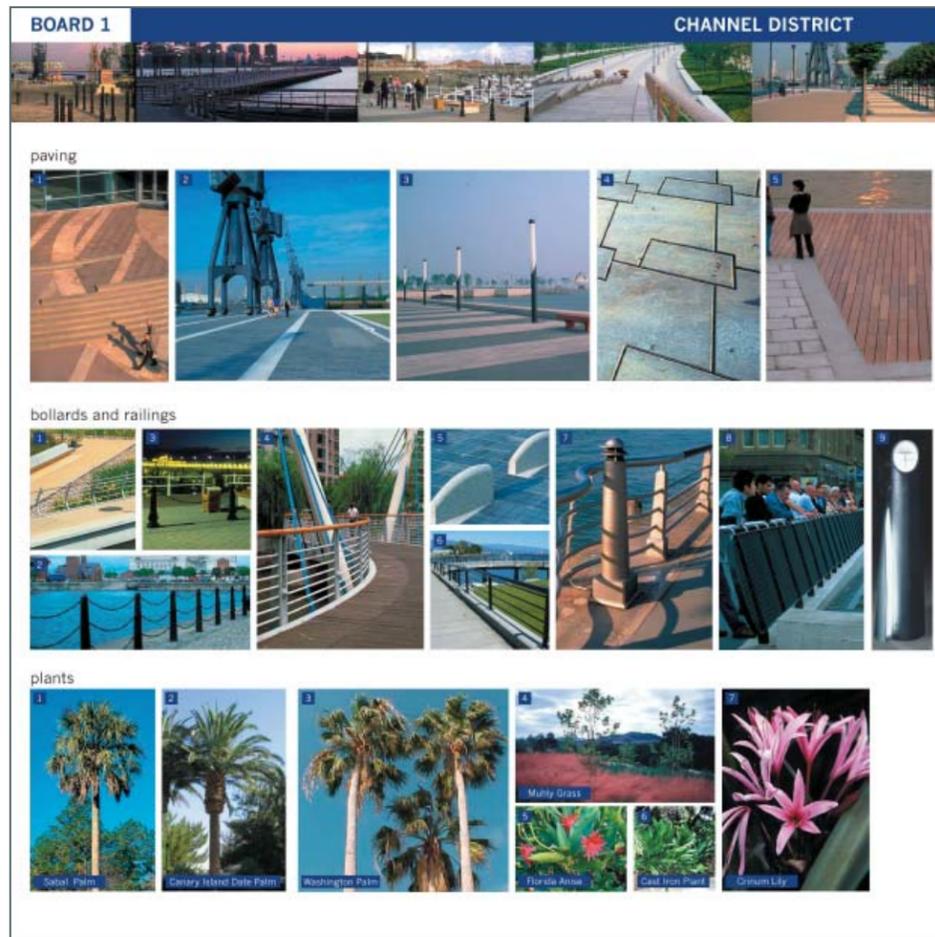


Figure 2.35 Character District boards presented at Public Meeting Two.

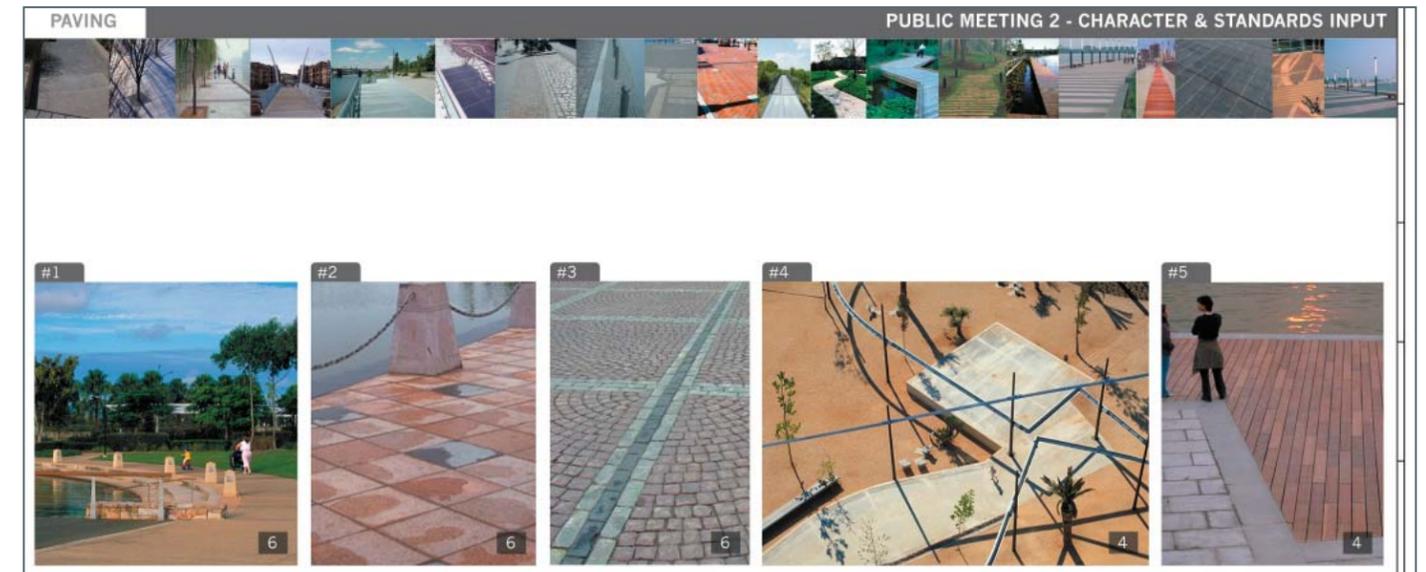


Figure 2.36 Preferences derived from Public Meeting Two.

# FINAL CONCEPT DEVELOPMENT | FINAL CONCEPT REFINEMENT

The next step in the final concept development phase was the refinement of master plan concepts and options that incorporated input received at the second public meeting and additional input provided by the city. A major effort in this phase was the preparation of a detailed preliminary cost estimate and feasibility review which identified each project element and option and provided corresponding information on cost and feasibility. In addition, advantages and disadvantages were provided for each option considered. A final concept plan work session was held on February 7, 2006 during which the EDAW team presented the Riverwalk Master Plan and cost and feasibility information to city leaders and Executive Steering Group representatives. A consensus on the master plan was developed at this work session and then presented to city officials and Mayor Iorio on February 8, 2006, followed by completion of the master plan.

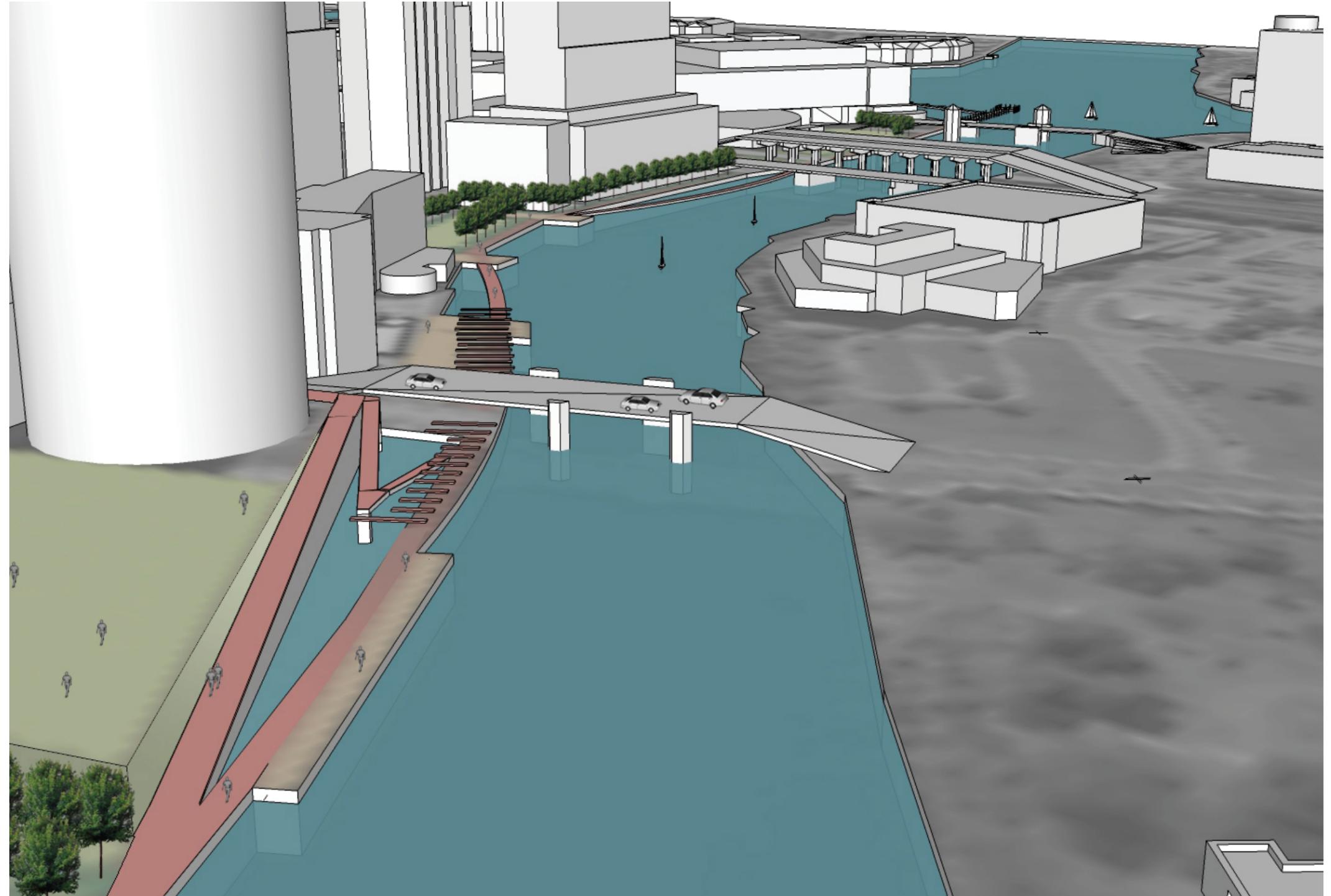


Figure 2.37 Aerial view of floating plaza.

PROCESS

# FINAL CONCEPT DEVELOPMENT | DESIGN STANDARDS DISCUSSION

One of the many tasks in EDAW's scope of work for the project was an evaluation of the 1989 Riverwalk Design Standards. While these standards still form a coherent design package since they were first developed, they have become somewhat dated in their design. The most problematic component of the current standards is the bulky white plastic guardrail which has too heavy of a presence; plastic is also not perceived as a quality material. In addition, there are maintenance issues that have developed with the granite tile paving and the large amount of grout that must be maintained.

In exploring alternatives, an exhaustive search of images of standards was undertaken and four potential standards were developed as depicted in Figures 2.38, 2.39, 2.40, and 2.41. In general, all of the groups are slightly more contemporary in nature than the existing standards, but were presented based on their ability to be perceived as more timeless than the 1989 standards. In particular, railing options explored were much less obtrusive than the current plastic railings, and the EDAW team believed that this is one of the most

important elements to change in order to streamline and simplify the look of the Riverwalk.

The standards were discussed at length at the February 7, 2006 Final Concept Development session, and it was generally agreed that the city would further study and evaluate the proposed new standards before officially changing them in the city's Riverwalk design standards ordinance.

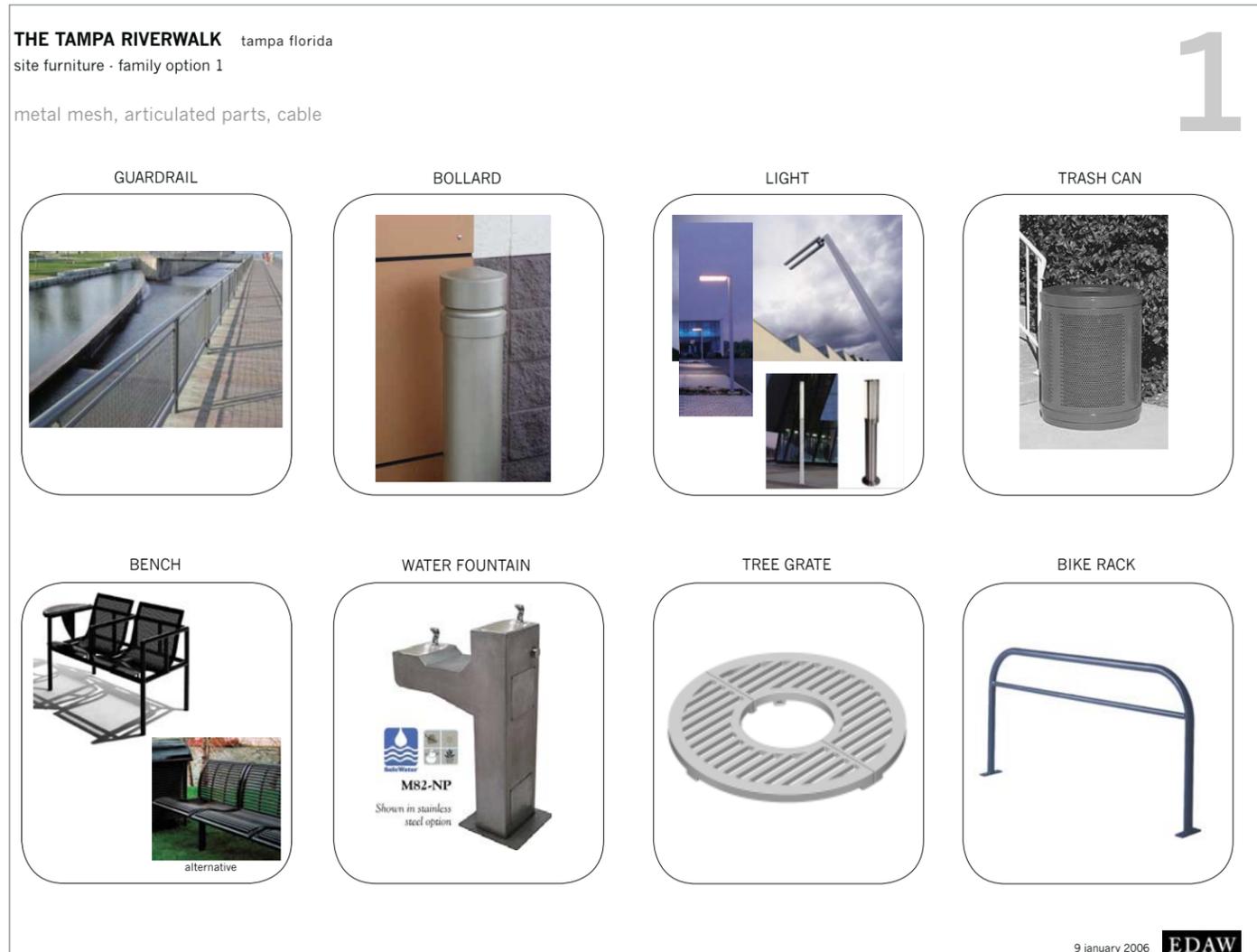


Figure 2.38 Design Standards Option 1: Metal Mesh, Articulated Parts Cable.

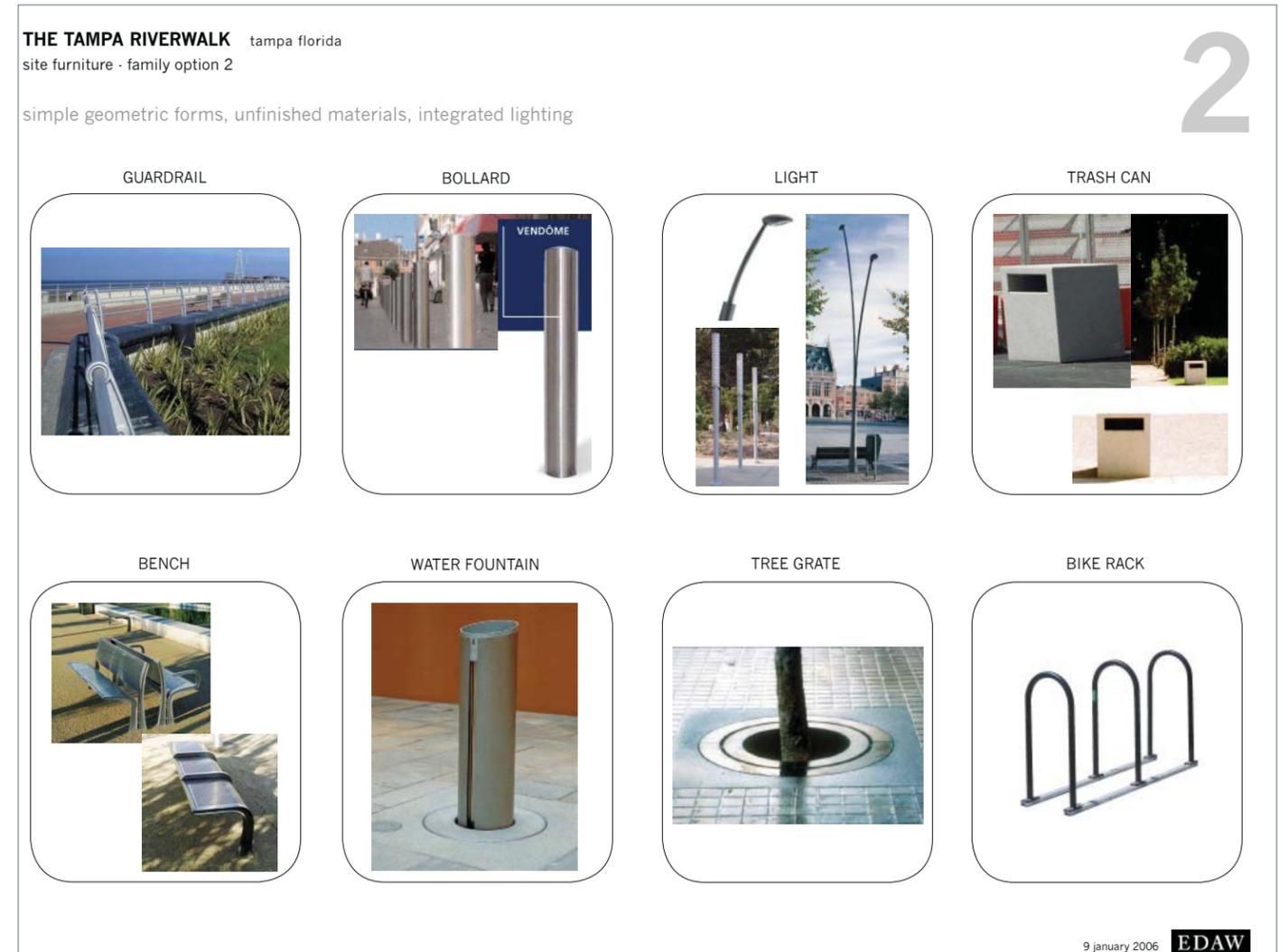
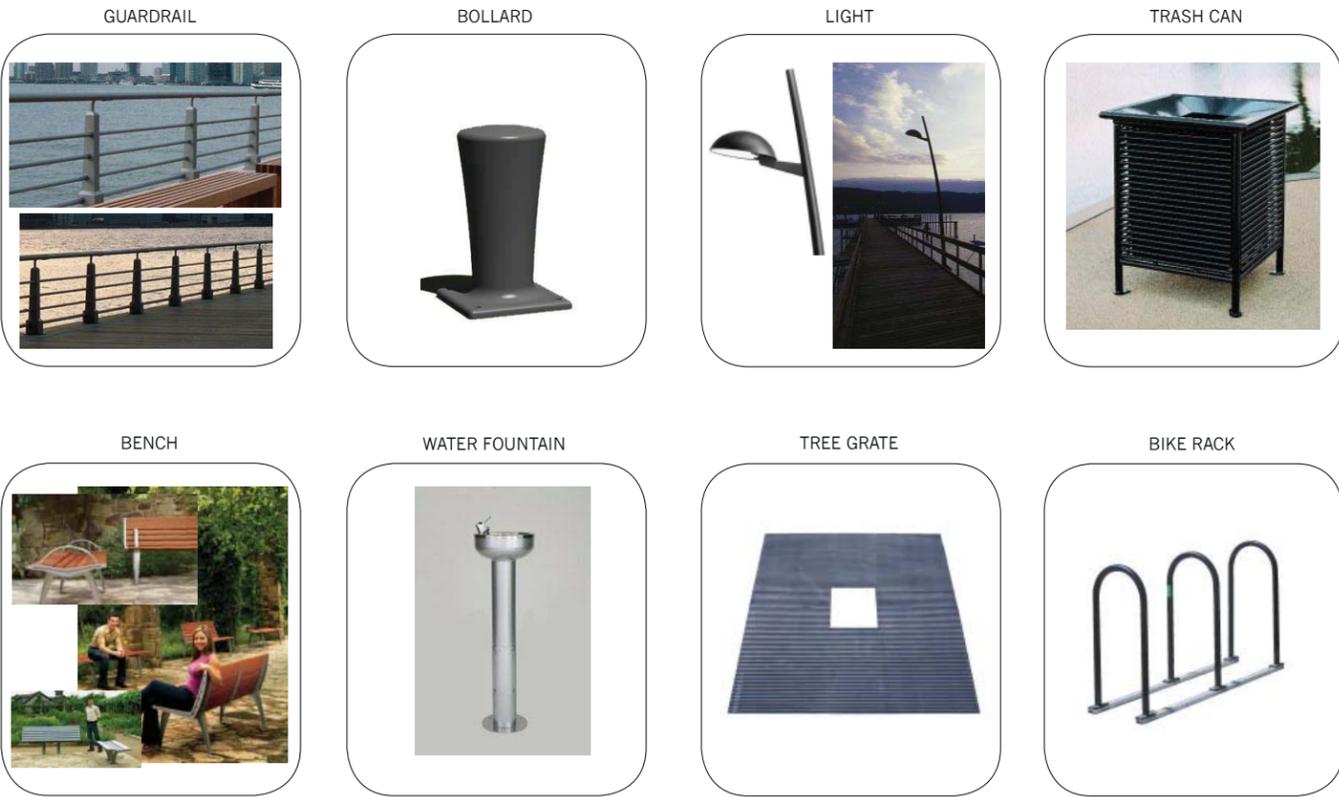


Figure 2.39 Design Standards Option 2: Simple Geometric Forms, Unfinished Materials, Integrated Lighting.

THE TAMPA RIVERWALK tampa florida  
site furniture - family option 3

3

painting metal, wood, horizontal lines, gestural light pole



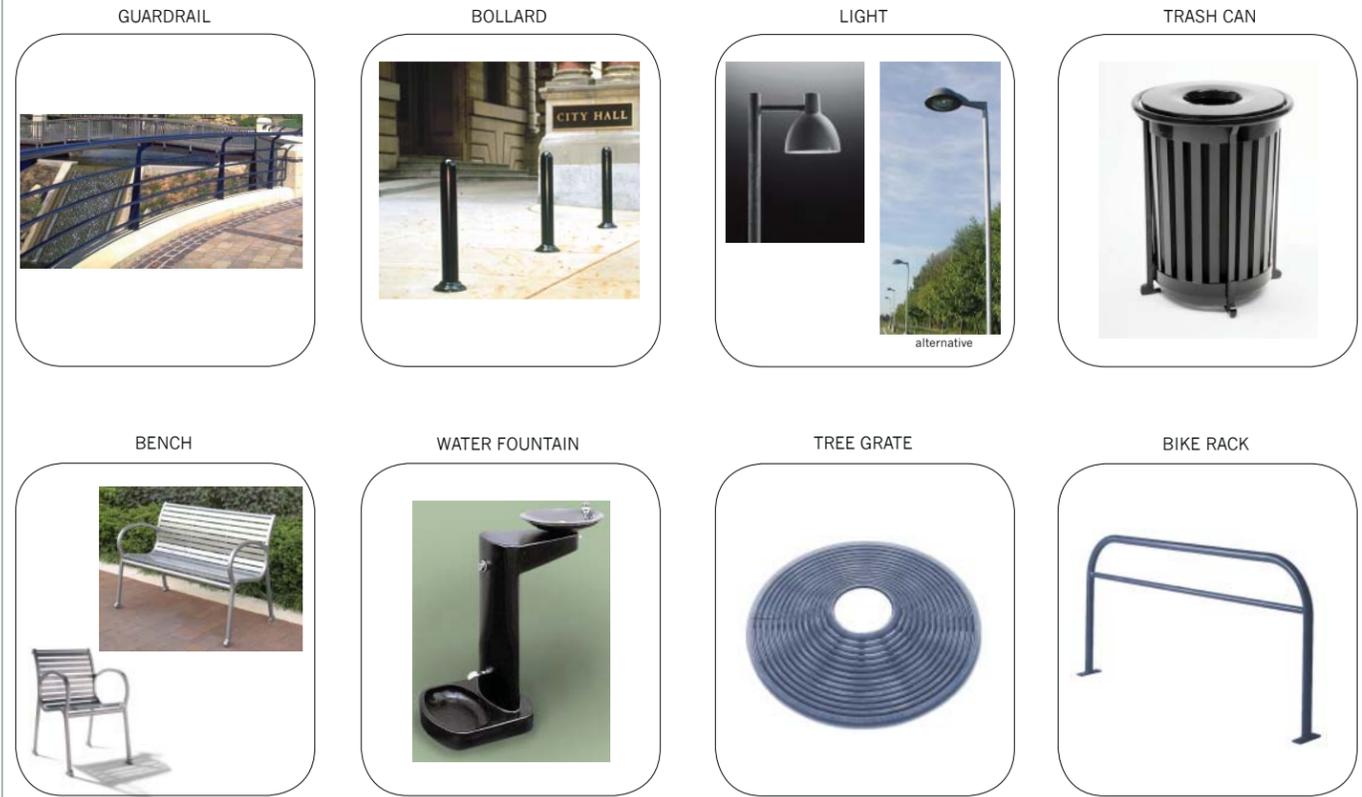
9 january 2006 EDAW

Figure 2.40 Design Standards Option 3: Painted Metal, Wood, Horizontal Lines, Gestural Light Pole.

THE TAMPA RIVERWALK tampa florida  
site furniture - family option 4

4

familiar forms, comfort, curves



9 january 2006 EDAW

Figure 2.41 Design Standards Option 4: Familiar Forms, Comfort, Curves.



chapter 3

# master plan development

# MASTER PLAN DEVELOPMENT | VISION

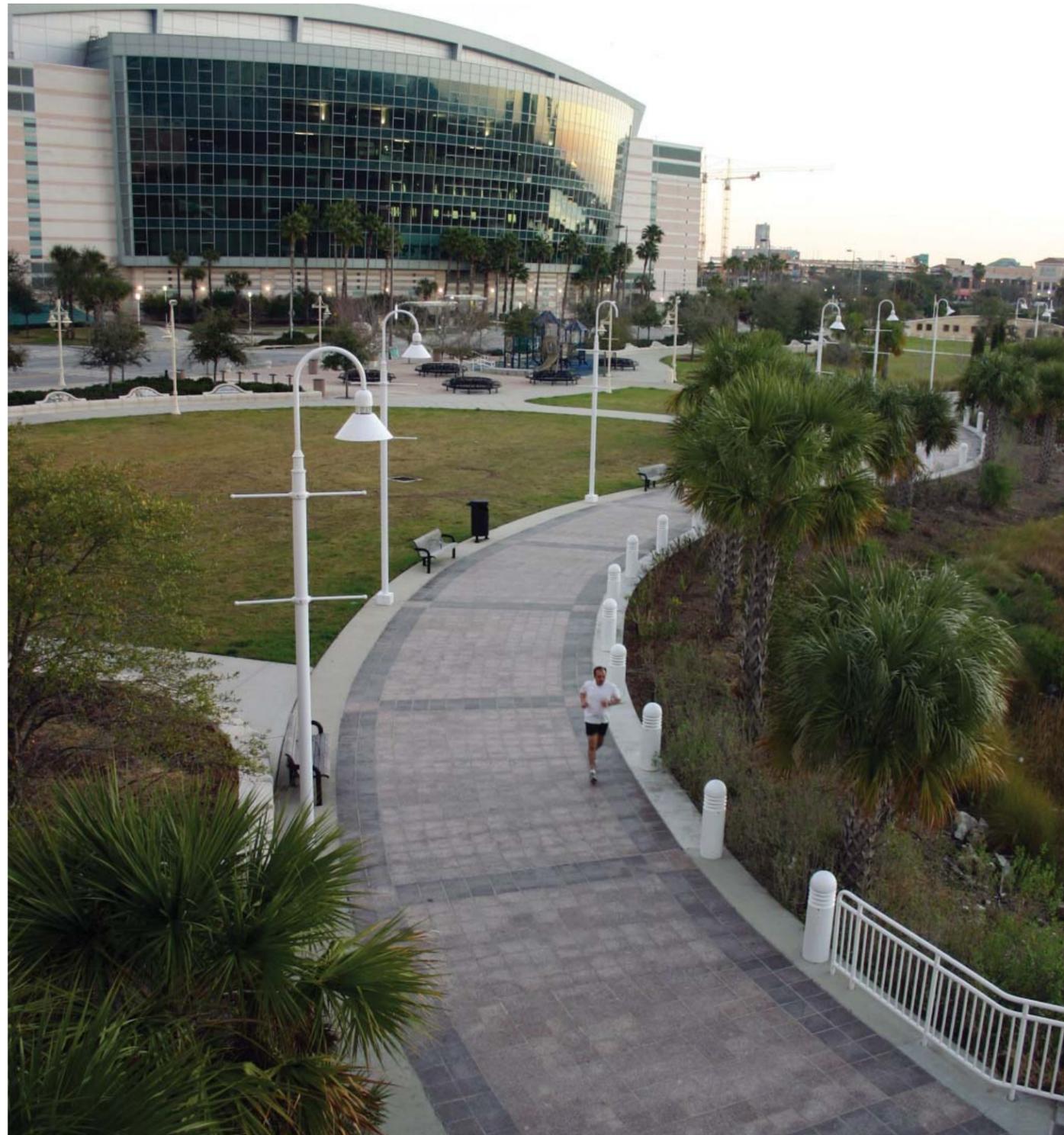


Figure 3.1 A continuous waterfront pedestrian connection.

According to the City of Tampa’s summary Vision Statement, The Tampa Riverwalk will “create a vibrant and interactive waterfront experience for residents and visitors that reflects the spirit and uniqueness of Tampa.” EDAW has embraced this vision in creating The Tampa Riverwalk Master Plan. The Riverwalk will connect the 2.4 mile project both physically and experientially, providing a wide variety of views, activities, interpretive information, public art, and materials for the user to enjoy. It will also establish a continuity of identity along its entire length through repeating design elements and forms. The Riverwalk will physically integrate disparate areas of Tampa’s waterfront and downtown core, attract both residents and visitors, stimulate economic development, and enhance Tampa’s image as a progressive city.



# MASTER PLAN DEVELOPMENT | NEIGHBORHOODS AND DISTRICTS



The Tampa Riverwalk Master Plan identifies six segments of the Riverwalk that have relatively natural boundaries as defined by the unique characteristics of the each segment:

- **The Heights:** From the North Boulevard Bridge to the northern edge of Water Works Park, this district is influenced by the village feel and historic orientation of the adjacent Heights redevelopment project.
- **Water Works:** From the north edge of Water Works Park to Laurel Street Bridge, this district is shaped primarily by the natural environmental elements of the park and the river itself.
- **Cultural:** From the Laurel Street Bridge to the Kennedy Boulevard Bridge, this district is defined by the adjacent cultural institutions: the Tampa Bay Performing Arts Center, the John F. Germany Library, the Tampa Museum of Art, and the site of the future Tampa Children's Museum.
- **Downtown:** From the Kennedy Blvd. Bridge to the Crosstown Expressway, this district is where high-rise downtown Tampa meets the waterfront.
- **Gateway:** From the Crosstown Expressway to the Harbour Island Bridge, the Gateway district is so named for its location at the entrances to both the Hillsborough River and Garrison Channel and at the crossings of three major bridges.
- **Channel:** From the Harbour Island Bridge to Channelside, this district's character is set by the maritime activities along the waterfront.

The division of the Riverwalk into these Character Districts drives the composition of the primary Riverwalk Master Plan elements and establishes sub-identities within the larger Riverwalk identity that are expressed in materials, features, interpretive elements, and signage.

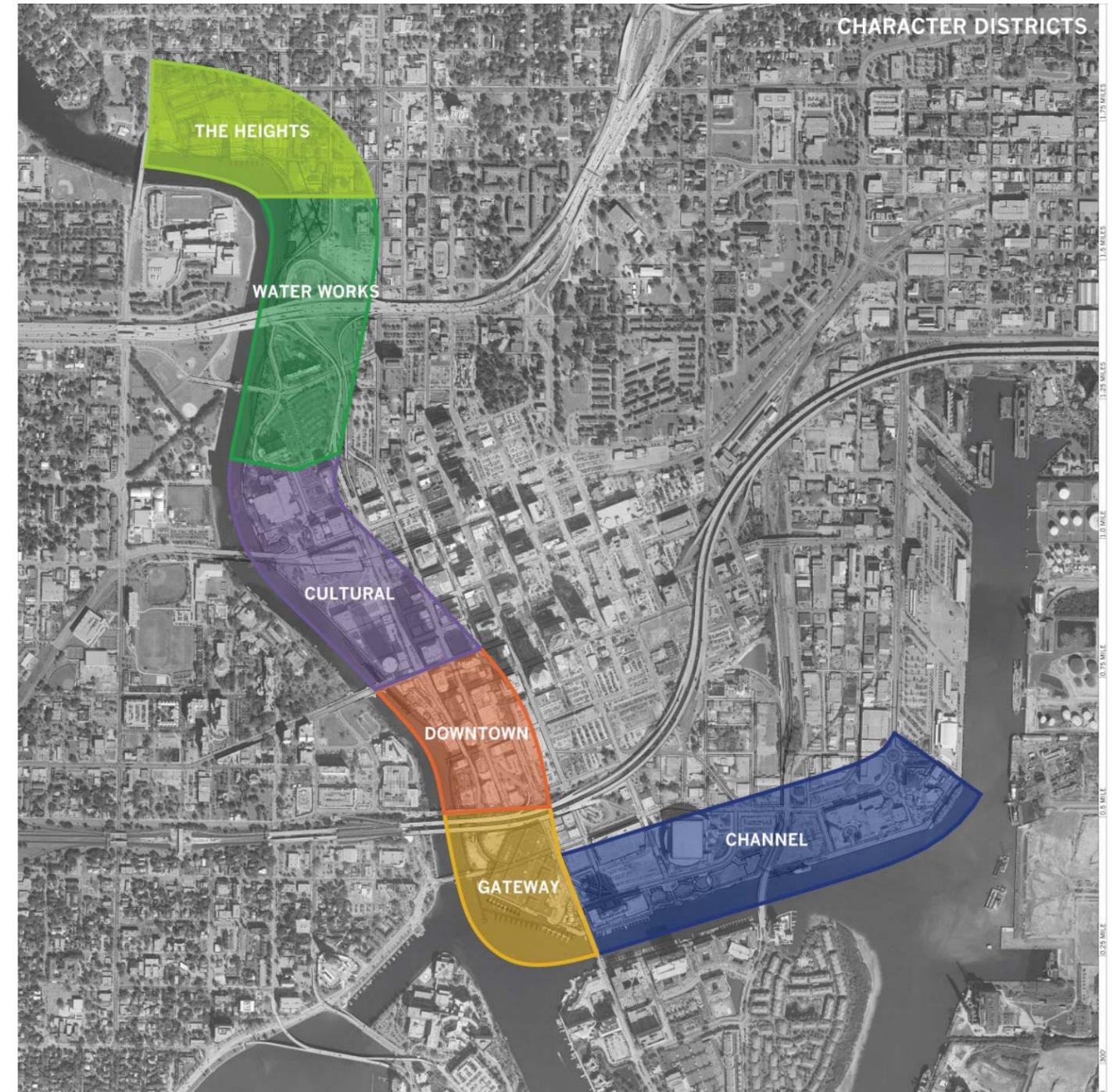


Figure 3.2 Riverwalk Districts Diagram.

# MASTER PLAN DEVELOPMENT | OVERVIEW

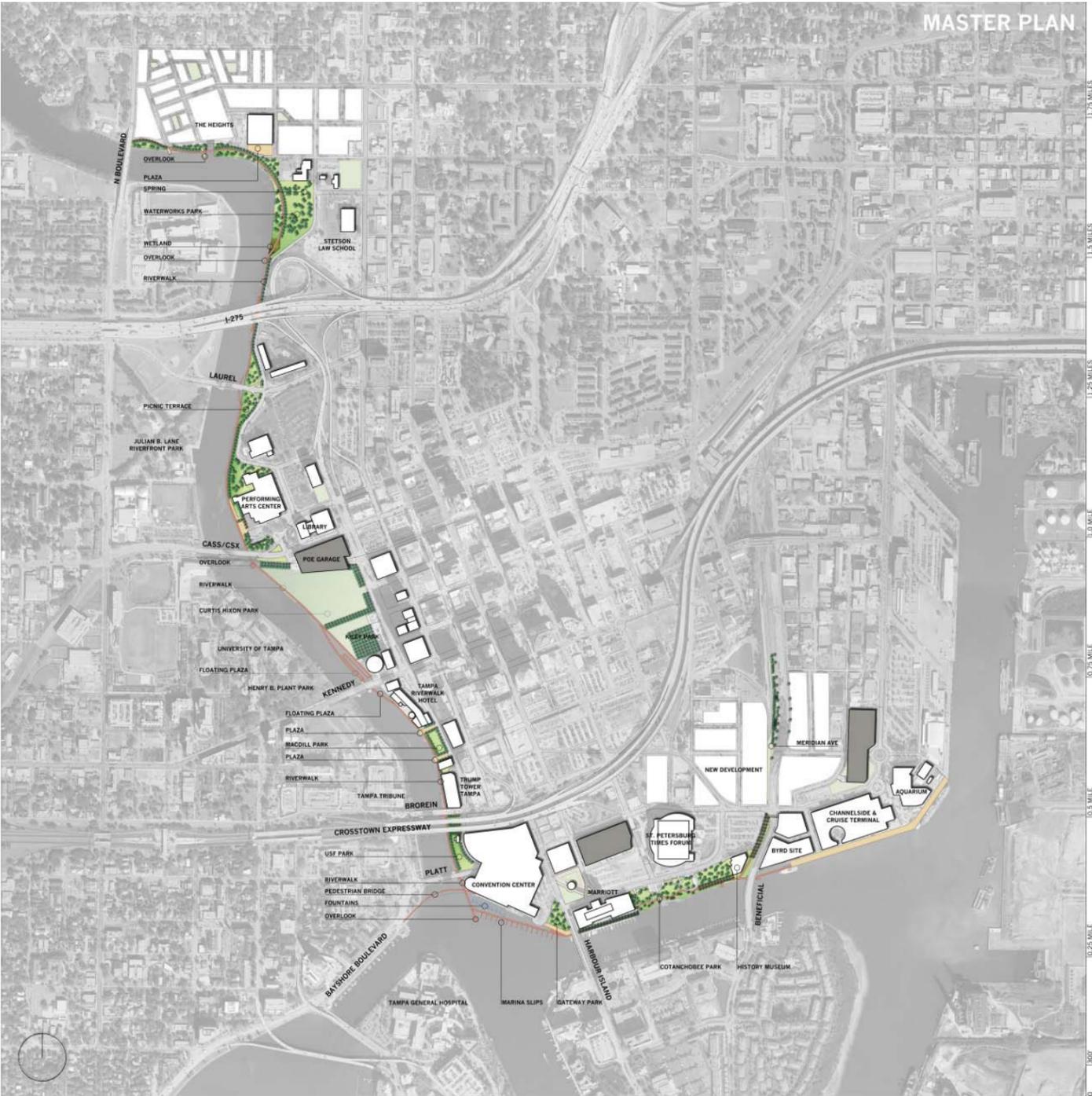


Figure 3.3 Overall Master Plan Diagram.

The Tampa Riverwalk Master Plan is the product of the extensive research, analysis, public input, coordination, evaluation, planning, and design efforts described in the process section of this document. In general, the Master Plan calls for a 15 foot wide Riverwalk that gracefully meanders inward over land and outward over the water following the path of the Hillsborough River and providing a changing experience for the Riverwalk user.

The Riverwalk traverses five distinct Character Districts and, when possible, reflects characteristics of those areas. Although six districts have been identified, for the purpose of this Master Plan The Heights and Water Works Districts have been combined. At the same time, the Riverwalk has an overall coherent identity along its 2.4 mile length that physically and symbolically links the different neighborhoods it passes through. The Riverwalk focuses on the water, crossing over several existing water inlets in the form of small bridges and arcing out into the river at several locations as a floating structure that offers a more intimate connection with the water. At the same time, various points along the Riverwalk offer scenic views toward significant landmarks and the Tampa skyline.

The Riverwalk incorporates public art and extensive interpretive elements which communicate engaging and entertaining information about Tampa’s history, culture, and character. The Riverwalk offers opportunities for waterfront dining, entertainment and associated retail activities, and creates a powerful stimulus for ongoing economic development.

The following pages provide detailed information on the Riverwalk Master Plan by district. They map out a Tampa Riverwalk that fully opens Tampa’s waterfront to the people, serving as an attraction for visitors and as a source of civic pride for residents.



## DISTRICT PLANS | WATER WORKS



The Water Works District of the Riverwalk, which is adjacent to The Heights redevelopment project, is being redefined by the developer. The master plan for this area was completed based on the latest base and redevelopment plan information available on this area, which is subject to further refinement. For this reason, the master plan information for the area is limited to a plan view layout.

Depending on how The Heights plans are finalized, the northern Riverwalk would either turn northward onto a Heights development street or continue under the bridge and connect with an existing street. From this point, the master plan maps out a gently winding Riverwalk, which is partially set back from the water's edge in a short linear park area. The plan calls for the creation of a soft edge rather than a seawall. The Riverwalk bridges a small existing inlet that is also being reconfigured by the developer. Two Riverwalk overlooks align with the two streets shown in The Heights street grid. The Riverwalk continues, passing a proposed plaza with retail, food and beverage service in front of a restored Armature Works building. It is also anticipated that a marina, to include a kayak and canoe launching area, will be created at this location.

As the Riverwalk continues into Water Works Park, it will form a sweeping curve through the park set back from the water's edge to preserve numerous existing large shade trees and provide a variety of experience that will contrast with the over water and edge of water paths that predominate as the Riverwalk turns southward. Park pathways will intersect the Riverwalk and provide access to the water's edge. The Riverwalk will bridge over the small existing inlet at the south edge of the park, where another overlook will provide a natural focal point, before returning to the edge of the water.



Figure 3.4 Water Works District Master Plan.



Figure 3.5 Water Works Park, Before.



Figure 3.6 Water Works Park, After: Riverwalk, Wetlands and Overlook.

Initially, the master plan concept called for the Riverwalk to follow the edge of the water in the park and for the creation of an “urban beach” in the center of the curve as shown in Figure 3.7. Gangways would lead down from the seawall to the beach and a kayak launching area as seen in Figure 3.6. This scenario also called for the expansion of the existing water inlet into a larger water and wetlands area, as shown in Figure 3.6, that would terminate in a small winding stream, originating from the historic Water Works Springs. The wetlands area would be designed to attract birds and wildlife and would mitigate some of the environmental impact of other portions of the Riverwalk. It would serve as an environmental awareness element and be a major point of interest along the Riverwalk. In analyzing this scenario, it was determined that the area proposed is not a suitable location for a beach. It was also determined that the wetlands area, while an

interesting concept, would result in an unacceptable loss of at-grade park space. These concepts were presented but not adopted, but the recommendation is for the Riverwalk to have a very natural character in the park area.

The master plan also recommends that the historic brick building adjacent to the park be restored and leased out for food and beverage service or for other retail activity (such as bike and canoe rentals) that is compatible with the park. Alternatively, the building could house a destination restaurant, similar to New York’s Boathouse restaurant in Central Park, which would incorporate walkways around a restored Water Works Spring.



Figure 3.7 Water Works Park, After: Riverwalk, Wetlands, Overlook and Beach.



Figure 3.8 275 Bridge, Options 1 – 3.

An alternate Riverwalk alignment through Water Works Park has been developed by the consultant designing improvements to the park itself. The final design of the Water Works Park Riverwalk segment will be determined by the city.

At the southern edge of Water Works Park, the Riverwalk returns to the edge of the water where it is buffered from Doyle Carlton Drive by plantings and a retaining wall. In crossing underneath I-275, three options were presented as shown in Figure 3.8. The first was a floating over water section, the second was a narrower walk that fits within the existing width, and the third a walk that is cantilevered four feet out from the existing seawall. The first option was deleted because the route of a curving over water segment is obstructed by massive supports for interstate signs on the bridge above. The second option was also deleted because one of the primary goals of the master plan was to provide a 15-foot wide section along the entire length of the Riverwalk and this could not be met by this option. Therefore, the cantilevered option, which adds interest and brings users

closer to the water, was chosen for this segment. The cantilevered segment is limited to the area underneath the bridge. Once the Riverwalk exits this area, it returns to the edge of the water until shortly before it reaches the Laurel Street Bridge.

At this location the Riverwalk makes its first move out over the water in the form of a gently arcing, floating over water element, which stays well outside of the river's navigation channel. Although there is currently clearance for the Riverwalk to pass underneath the Laurel Street Bridge on land, the space is vertically constrained. Utilities and bridge foundation elements prevent adjusting the walk a few feet down to achieve safe vertical clearance. Other options shown in Figure 3.9 (on the following page) that were presented but rejected for this connection were an elevated overbridge connection, and a connection following the existing sidewalks along Doyle Carlton Drive. The floating over water connection, as conceptually depicted before and after in Figures 3.10 and 3.11 (on the following page), offers the Riverwalk user more direct interaction with the river.

The last master plan feature of the Water Works District is the creation of landscaped, accessible park space in the area between the curve of Doyle Carlton Drive and the water. This area, designated the Picnic Terrace in Figure 3.9, could be terraced down to the water for a more sculptural effect. There is also a possibility of increasing the green space area by eliminating the under or unused dedicated turn lanes leading to and from the bridge and Doyle Carlton Drive.

As the master plan shows, the Riverwalk user in the Water Works District will enjoy the abundance of trees and green space in a park setting as well as the direct connection with the water underneath the Laurel Street Bridge and I-275 at the three water overlooks, and on the small Riverwalk bridges over the Water Works Park and Heights area water inlets.



Figure 3.10 Laurel Street Bridge, Before.

Figure 3.11 Laurel Street Bridge, After: Under Bridge Connection, Picnic Terraces and Riverwalk.



Figure 3.9 Laurel Street Bridge, Options 1 – 3.

MASTER PLAN

## DISTRICT PLANS | CULTURAL

The character of the Cultural District is distinctly more urban than that of the Water Works District, although its center is dominated by Curtis Hixon Park. The portion of the Riverwalk within the Park will be designed by Thomas Balsley Associates and will align with the Riverwalk master plan.

Starting at the northern edge of the Cultural District from the point where the Laurel Street Bridge segment connects back to the land, the Riverwalk will follow the water's edge along the route of the existing concrete sidewalk. This area is adjacent to the greenspace and pond on the grounds of the Tampa Bay Performing Arts Center. The Center routinely erects a temporary canvas canopy at the edge of this area to accommodate special events related to activities at the Center. This would be an optimal location for a permanent restaurant with outdoor seating spilling down to the Riverwalk. The master plan also calls for the deteriorating plaza located between the Tampa Bay Performing Arts Center and the existing library to be reconstructed with a paving surface compatible with the Riverwalk.

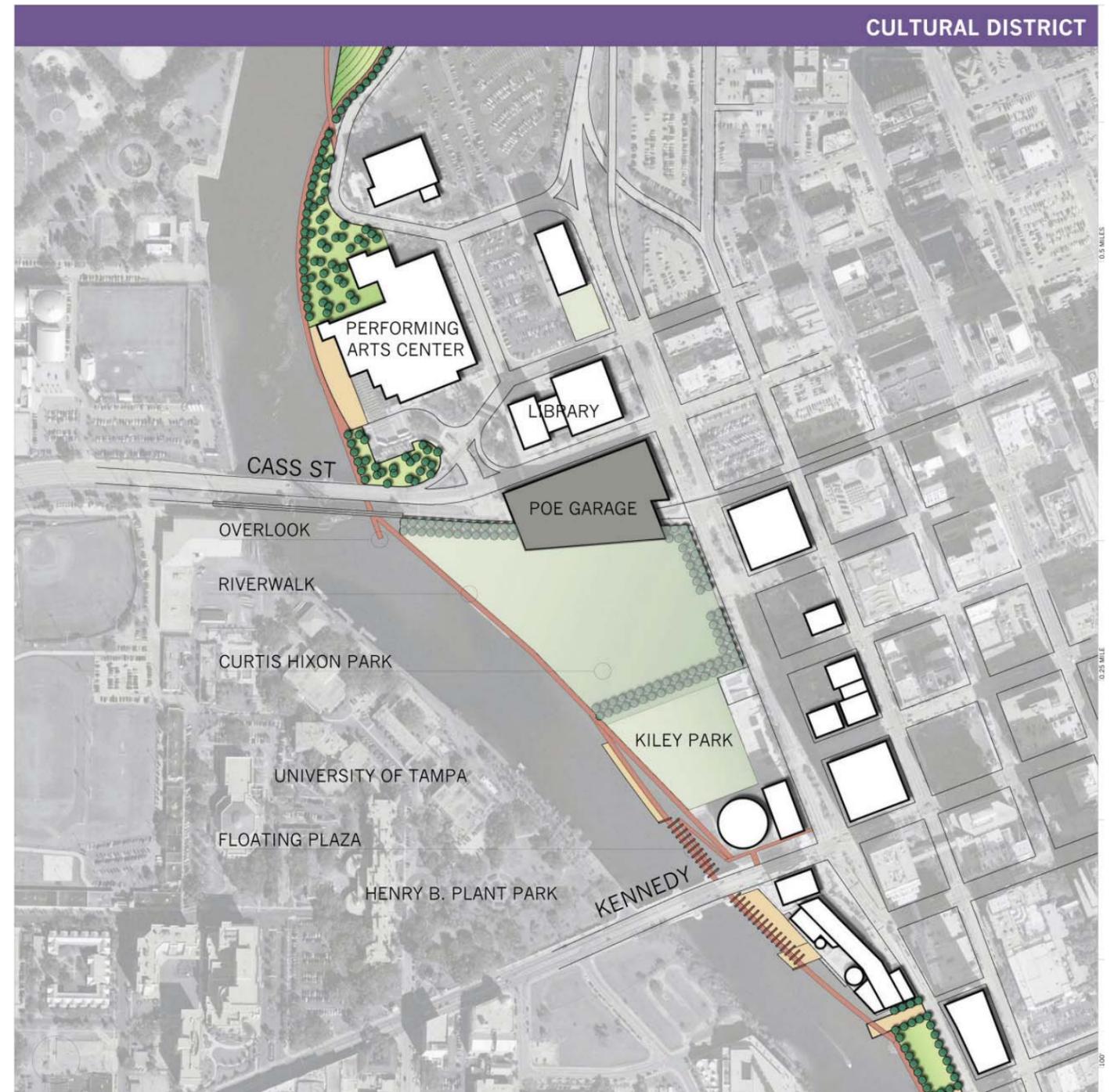


Figure 3.12 Cultural District Master Plan.

The next segment poses one of the Riverwalk's most difficult design challenges: making the connection from the north to the south side of Cass Street. Initially the route identified as the most preferred was a crossing underneath the Cass Street and CSX Bridges. The primary appeal of this option shown in Figures 3.13 and 3.14 is that it is the most direct route for a Riverwalk user. It could also be combined with an observation terrace, as depicted in before (Figure 3.15) and after (Figure 3.16) views, to make it seem less utilitarian and to create a Riverwalk focal point adjacent to the park. This option would need to accommodate the very low clearance between the average water level and the CSX Railroad Bridge. As a result of this condition, a connection underneath the bridges would have to be partially submerged into the water, creating a variety of safety, ADA and construction issues. These issues, while surmountable, make the under bridge option less than ideal.

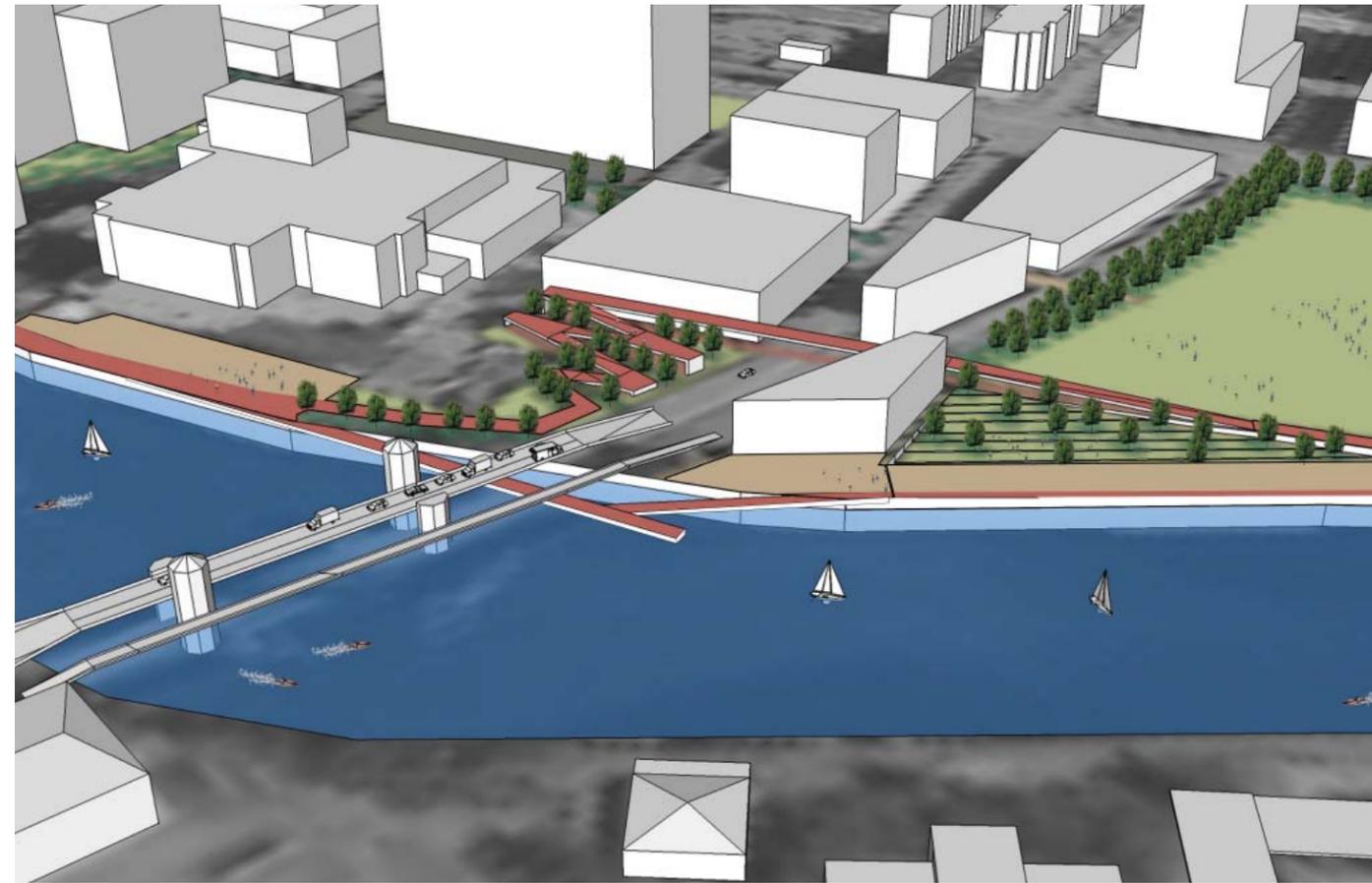


Figure 3.14 Initial Studies: proposed amphitheater and under-bridge crossing at Cass/CSX.

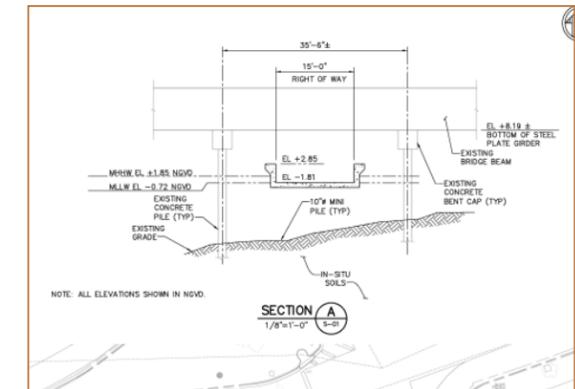
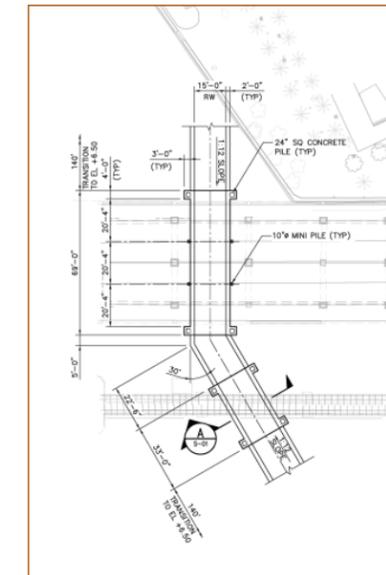


Figure 3.13 Plan and Section Views of Cass under-bridge crossing.



Figure 3.15 Cass/CSX, Before.



Figure 3.16 Cass/CSX, After: Overlook and under-bridge connection.

# DISTRICT PLANS | CULTURAL

In addition to the underbridge option shown in Figure 3.17, other options explored in depth include a street level crossing (Figure 3.18) and elevated crossings over Cass Street (Figure 3.19 and 3.20). All of these options take the user well away from the river and interrupt the continuity of the Riverwalk. All of the elevated options would have to be 23 feet above the railroad track per CSX Railroad requirements, and would have to be accessed by elevators, or via a complicated three-segment ramp system, known as a triple switchback, on both sides of the street. These ramps are necessary to meet ADA access requirements.

Although the elevated crossing option would provide an opportunity to make an architectural statement and to offer users a view platform, it would be extremely costly and would require the user to walk on a back-and-forth route on both sides of the street, a distance six times farther than the underbridge connection. Riverwalk users would be unlikely to take this route, especially on a regular basis as winding ramps, stairs, or elevators, are perceived as inconvenient by most pedestrians when a grade-level crossing is possible.

As an alternative to switchbacks on both sides of the street, the possibility of a straight long ramp crossing through the park was also examined (Figures 3.20 and Figure 3.14) but considered unlikely because the ramp would interfere with park circulation and block views to the water.

The street level crossing, Figure 3.18, also takes users well back from the river to the North Doyle Carlton–Cass Street intersection, and would require the creation of a gated pedestrian crossing of the railroad tracks. It would also likely require reconfiguration and signalization of a pedestrian crossing that would cross Cass and Tyler Streets. Review of these options will be finalized during the design development stage of the project.



Figure 3.17 Option 1 – Cass/CSX Bridge: under bridge connection.

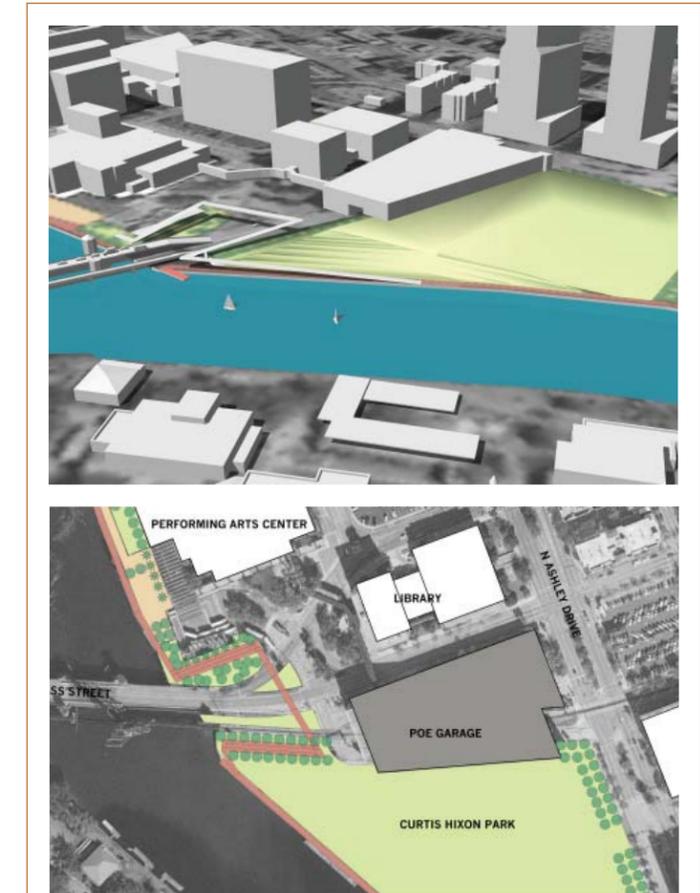


Figure 3.19 Option 3 – Cass/CSX Bridge: over bridge switchback ramp system.

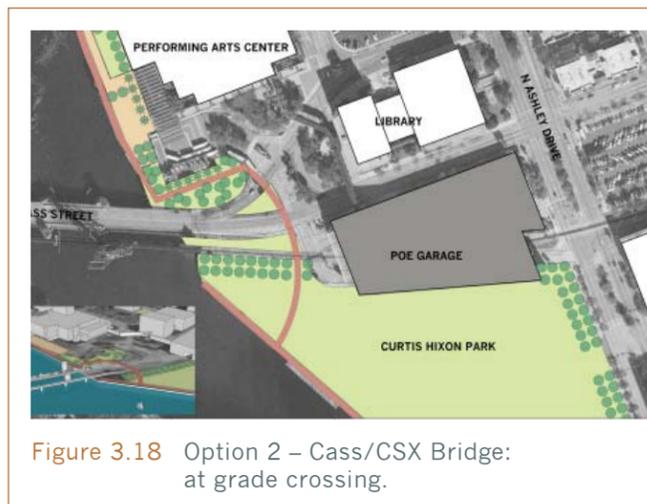


Figure 3.18 Option 2 – Cass/CSX Bridge: at grade crossing.



Other views of Option 3 – Cass/CSX Bridge.

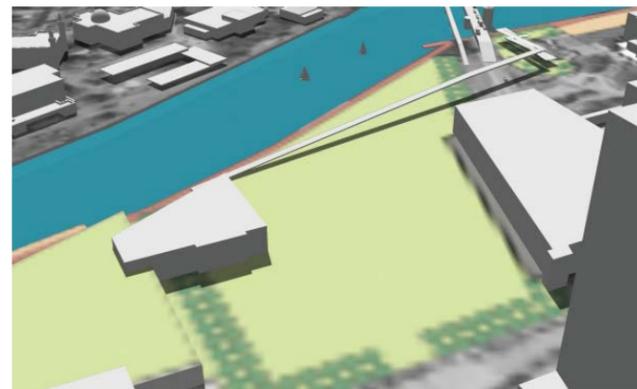
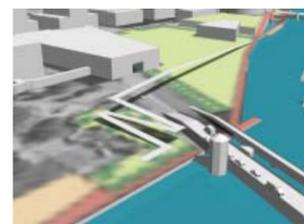


Figure 3.20 Option 4 – Cass/CSX Bridge: over bridge elevated ramp system.



Other view of Option 4 – Cass/CSX Bridge.

The Riverwalk options for a crossing at the Kennedy Boulevard Bridge are limited and the solution clear. The existing walk begins ramping up at the site of the current art museum and ends at street level partially onto the Kennedy Blvd. Bridge and lacks a crosswalk at this point. On the south side of the bridge, there is no existing ramp back down, and there is no property adjacent to the water to create such a ramp. The preferred solution is an over water segment. If such a walkway were to follow along the water's edge, it would directly face the parked cars and exhaust fans of the garage underneath Kiley Park. These conditions led to the decision to create another floating walkway, similar to that used under the Laurel Street Bridge, but much larger; one that would span from the art museum all the way down to MacDill Park. Further examination of this idea revealed that it would cause a conflict with the dock area currently utilized by the Sheraton Riverwalk Hotel. The arc segment was then shortened to connect back to land just at the north end of the Sheraton property; it will then run adjacent to the Sheraton over the water until it turns in at MacDill Park, enabling the boats to dock on the waterside of the Riverwalk.

Figures 3.21–3.22 depict some initial before and after views of this segment featuring a wider floating plaza area and a graceful ramp up to Kennedy Boulevard. Figure 3.23 provides an aerial view of this segment. The ramp element was later determined to be unnecessary and the floating plaza was narrowed due to environmental regulations. The floating segment would feature shade structures and benches, and provide both interesting views of the water area frequented by crew boats and of the historic Kennedy Blvd. Bridge.



Figure 3.21 Kennedy Blvd. Bridge segment, before.

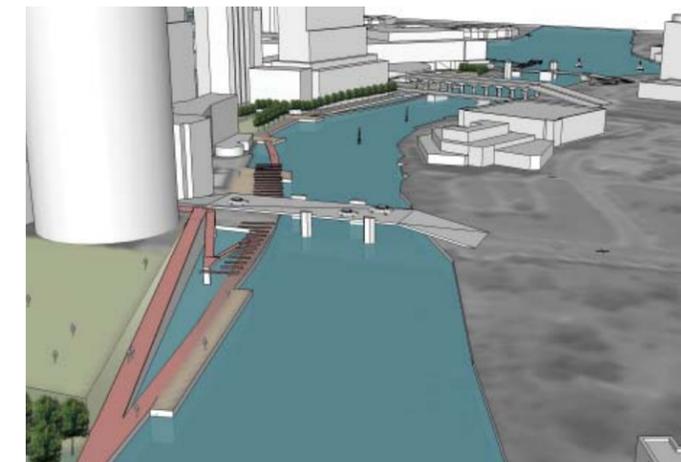


Figure 3.23 Aerial view of the floating plaza.



Figure 3.22 Kennedy Blvd. area after: floating plaza.

## DISTRICT PLANS | DOWNTOWN ■

The Downtown District, extending from the Kennedy Blvd. Bridge to the Brorein Street Bridge, is where Tampa's downtown core meets the waterfront. The Kennedy Blvd. Bridge connection extends to the south side of the Sheraton Tampa Riverwalk Hotel. The Riverwalk Master Plan for the Downtown District covers only the area from the hotel to the Brorein Street Bridge. In this area, a segment of the existing Riverwalk built to the 1989 Riverwalk Design Standards, MacDill Park, is already in place.

The master plan recommends for this segment to eventually be retrofitted with the master plan design standards. It also calls for the Washington Street and Whiting Street ends to be extended out into the river as overlooks. Another key element of the master plan in this location is the introduction of restaurant and retail uses to animate both the park and the Riverwalk as depicted in Figure 3.26 on the following page.

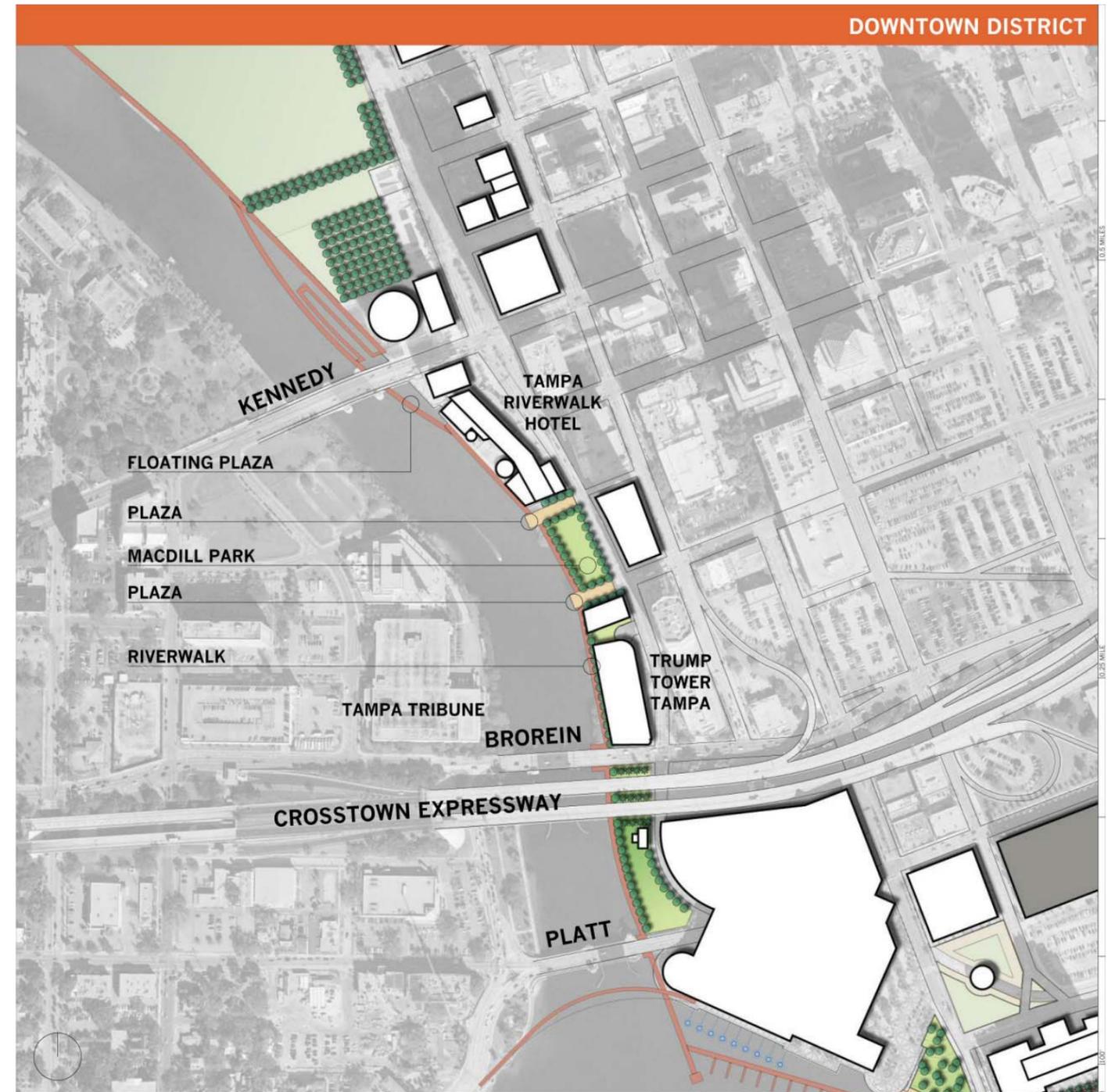


Figure 3.24 Downtown District Master Plan.



Figure 3.25 Early study of Borein under bridge connection.

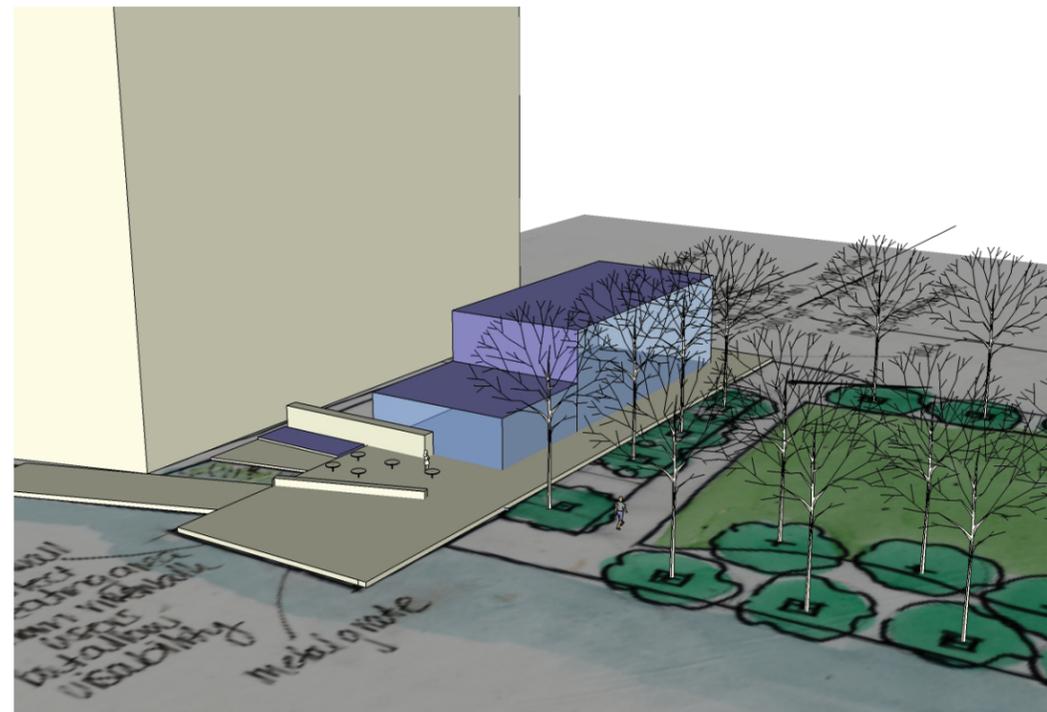
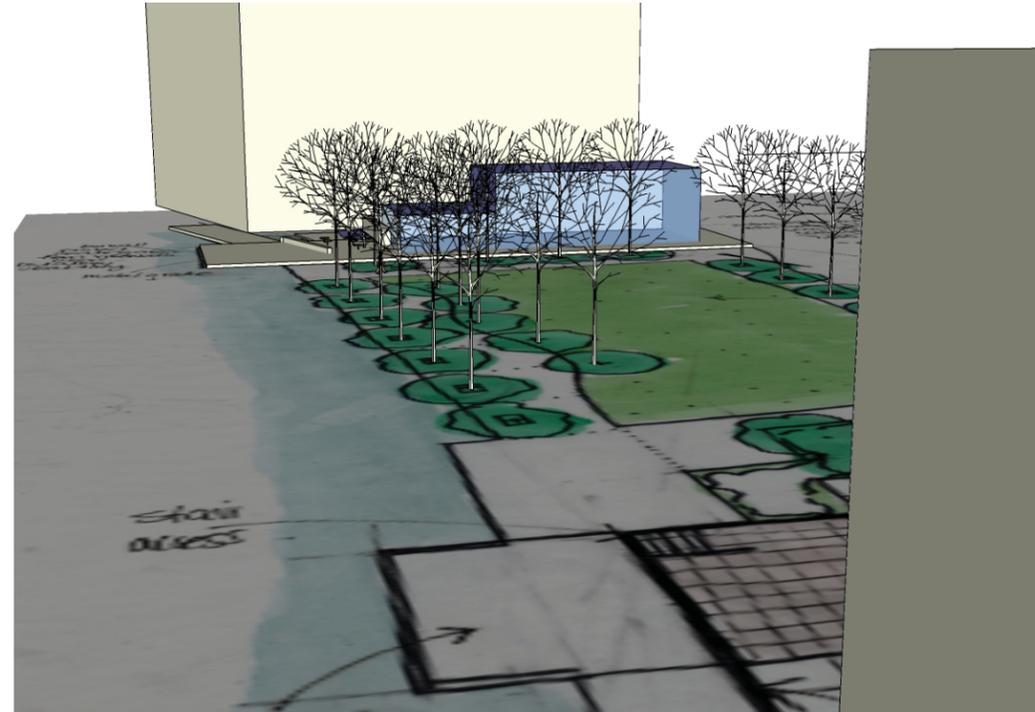


Figure 3.26 Above and below, study models of new restaurant/cafe space at MacDill Park.

## DISTRICT PLANS | DOWNTOWN



Figure 3.27 View toward the Sheraton Tampa Riverwalk Hotel, before.

Figure 3.28 View toward the Sheraton Tampa Riverwalk Hotel, after, depicting Riverwalk and plazas.



Moving south from Whiting Street, the developers of the Trump Tower Tampa are scheduled to build, along with their project, another Riverwalk segment at the water's edge. The developer will also build the small segment connecting the Trump property to MacDill Park, the area pictured in the before and after views of Figures 3.27 and 3.28. These segments are being built according to the 1989 Riverwalk Design Standards. The master plan calls for these areas

to be retrofitted with the master plan design standards at a later date. Ground level restaurant and retail space included in the Trump project will be integrated with the Riverwalk through an adjacent outdoor seating area.

Originally, the master plan envisioned another bold floating overwater segment arcing out from Whiting Street and extending south to USF Park as shown in Figure 3.25.

However, this option would have blocked planned yacht dockage adjacent to the Trump Tower and was therefore reconsidered.



Figure 3.29 Before: Inaccessible riverfront adjacent to Sheraton Tampa Riverwalk Hotel.

Figure 3.30 After: Riverwalk and Floating Plaza connecting to MacDill Park.

## DISTRICT PLANS | GATEWAY

The Gateway District, extending from the Brorein Bridge to the Harbour Island Bridge, is named for its prominent location at the intersection of entrances to the Hillsborough River and Garrison Channel and for the three important bridges that cross through the district. These bridges connect downtown with the area west of the river and south of the channel.

Beginning at the north end of the district, the master plan illustrates a connection under the Brorein Bridge linking the Trump Tower property to USF Park on the south side of the bridge. This connection will follow the form of the Platt Street underbridge connection, which has been designed and permitted and is currently being bid for construction. This design consists of a fixed over water connection that will be built to the 1989 Riverwalk Design Standards. Alternate options considered for Platt Street, as shown in Figure 3.32 on the following page, included a pedestrian connection off of the water; a curved floating over water connection; and an elevator tower over street connection. However, because a Platt Street connection had already been designed and permitted and was ready for construction to be bid, the city determined that the best course of action was to proceed with building according to the existing plan. The master plan calls for both the Brorein and Platt Street connections to be retrofitted with the master plan design standards in the long

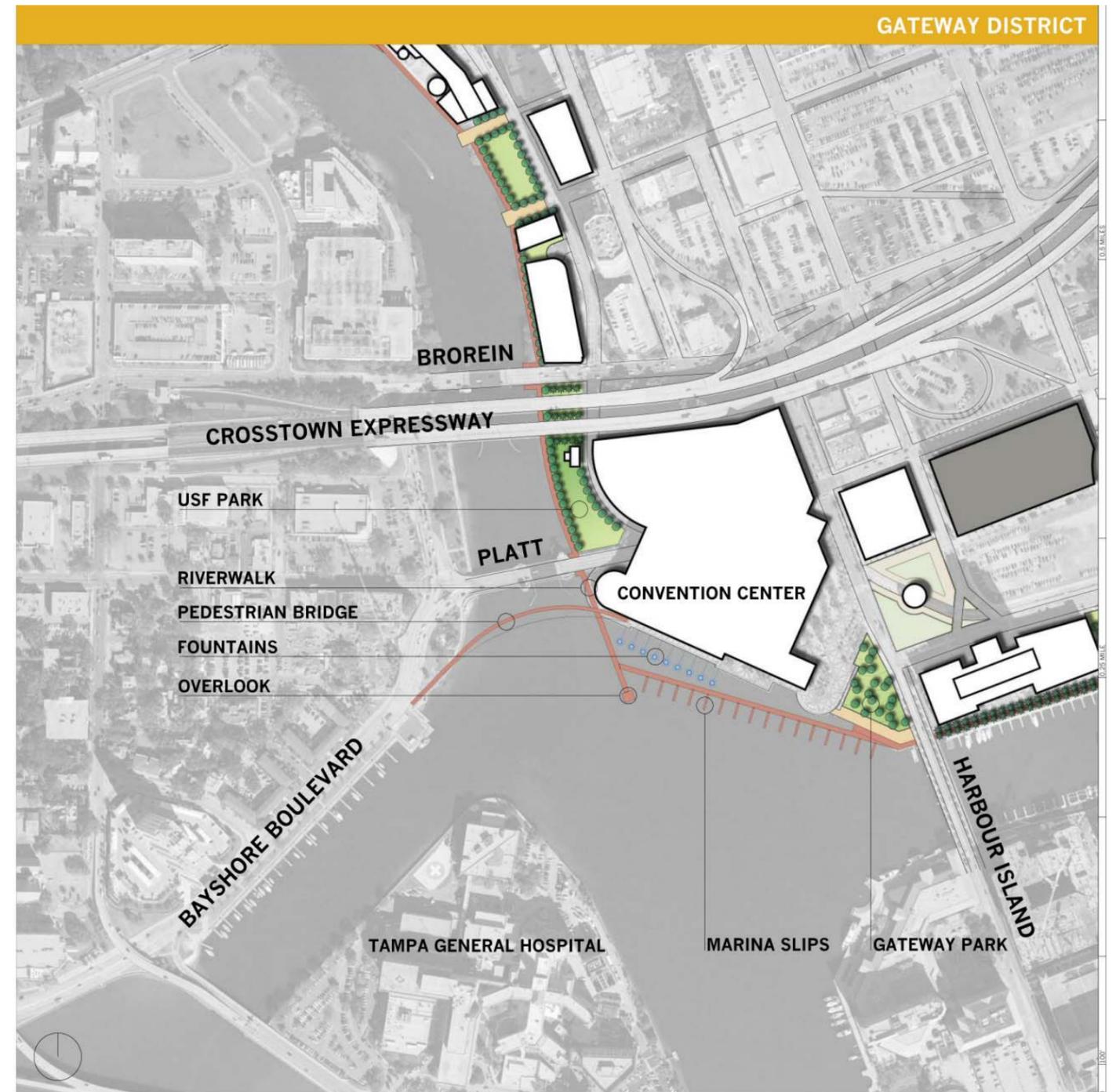


Figure 3.31 Gateway District Master Plan.

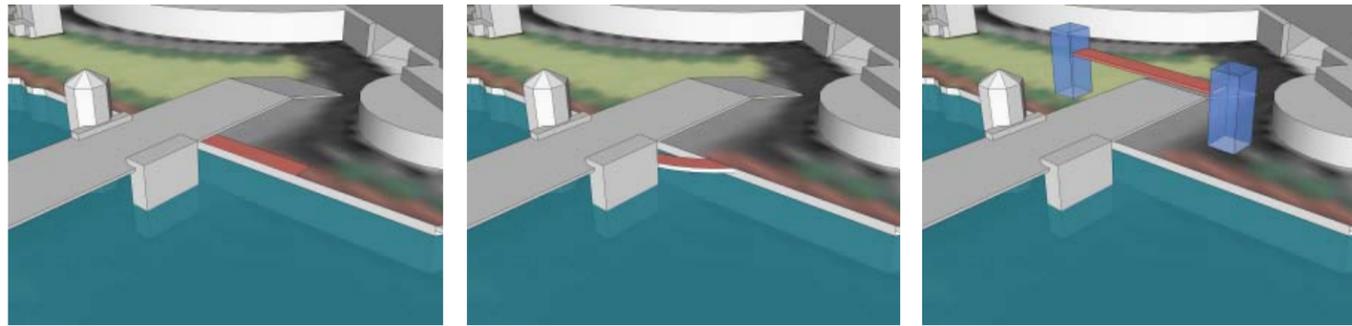


Figure 3.32 Platt Street Bridge, Options 1 – 3.

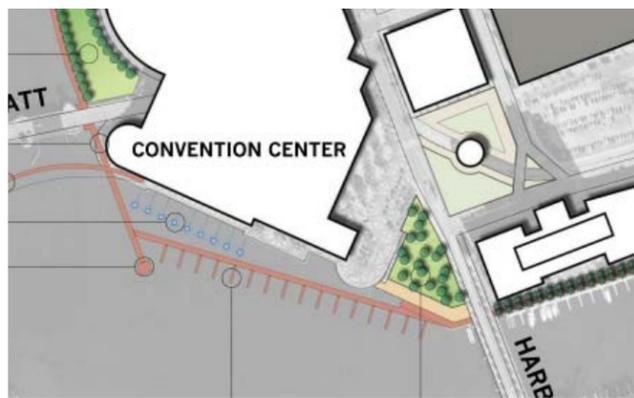


Figure 3.33 Tampa Convention Center, Option 1: Riverwalk and floating marina.



Figure 3.34 Tampa Convention Center, Option 2: Fixed over-water riverwalk adjacent to terrace.



Figure 3.35 Tampa Convention Center, Option 3: Refurbish existing Riverwalk segment.

## DISTRICT PLANS | GATEWAY ■



Figure 3.36 Initial studies of potential iconic tower and pedestrian bridge in USF Park.



Figure 3.37 View toward Crosstown Expressway, before.



Figure 3.38 View toward Crosstown Expressway, after: USF Park and Riverwalk.

term.

Initially, the EDAW team had proposed a long floating over water connection (as shown in Figures 3.37 and 3.38), in keeping with the large scale movements and portals of the Gateway District. This option repeats the meandering theme established by the Laurel Street and Kennedy Blvd. over water connections, which would have extended all the way from the Trump property to a connection with the Tampa Convention Center. Cost and permitting concerns precluded this option from being pursued. Instead, the

recently completed walkway in USF Park, which was built according to the 1989 Riverwalk Design Standards, will later be retrofitted with the Riverwalk Master Plan Design Standards at the appropriate time.

A special Gateway District feature proposed was a large iconic tower (Figure 3.36) with its base in USF Park rising up past the elevated freeway bridge and serving as a landmark for the Riverwalk and as a symbolic element connecting motorists on the freeway above with the park below.

Another key element of the master plan for the Riverwalk in this district is a pedestrian bridge connecting the Bayshore Boulevard promenade with the Riverwalk as shown in Figures 3.36 and 3.41 (on the following page). This is an important Riverwalk connection that would greatly increase the number of Riverwalk users. The bridge should be iconic in form and designed to reflect the “gateway” character of this location. It is likely that such a bridge would be completed as a future enhancement.

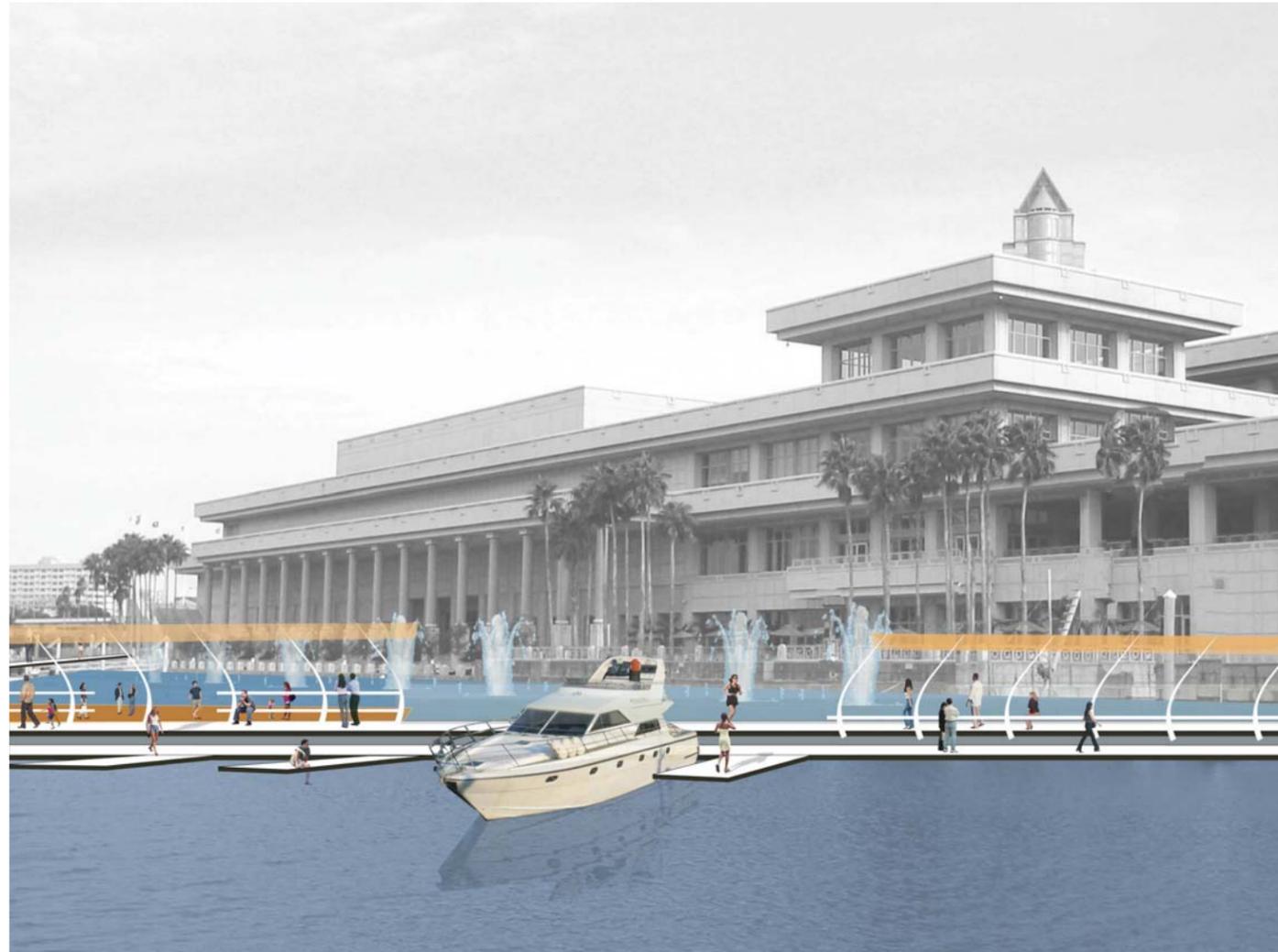


Figure 3.40 Riverwalk at Tampa Convention Center, after: floating walkway, marina and fountains.

The next segment of the Riverwalk in this district is the area adjacent to the Tampa Convention Center for which three options were developed as shown in the plan and 3D view (Figures 3.39, 3.40, and 3.41). The first option featured two intersecting angular floating dock segments, one of which projects out to an observation point, and the other of which would also serve as a boat docking area. Figures 3.39 and 3.40 show before and after images of this option. The water area inside of these segments would be animated by a major fountain feature. Option 2 was a fixed over water Riverwalk

that would abut the base of the Tampa Convention Center terrace. A third option was the refurbishment and retrofitting of the existing edge of the Tampa Convention Center terrace currently used as a walkway. After evaluation of costs and impacts, the decision was made to combine Option 2 with the projecting extension and observation point component of Option 1.

The final master plan element of the Gateway District is a terraced greenspace on the site of the former Convention



Figure 3.39 Riverwalk at Tampa Convention Center, before.



Figure 3.41 Initial study of the Tampa Convention Center Option 1.

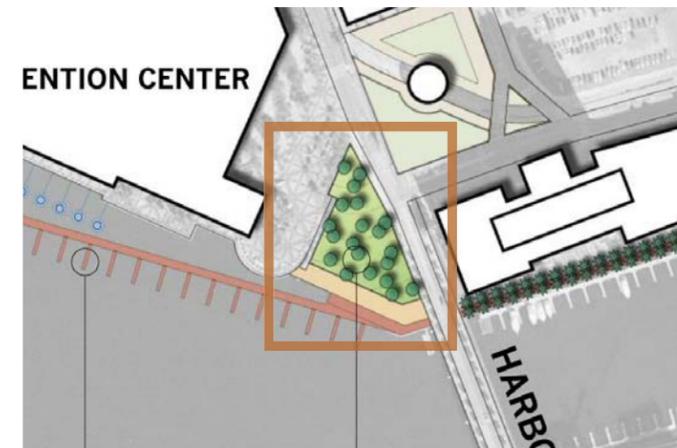


Figure 3.31(i) Gateway Park.

Center fountain noted as Gateway Park in Figures 3.31 (on page 56) and 3.31(i). This area currently has a significant amount of hardscape, and there is an opportunity to transform it into actual park space that would serve both Riverwalk and Convention Center users. The park would also offer an opportunity to add light food and beverage service with the appealing amenity of the seating being primarily outdoors.

# DISTRICT PLANS | CHANNEL

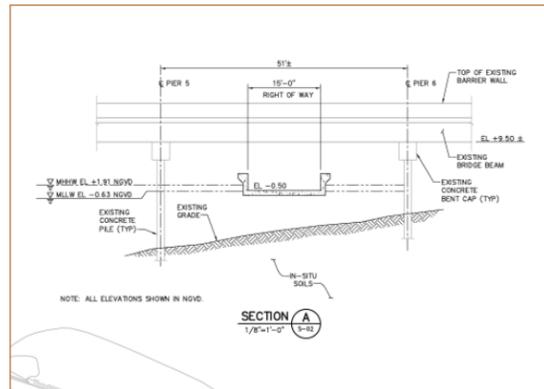
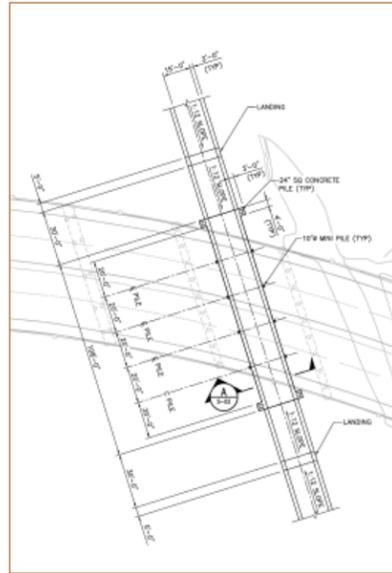


Figure 3.42 Plan and section views of Beneficial Drive Bridge under-bridge crossing.

The Channel District extends along the Garrison Channel from the Harbour Island Bridge to the Florida Aquarium. In addition to the maritime influence on the district from the Port of Tampa, two principal factors were considered which provide a design context for the Riverwalk master plan in this district. These influences include the presence of the Florida Aquarium, the St. Petersburg Times Forum, the Channelside shopping and entertainment complex, and the future Tampa Bay History Center as major anchors. Also of importance is the redevelopment of the adjacent Channel District neighborhood as a high density residential area. The Victory Ship museum and the Yacht Starship dinner cruises provide further activity in this area, as do the numerous boat docking slips behind the Marriott Waterside Hotel.

From the Harbour Island Bridge heading east, past the Marriott Waterside Hotel and Cotanchobee Fort Brooke Park, the master plan calls for the existing walk to eventually be retrofitted to Master Plan Design Standards. The fairly new Cotanchobee Fort Brooke Park, though visually appealing, currently attracts very few users, but usage is expected to change as hundreds of new residents take occupancy in adjacent new condominiums over the next several years and neighborhood connections to the park are established. Other ways of animating the park include adding interpretive features that draw users into the park, staging special events to attract the thousands of people who regularly attend events at the Forum, and developing the surface level parking lot to the northwest of the park as a major mixed used project with ground floor retail and restaurant uses. The Tampa Bay History Center will also bring more users to the park upon its completion.

From its existing terminus at the east end of Cotanchobee Fort Brooke Park, the Riverwalk will wind slightly along a natural edge before turning inward at the Beneficial Bridge

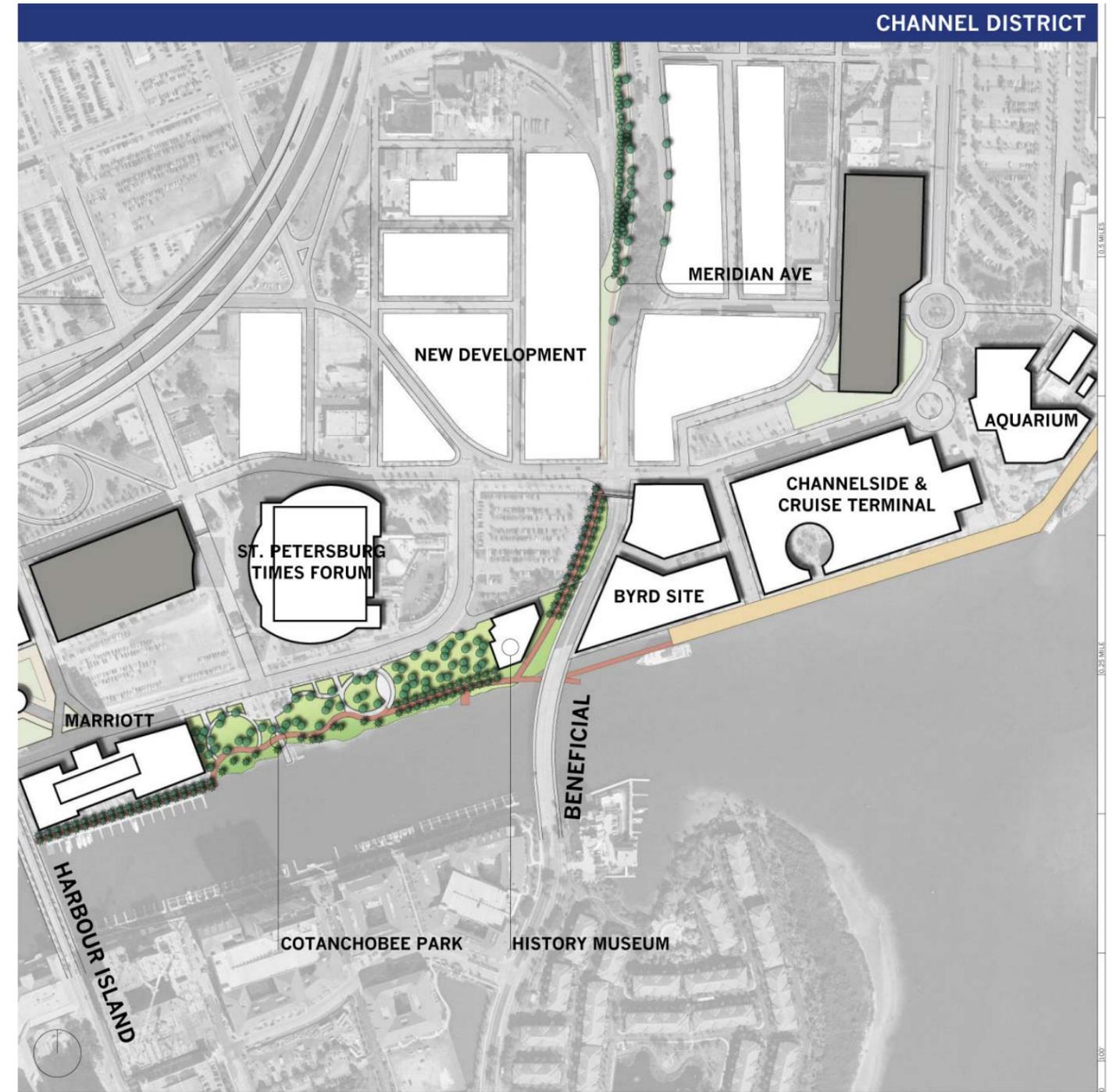


Figure 3.43 Channel District Master Plan.

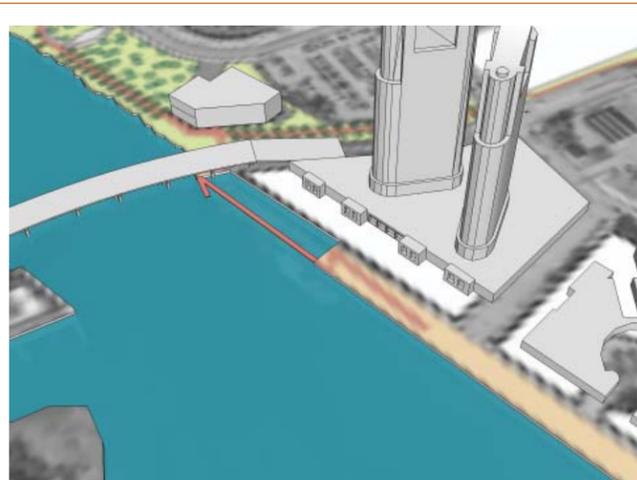


Figure 3.44 Beneficial, Option 1: under bridge connection.

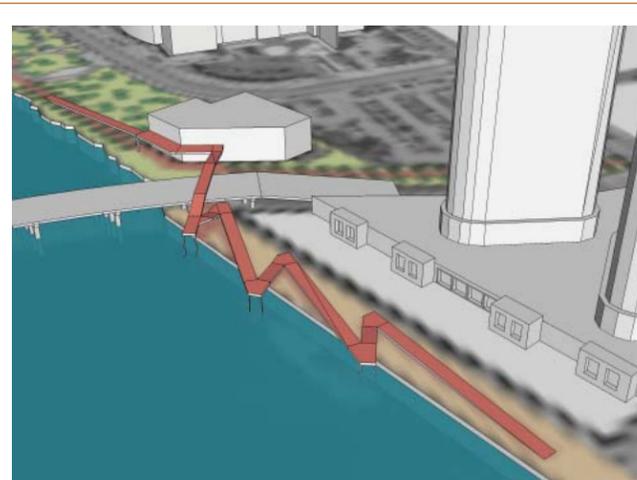


Figure 3.45 Beneficial, Option 2: over bridge connection.



Figure 3.46 Beneficial, Option 3: at grade crossing.

and continuing northward to Channelside Drive. There is an opportunity to dramatically increase the shade tree canopy and associated landscaping along both the park and museum segments of the Riverwalk. A gateway entrance will be created where the Riverwalk meets Channelside Drive, and Riverwalk users will be directed from this point to the streetcar, the trail system along Meridian Avenue, or eastward along Channelside Drive to the Channelside entertainment complex and the Florida Aquarium.

Currently, Tampa Port security concerns severely restrict the use of the existing wharf by pedestrians except on special

event occasions. If the security issue is resolved the future route of the Riverwalk would continue along the wharf to the Florida Aquarium. In order to access the wharf, the Riverwalk must cross the Beneficial Bridge. Numerous options were considered for this connection. All were based on original survey information commissioned for the area. The three final options considered were an under bridge connection (Figure 3.44), an elevated over street crossing, which will possibly be tied to the second level of the history center (Figure 3.45), and an at-grade crossing (Figure 3.46). The at-grade crossing was rejected because of the traffic congestion it would likely cause, and the elevated crossing was eliminated because

of high cost and the awkward ramping system required to move back to grade on the east side of the bridge. An under bridge crossing would be marginally set into the water, as shown in Figure 3.42, in order to achieve clearance under the fairly low bridge, but was still deemed the best solution. However, given that open access to the wharf complicates this connection, this component of the master plan should be considered a future enhancement.

## LAND USE | LAND USE OPTIONS



Figure 3.47 Study into realignment of street grid adjacent to Tampa Bay Performing Arts Center.

Master plan land use recommendations are made for each district in the preceding district master plan descriptions. They are intended primarily to bring retail and dining services within close proximity of the Riverwalk to attract users. Opportunities for dining and retail include the planned History Center, the edges of Gateway Park, the terrace of the Tampa Convention Center, the street ends flanking MacDill Park, a restaurant area behind the Tampa Bay Performing Arts Center, the city building next to Water Works Park, and a plaza in front of the redeveloped Armature Works building associated with The Heights project.

Other sites which offer large mixed use redevelopment opportunities include the surface parking lot across from Cotanchobee Fort Brooke Park, and reconfigured parcels in the area north of the Performing Arts Center shown in Figure 3.47. The latter area offers a rare opportunity to create dense mixed used development directly adjacent to the Riverwalk energizing the area. It is recommended that the city further study this major economic development opportunity.

A variety of tools can be used to encourage these land use changes, including zoning variances and incentives, public-private ventures, tax abatements, and marketing of redevelopment opportunities. In any case, additional retail and dining activities are crucial to the Riverwalk's success.

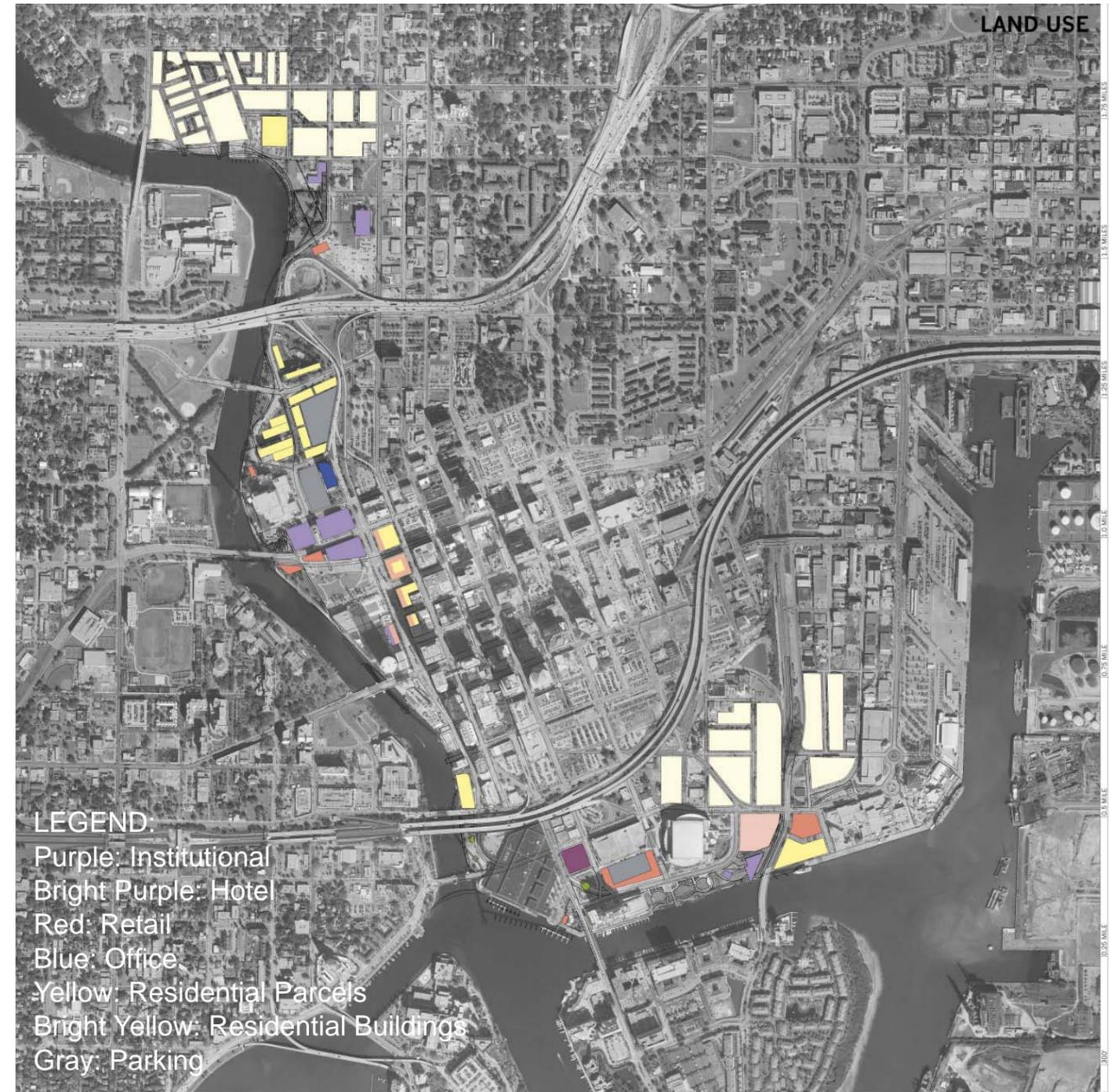


Figure 3.48 Land Use Diagram showing current and proposed uses.

# LAND USE | LAND AND WATER CONNECTIONS

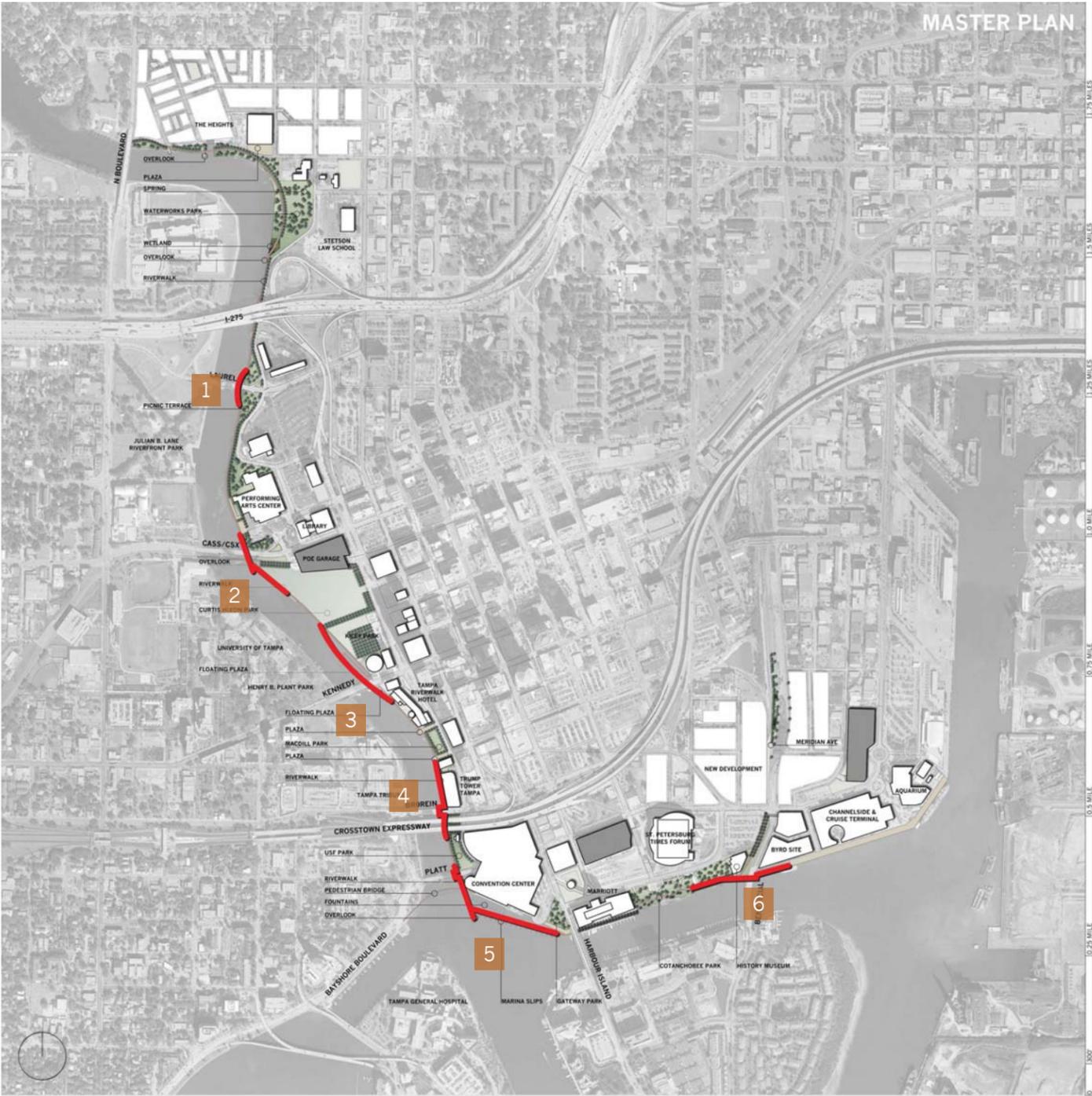
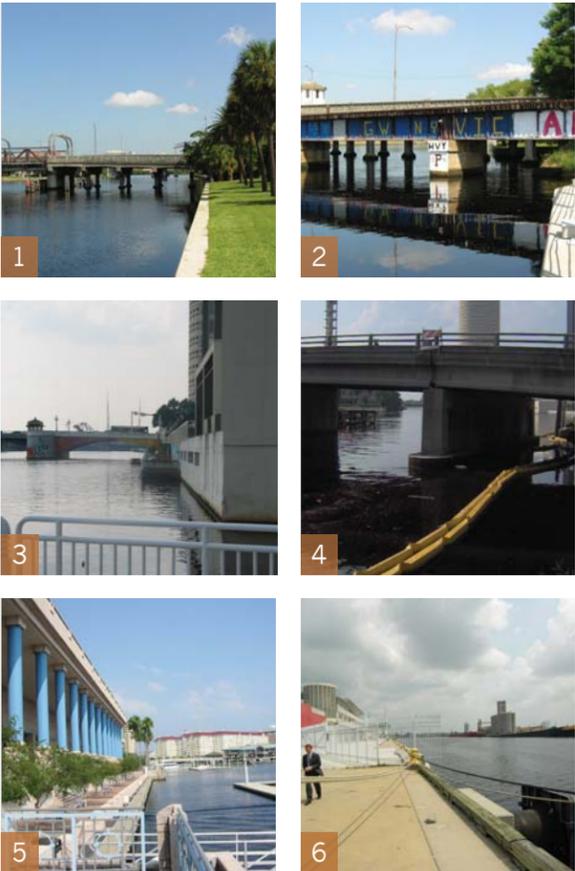


Figure 3.49 Connections Diagram

The following are the primary new Riverwalk elements required to connect existing segments to Laurel Street. From Laurel Street to North Boulevard Bridge, there are essentially no existing segments and this entire length will consist of new construction to be completed through The Heights development.

- 1 Laurel Street under bridge connection and the segment south to the existing segment at the Performing Arts Center.
- 2 Cass Street connection.
- 3 Kennedy Boulevard under bridge connection.
- 4 Brorein Street under bridge and Trump Tower Tampa connection.
- 5 Tampa Convention Center connection.
- 6 Channelside and Beneficial Street under bridge connection.

In regard to water connections, a marina is recommended at The Heights project adjacent to the plaza area, the only place where a full scale marina and docks would not interfere with the view/access/channel. Transient docking will be provided at the Tampa Bay Performing Arts Center, Curtis Hixon Park, Sheraton Tampa Riverwalk Hotel, the Tampa Convention Center, and Cotanchobee Fort Brooke Park. New docking is expected to be provided at the Trump Tower Tampa. Logical water taxi stops would be Channelside (if security allows), Cotanchobee Fort Brooke Park, Tampa Convention Center, MacDill Park, Curtis Hixon Park, the Performing Arts Center, and The Heights marina.



MASTER PLAN

# INTERPRETIVE PLANNING | INTRODUCTION

A final component of the Riverwalk Master Plan is the Interpretive Program as conceived by the firm of Ralph Appelbaum and Associates working as a sub-consultant to EDAW. The overall goal of the Interpretive Program was to create an experience on The Tampa Riverwalk that:

- conveys the character of Tampa.
- offers a clear visual identity.
- is fun, inviting, engaging, and user friendly.
- appeals to a broad audience.
- encourages social interaction and community gatherings.
- educates visitors about the history, culture, and character of Tampa.
- links segments through unifying interpretive elements.

In developing the Interpretive Program, an extraordinary amount of research was completed on a wide range of subjects related to Tampa's history, character, and culture. The resulting facts and information were analyzed to determine what would be the most interesting and educational subjects for Riverwalk users. Some principal factors shaping Tampa's image include those pictured at right. For study and analysis purposes, the Master Plan Districts became a thematic basis for the interpretive program as in shown in Figure 3.53.

The Interpretive Master Plan consists of two main components termed Unifying Elements and Segment Stories.

### Unifying Elements:

- Lend identity and continuity, and provide visual and narrative threads that tie the experience together.
- Appear in each segment.

### Segment Stories

- Unique features specifically designed to fit the theme and environment at each Riverwalk segment.



Warm People



Warm Climate



Pirates



Pioneers



Nature



Diverse Cultures



New Development



Industry

# INTERPRETIVE PLANNING | UNIFYING ELEMENTS -EXAMPLE



## greetings from tampa

A recognizable, informative welcome greeting that orients visitors and introduces the main themes addressed in the segment.



## signboard features

Orientation – River Map

Character – Tampa Tales

Children's Journey marker – Rubbing, stamp

Lighting – Edge lighting creates nighttime markers



Figure 3.51 Greeting Sign on the Riverwalk.

MASTER PLAN

# INTERPRETIVE PLANNING | UNIFYING ELEMENTS - EXAMPLE

## Tampa Tales: Places, People, and Events

Tampa-defining people, places, and events are highlighted on interpretive panels along the Riverwalk. Panels can be attached to the rail or appear as stand-alone features.

Designed as a modular system, panels can be combined to tell a variety of stories:

- a series of events panels create a “Tampa timeline.”
- a single place panel can serve as a location marker.
- a series of people panels create a “Tampa family tree.”
- all three types combine to tell a story from varying perspectives.



Figure 3.52 Sample graphics for place, people, and events interpretive panels.

# INTERPRETIVE PLANNING | SEGMENT STORIES

Intriguing, proprietary sets of elements that tell a story related to segment theme.

- Water Works: Natural Environment
- Cultural: Arts and Culture
- Downtown: Civic Tampa
- Gateway: Site and Settlement
- Channel: History and Maritime History

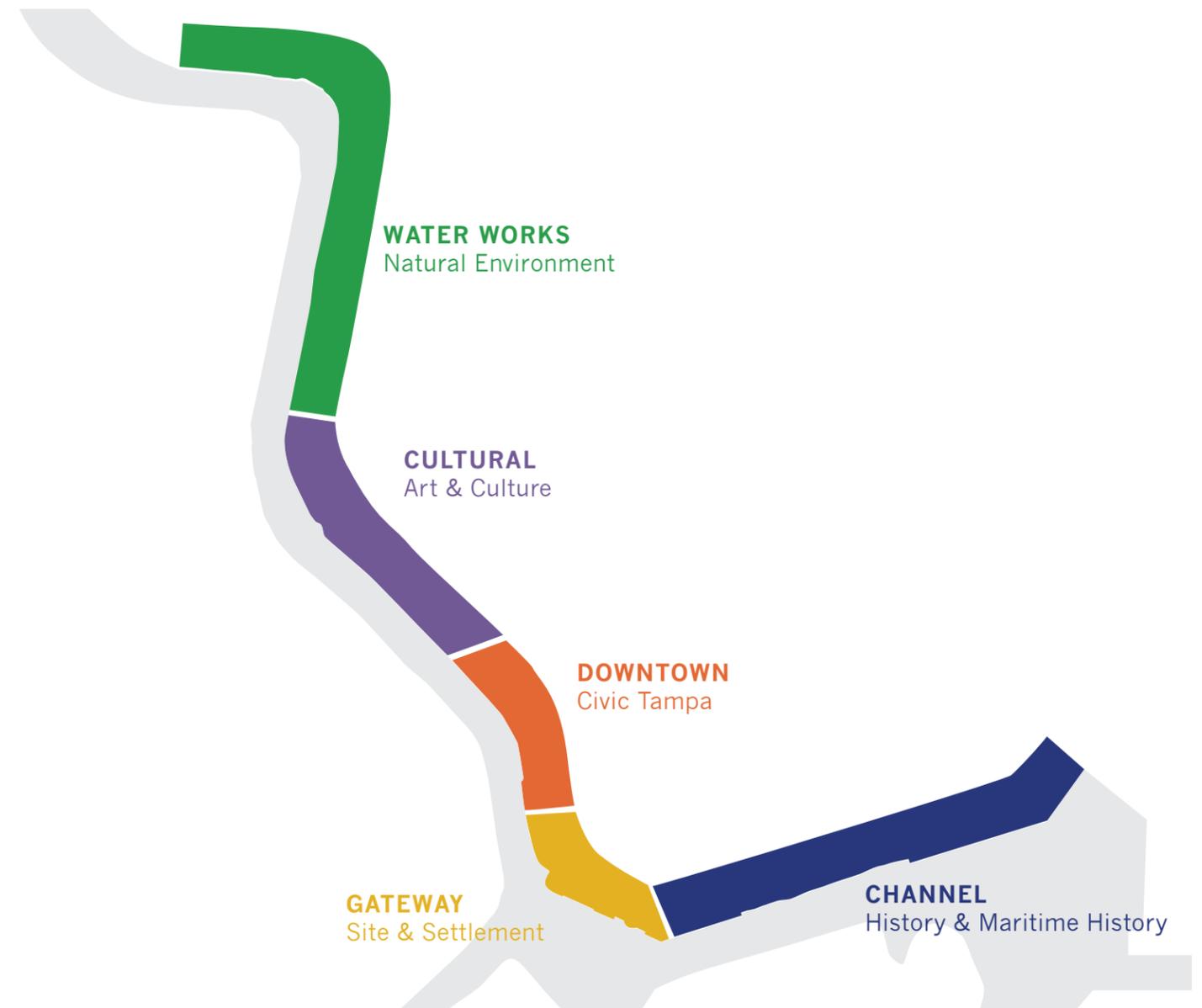


Figure 3.53 Map of Riverwalk districts and themes.



water works ■

THEME: NATURAL ENVIRONMENT

*Wetlands Discovery*

A hands-on wetlands discovery lab where visitors can measure the salinity of water, explore core samples, and learn about native vegetation and wildlife.

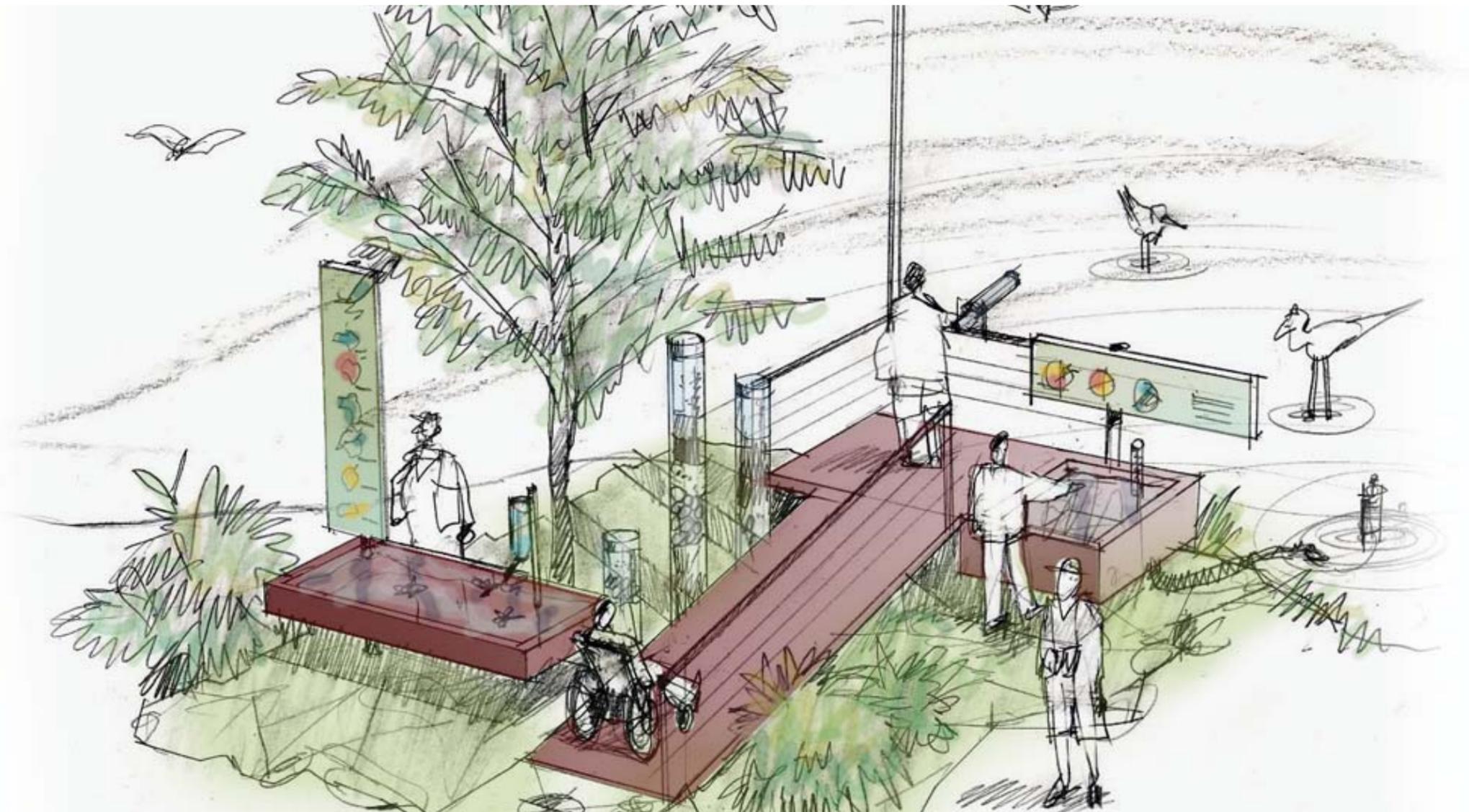


Figure 3.54 Visitors explore the wetlands discovery lab on Tampa riverwalk.

# INTERPRETIVE PLANNING | SEGMENT STORIES

## culture

### THEME: ART AND CULTURE

#### Movie Night on the River

A popular evening attraction that brings people to the Riverwalk amphitheater to watch movies or performances on a floating barge on the river.



Figure 3.55 Movie night on the Riverwalk.

MASTER PLAN

## cultural kiosks

A set of display kiosks will give local cultural institutions a presence along the Riverwalk.

- flexible – information can be changed out easily.
- attractive – interesting shape, materials, and lighting.

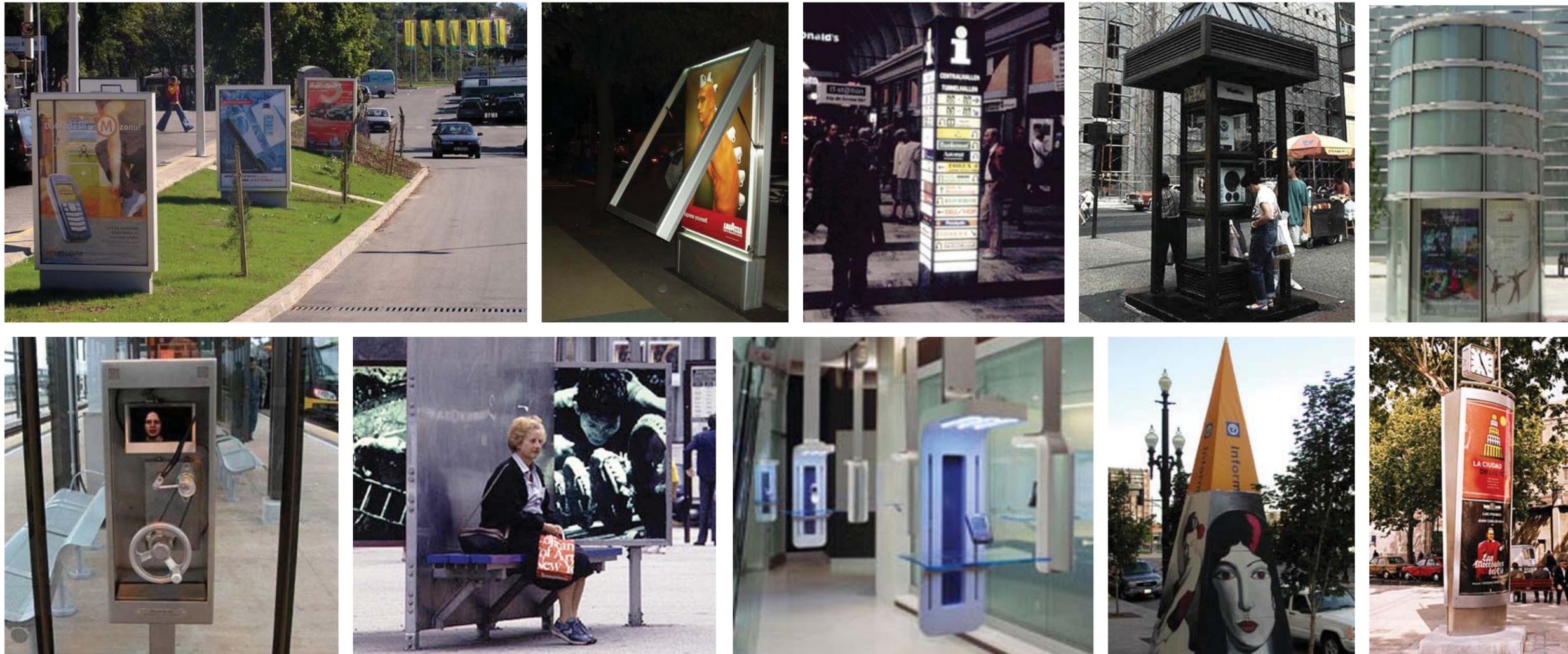


Figure 3.56 Sample cultural kiosks.

# INTERPRETIVE PLANNING | NAVIGATING THE RIVERWALK

Potential opportunity for Riverwalk users to take a custom tour or explore topics in depth:

- Printed Maps: Use the map to follow an art, history, or nature focused path along the river.
- Audio tours: Create an audioguide tour.
- Cell phone tours: Dial in at key points along the Riverwalk to hear a site-specific story.
- PDA multimedia tours: Download maps or video-enhanced tours to your PDA.
- MP3 players: Download “podcasts” to your MP3 player or iPod.





chapter 4

# 2010 plan

# 2010 PLAN | INTRODUCTION

As documented in the previous chapters, The Tampa Riverwalk Master Plan is the product of an extensive process of research, analysis, public input, coordination, evaluation, planning, and design. The Riverwalk Master Plan provides a comprehensive history of the evolution of the design from concepts to initial plans to a Master Plan which describes visually and verbally the ultimate build-out of The Tampa Riverwalk Vision.

As is typically the case with large public capital improvement projects, available construction funding for The Tampa Riverwalk is less than what would be required to implement the full master plan. As a result, EDAW and the City of Tampa completed a costing and prioritization exercise to develop a fundable plan, The Tampa Riverwalk 2010 Plan, which would provide maximal Riverwalk connectivity and functionality by the year 2010. Elements of the master plan not included in the 2010 Plan could be implemented as enhancements to the 2010 Plan once it is completed and as additional funding becomes available.

The Tampa Riverwalk 2010 Plan addresses the full 2.2 miles from the Channelside area to the North Boulevard Bridge and lays out a Riverwalk that generally consists of a 15-foot wide pedestrian walkway that incorporates art and interpretive elements, retail and restaurant uses, parks and open space, cultural institution linkages, and other urban amenities. The following pages document the schematic level Tampa Riverwalk 2010 Plan as depicted in a panoramic 3D view in Figure 4.1.



Figure 4.1 Schematic 2010 Plan - 3D model.

# 2010 PLAN | SCHEMATIC MASTER PLAN

The schematic plan for The Tampa Riverwalk 2010 Plan is a CAD-based plan that sets forth the actual alignment of all 2010 plan elements based on land and structure survey information. In other words, the schematic plan is based on the vertical and horizontal dimensions of the physical area that will be utilized for the Riverwalk. The overall schematic plan is shown in Figure 4.3, and the following pages provide a detailed plan view of each of the five districts as supporting sections, perspectives, and views that further illustrate the design intent. The schematic plan digital files include topographical and structural information not shown in this document so as to serve as a point of departure for the preparation of construction drawings, which is the first phase in the implementation of the plan.



Figure 4.2 Views from top to bottom: south ground view at Laurel Street Bridge; south ground view of floating plaza segment at Kennedy Bridge; north ground view at MacDill Park.

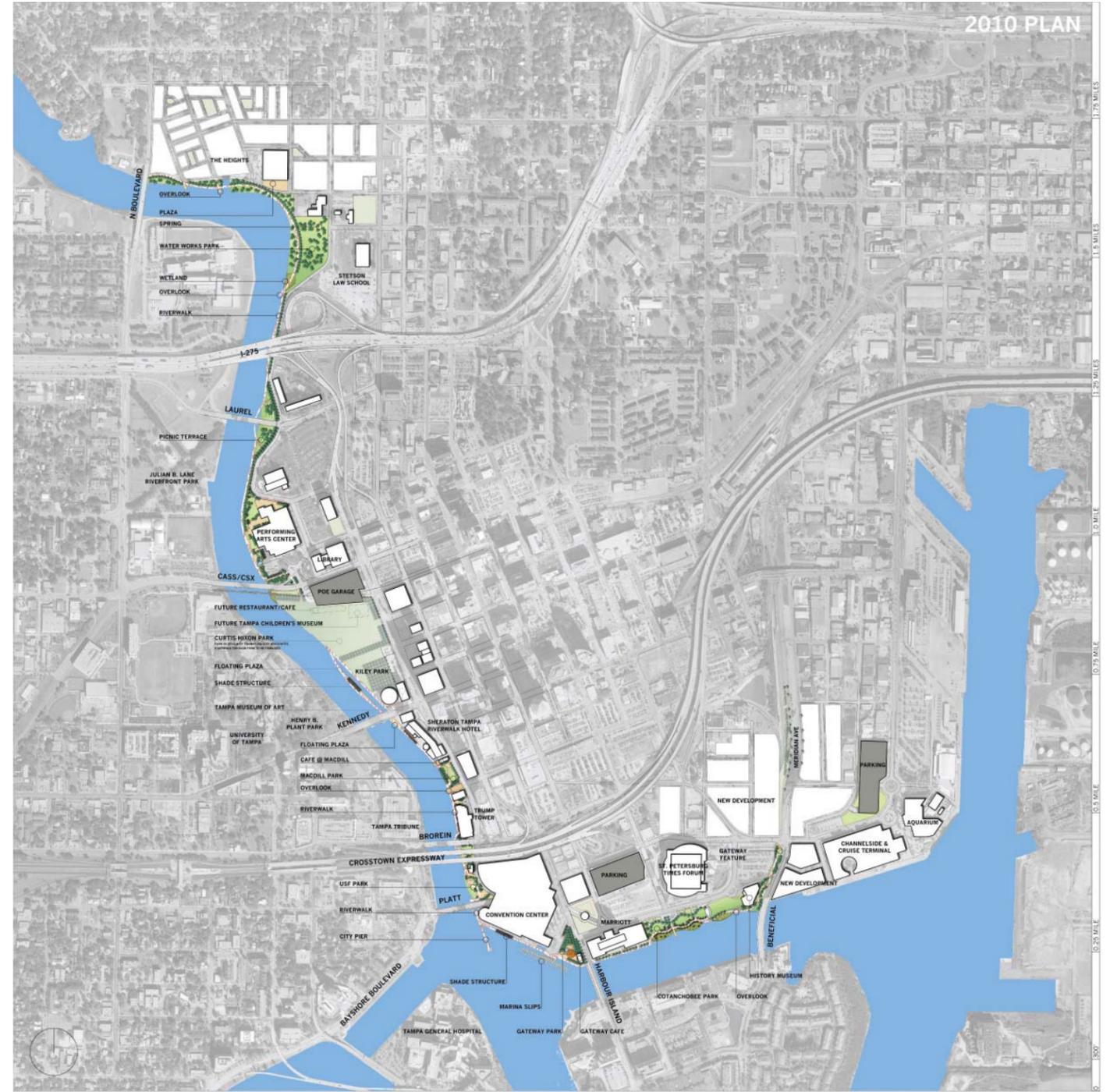


Figure 4.3 Schematic 2010 Plan.

# 2010 PLAN CONNECTIONS

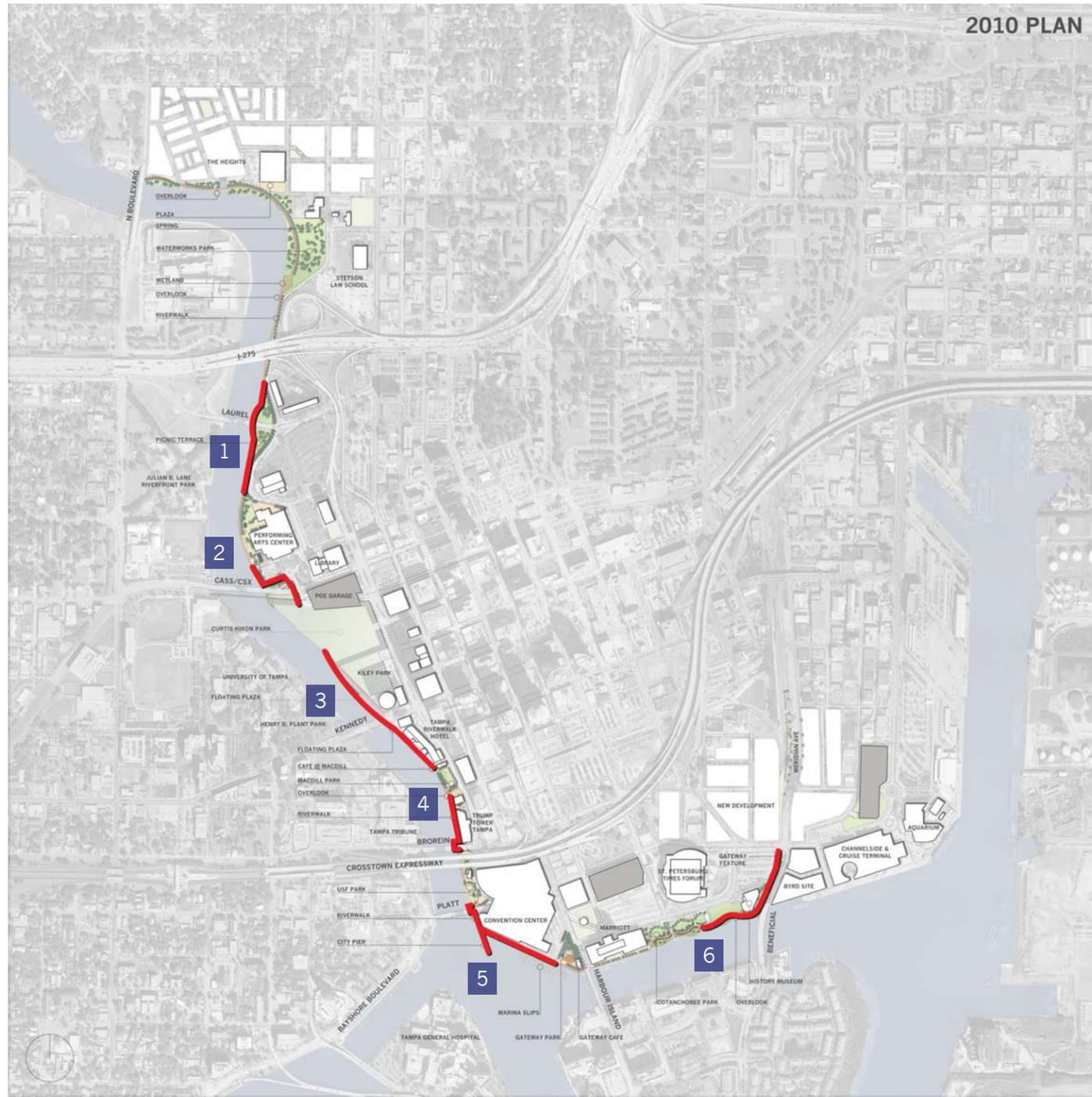
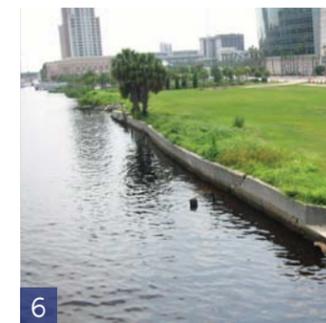
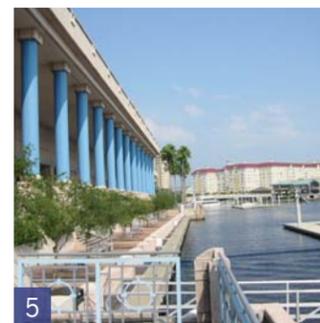
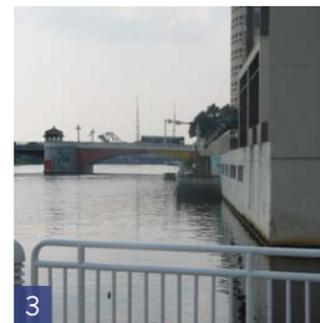


Figure 4.4 Schematic 2010 Plan - connections diagram.



The primary Riverwalk components addressed by the 2010 Plan and needed to establish full connectivity along the whole length of the project are shown here as connections. The area north of the Cass Street Bridge up to the North Blvd. Bridge not marked as a connection will be built by The Heights developers.

- 1 Laurel Street under bridge connection.
- 2 Cass Street connection into Curtis Hixon Park.
- 3 Kennedy Blvd. under bridge connection.
- 4 Brorein Street under bridge connection .
- 5 Tampa Convention Center connection.
- 6 History Center connection to Channelside.

# 2010 DISTRICTS | WATER WORKS ■



Figure 4.5 Water Works District - Schematic 2010 Plan.

As depicted in Figure 4.5, the Riverwalk begins at the North Boulevard Bridge and winds gently through The Heights project area where it bridges a small inlet and intersects the edge of a pedestrian plaza fronting a retail/restaurant structure. Tree-shaded green space provides spaces for picnicking on the grass, and two overlooks aligned with planned streets provide gathering and viewing space. A marina is envisioned close to the plaza area, but its size and location will be dependent on the final Heights plans. The Riverwalk then follows a sweeping curve through Water Works Park (Figure 4.5), which is also partially set back from the river, and bridges another small existing inlet with an additional overlook. Passing under I-275, the Riverwalk is slightly cantilevered over the water to provide a 15-foot width in a manner that preserves a general arcing alignment. At Laurel Street, the Riverwalk arcs over the water again in a floating segment that runs beneath the Laurel Bridge, and the adjacent land becomes shaded park space that terraces gently down to the water's edge, as illustrated in Figures 4.7, 4.8, and 4.9. For the area from the North Boulevard Bridge to the south side of Water Works Park, a set of design standards linked to the character of The Heights development will be used. From the park south, the new Riverwalk design standards will be utilized. Depending on the evolution of The Heights design, the city may implement an alternate alignment in the Water Works District.



Figure 4.6 Water Works Park

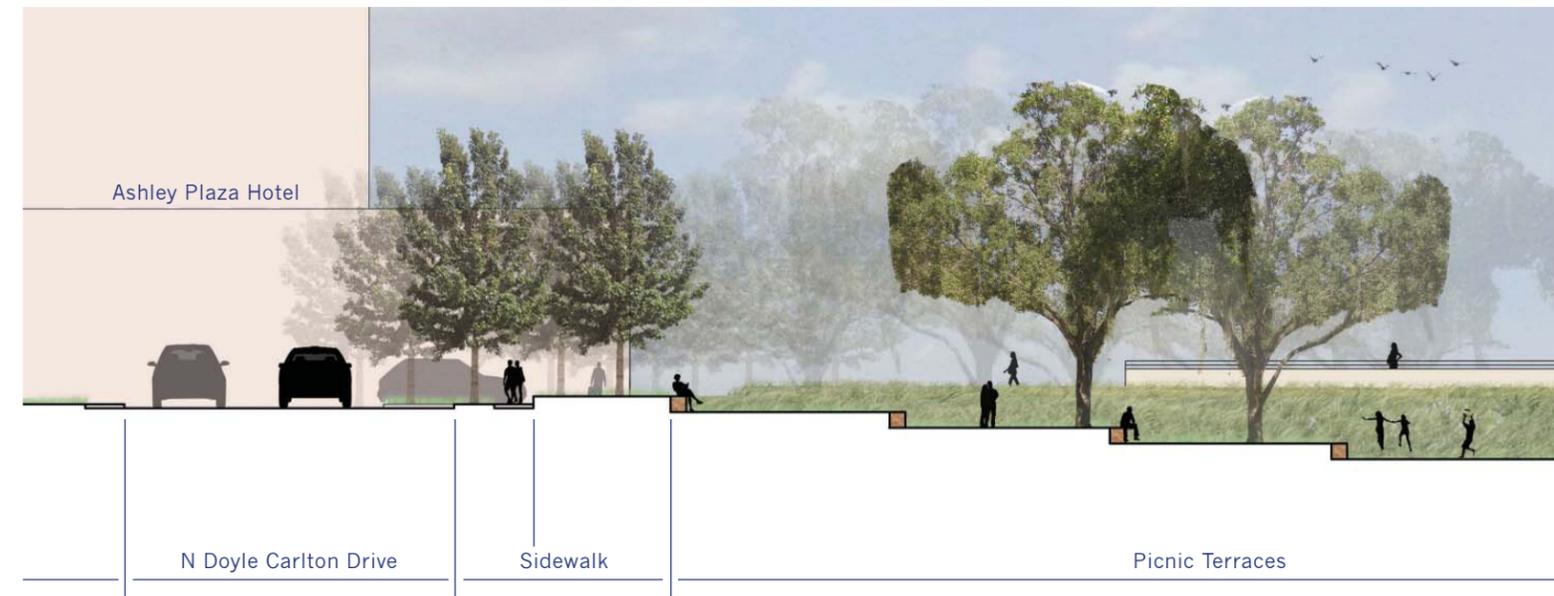


Figure 4.7 Section view of Laurel Street picnic terraces and underbridge connection.

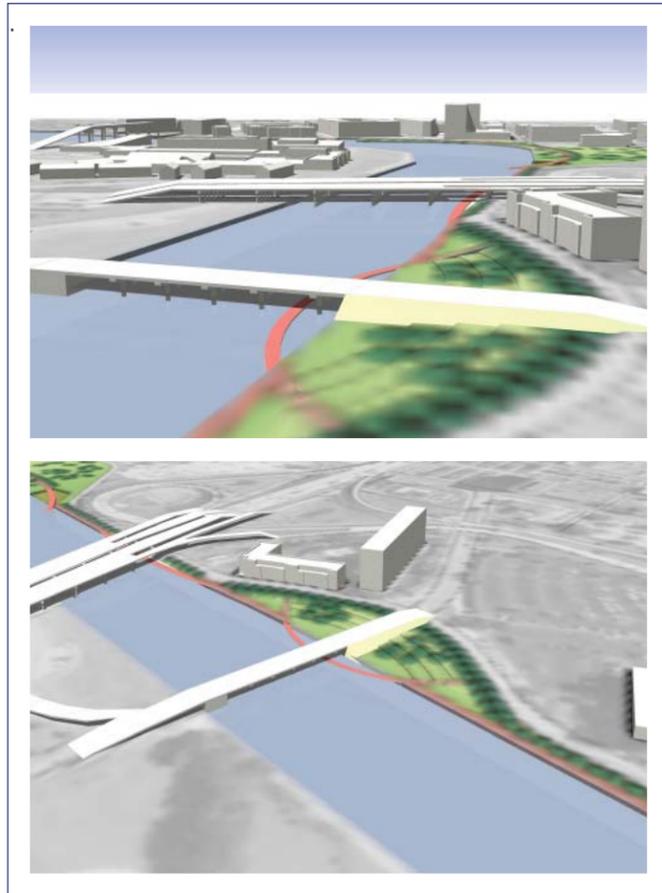


Figure 4.8 Laurel Street underpass.



Figure 4.9 Riverwalk at Laurel Street picnic terraces.



## 2010 DISTRICTS | CULTURAL ■

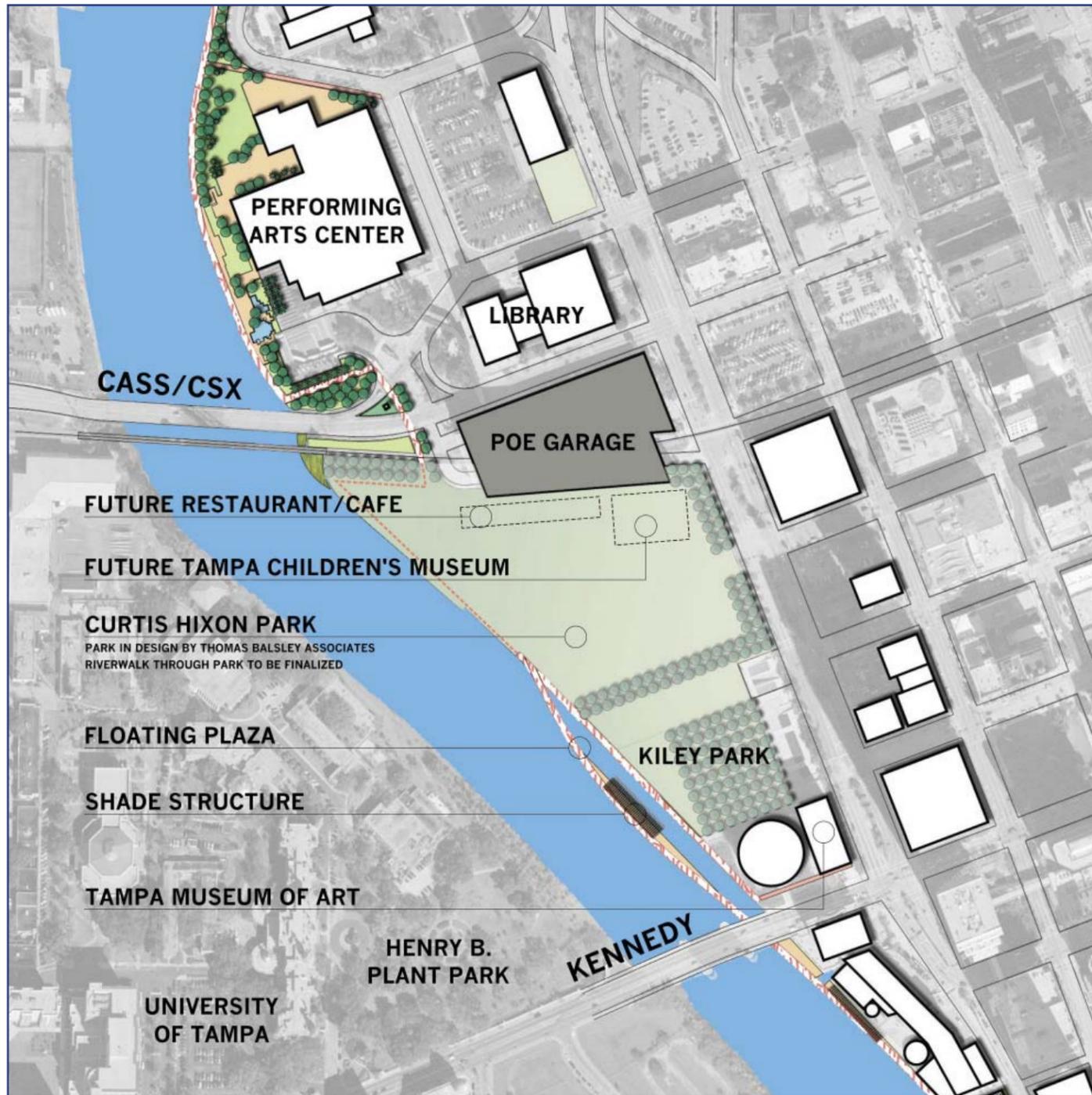


Figure 4.10 Cultural District- Schematic 2010 Plan.

As depicted in Figure 4.10, the Cultural District Riverwalk segment begins just north of the Tampa Bay Performing Arts Center and follows the river's edge to Cass Street. A planned new restaurant at the Tampa Bay Performing Arts Center will enliven the area. The new Riverwalk design standards will be utilized in this entire segment, and the plaza area adjacent to the Riverwalk will be repaved. At Cass Street, the preferred crossing option at the time of the completion of the 2010 Plan is the elevated structure depicted in Figure 4.13. Final configuration of the Cass Street crossing and Curtis Hixon Park segments will be further studied and finalized during the design development stage of the Riverwalk. The final design of this crossing may change depending on the final redesign of Curtis Hixon Park. A triple switchback ramp leads to the elevated crossing on the north side of Cass Street and a dual ramp on the south side parallel to Cass Street, where the river returns to grade in the Park and then runs along the river's edge. On the south side of the park, where the current walkway begins ramping up to Kiley Gardens, the Riverwalk will arc out over the water to cross beneath the Kennedy Boulevard Bridge via a floating overwater segment that will provide shade and viewing spaces as shown in Figures 4.11 and 4.12.



Figure 4.11 Ground level view south of the Riverwalk with floating plaza connecting underneath the Kennedy Boulevard Bridge.



Figure 4.12 Aerial view of the Riverwalk with floating plaza connecting underneath the Kennedy Boulevard Bridge.

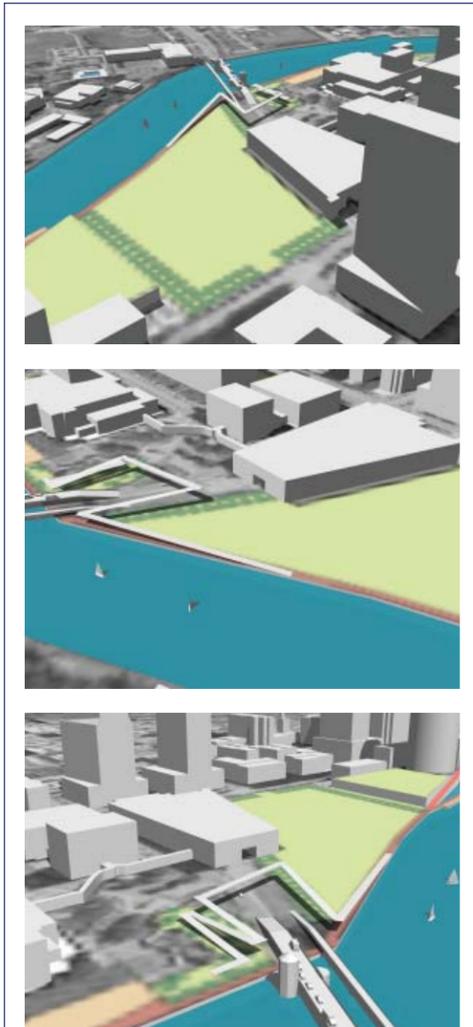


Figure 4.13 Potential Cass Street over bridge connection.

# 2010 DISTRICTS | DOWNTOWN ■

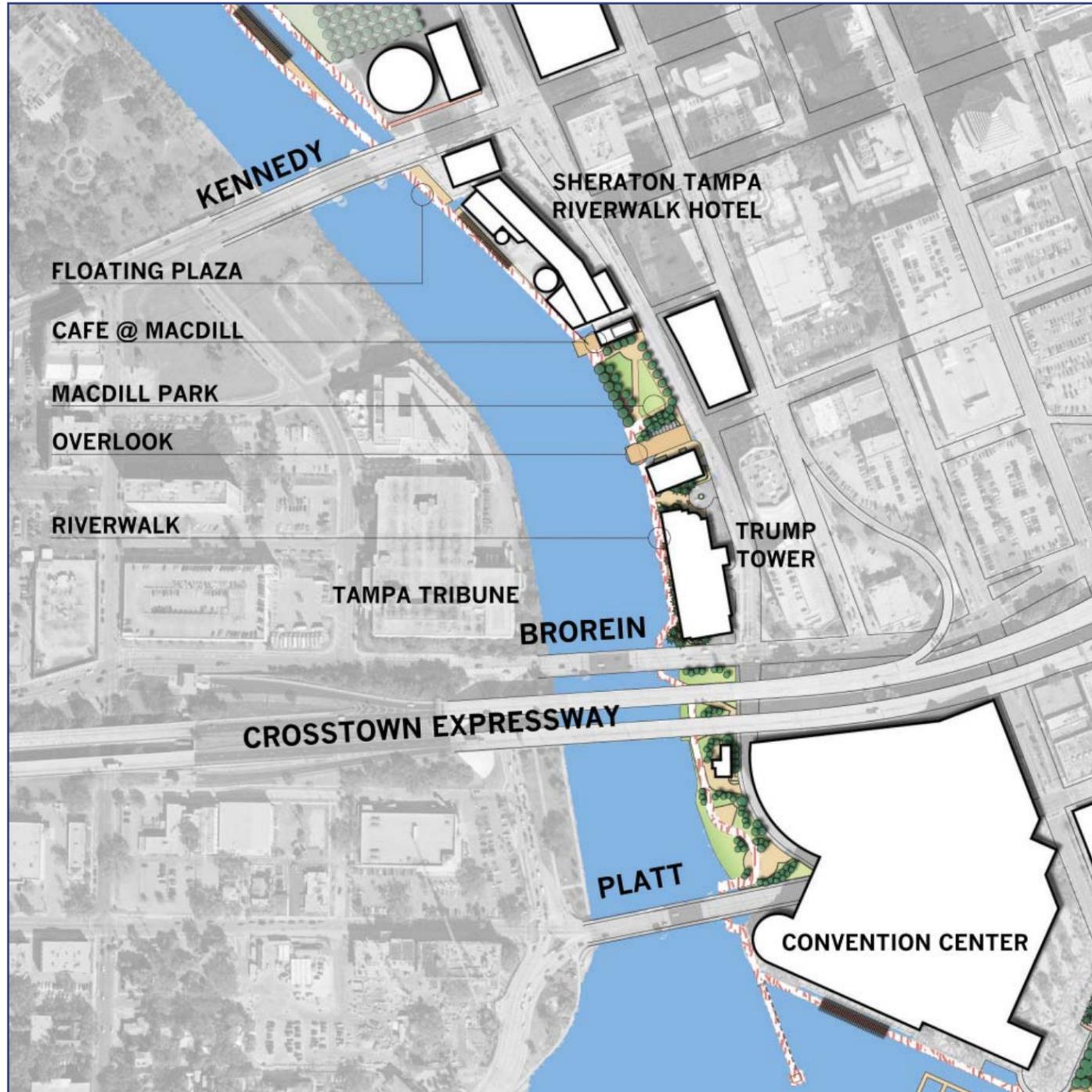


Figure 4.14 Downtown District - Schematic 2010 Plan.

As depicted in Figure 4.14, this Riverwalk segment begins just south of the Kennedy Boulevard Bridge where the over water floating segment, which started in the Cultural District, continues and connects back to land at the Sheraton Riverwalk Hotel. The Riverwalk follows the edge of the land over the water as there is no public easement along the length of the hotel. The Riverwalk then connects back to the existing walk at the north end of MacDill Park. This portion of the Riverwalk will be built according to new design standards, while the existing design standards will remain or be implemented from MacDill Park to the eastern terminus of the Riverwalk. In MacDill Park, the existing walk will remain, but overlooks will be added at the street ends flanking the Park, and one or both street ends are envisioned as ideal restaurant or café space as shown in Figure 4.16. The Riverwalk segment adjacent to Trump Tower will include a marina and restaurant, which are part of the development currently under construction. Lastly, the Riverwalk will cross under the Brorein Street Bridge as a fixed overwater structure to connect to USF Park.



Figure 4.15 MacDill Park.



Figure 4.16 Riverwalk at MacDill Park, "Cafe MacDill" in distance.

# 2010 DISTRICTS | GATEWAY ■

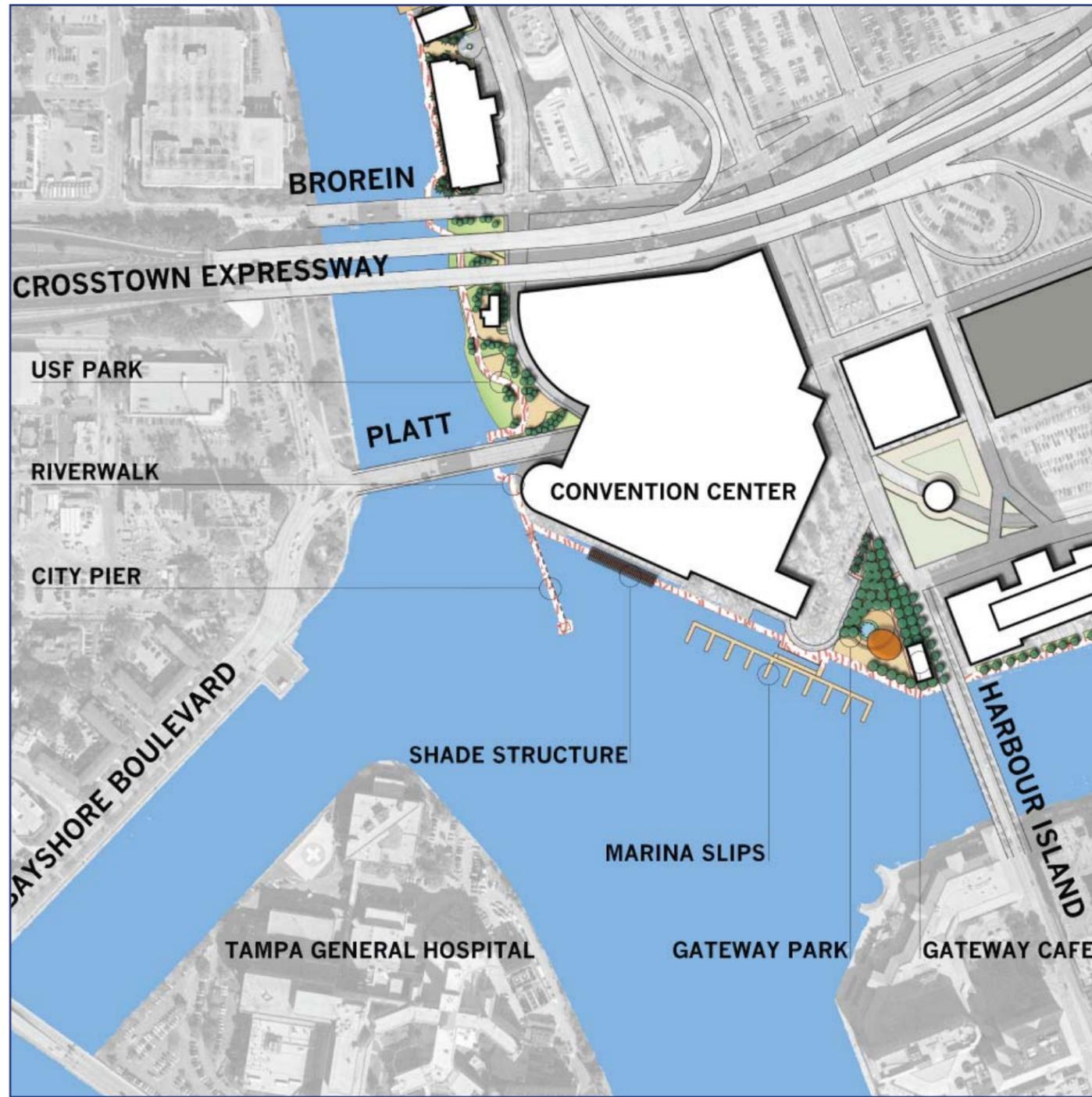


Figure 4.17 Gateway District - Schematic 2010 Plan.

As depicted in Figure 4.17, this Riverwalk segment extends from just south of the Brorein Bridge to the Harbour Island Bridge. From the Brorein Bridge, the Riverwalk follows the existing path through USF Park and connects under the Platt Street Bridge with a fixed over water structure. As illustrated in Figure 4.19 on the following page, the Riverwalk then follows the edge of the Tampa Convention Center terrace at the same level as a fixed overwater structure that is clearly separated from the terrace by new paving and bollards. The Riverwalk will span the two existing water indentations into the Tampa Convention Center terrace where fountains could be installed in the enclosed water areas. At the southwest corner of the Tampa Convention Center (Figure 4.20), a fixed overwater section of the Riverwalk projects out to an observation point and serves as docking space for the Gasparilla ship and other large boats. In the space between the Tampa Convention Center and the Harbour Island Bridge, shown in Section 4.18, a new park will be created to provide much needed green space and shade, and a place for resting and dining that includes small food kiosks or a park café.



Figure 4.18 Section view of Riverwalk and Gateway Park between Convention Center and Harbour Island Bridge.

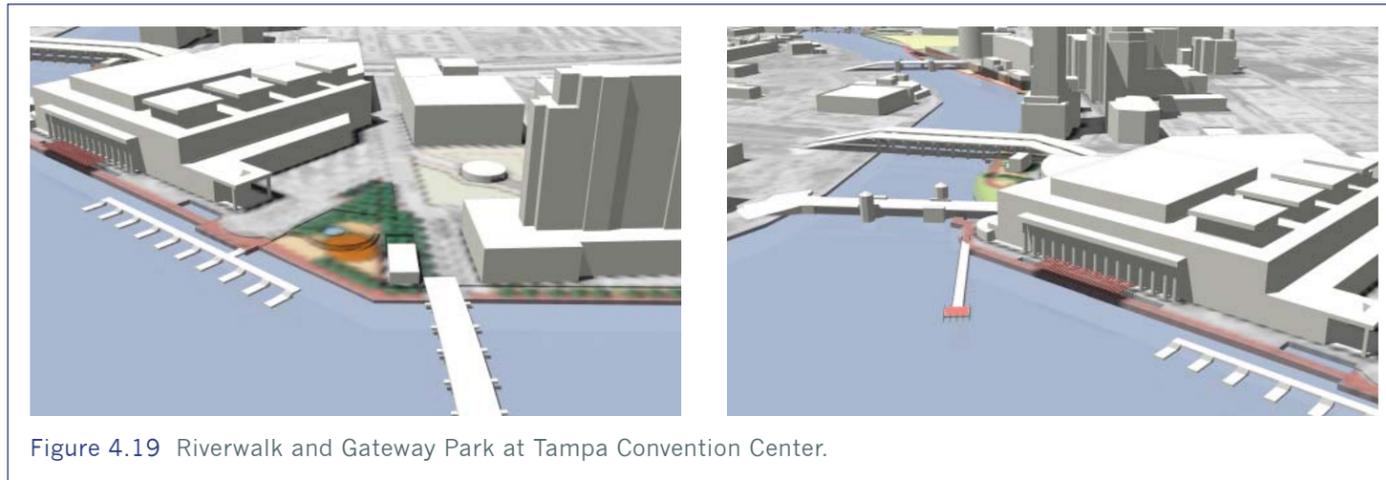
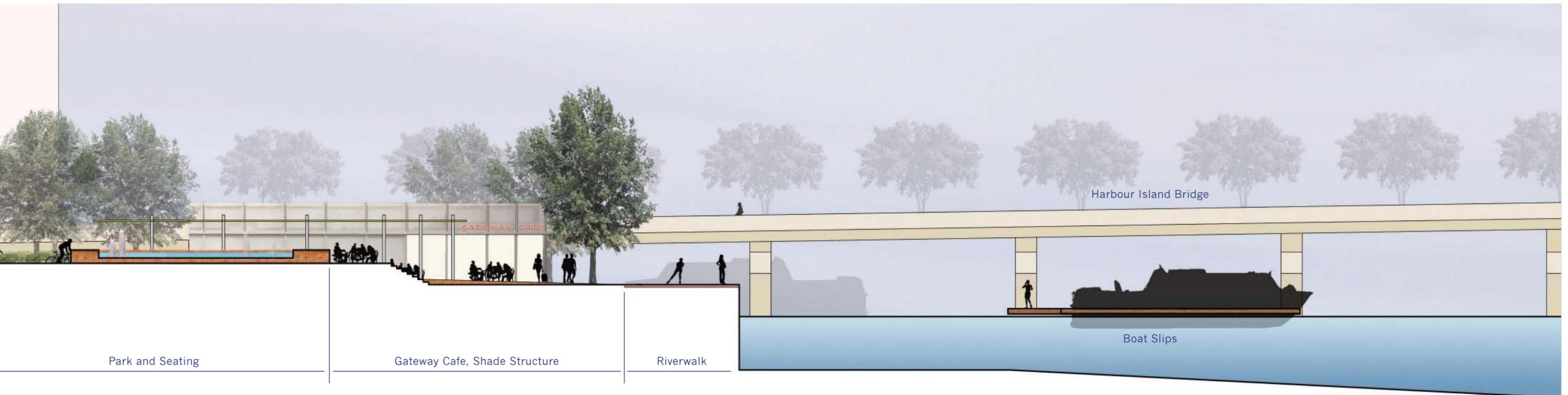


Figure 4.19 Riverwalk and Gateway Park at Tampa Convention Center.



Figure 4.20 Tampa Convention Center Riverwalk segment with city pier and dock area.



# 2010 DISTRICTS | CHANNEL ■

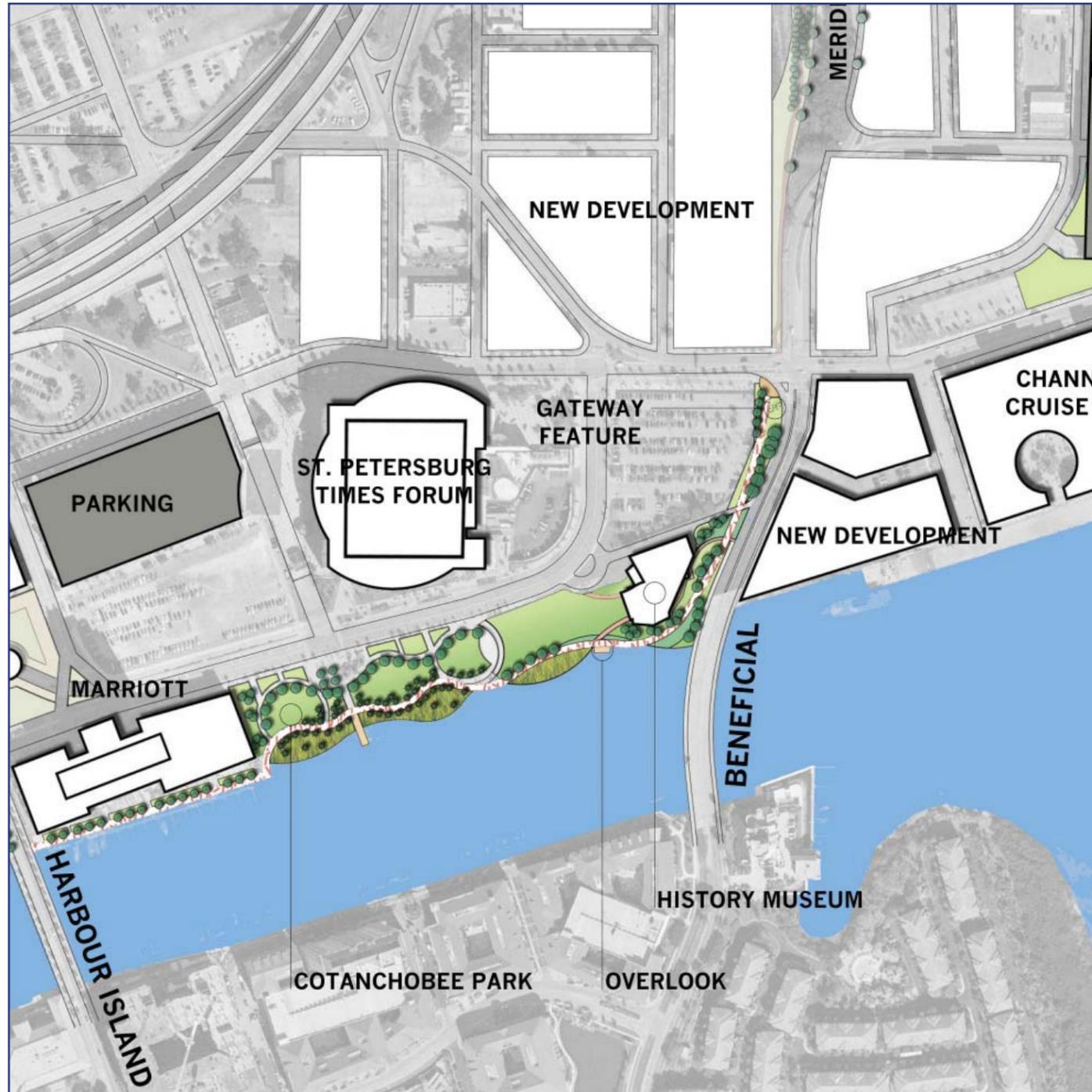


Figure 4.21 Channel District - Schematic 2010 Plan.

As depicted in Figure 4.21, the Channelside District Riverwalk segment extends from the Harbour Island Bridge to the Beneficial Drive Bridge and then north to Channelside Drive. The Riverwalk follows the existing walk adjacent to the Marriott Waterside Hotel and through Cotanchobee Fort Brooke Park. From this point, the Riverwalk gently winds along the History Center site, turning inward, then outward, and finally back inward where it turns to the north at the Beneficial Bridge, continuing to Channelside Drive. The alignment emphasizes connection with the History Center so that visitors will be naturally drawn to the Riverwalk. Figure 4.22 depicts a section view looking east of the Riverwalk next to the History Center. Aerial views of the segment are shown in Figure 4.23. For the areas where the Riverwalk is set back from the water's edge, a natural shoreline similar to that of Cotanchobee Fort Brooke Park will be created. An overlook will be incorporated into the small section of the Riverwalk that is directly adjacent to the water. Landscape elements will reinforce the curvature of the Riverwalk through this district and shade trees will provide relief from the sun. At the Riverwalk terminus at Channelside Drive, a substantial portal feature will mark the entry to the Riverwalk. Signage will direct users along Channelside Drive to the Channelside entertainment complex and the Florida Aquarium.

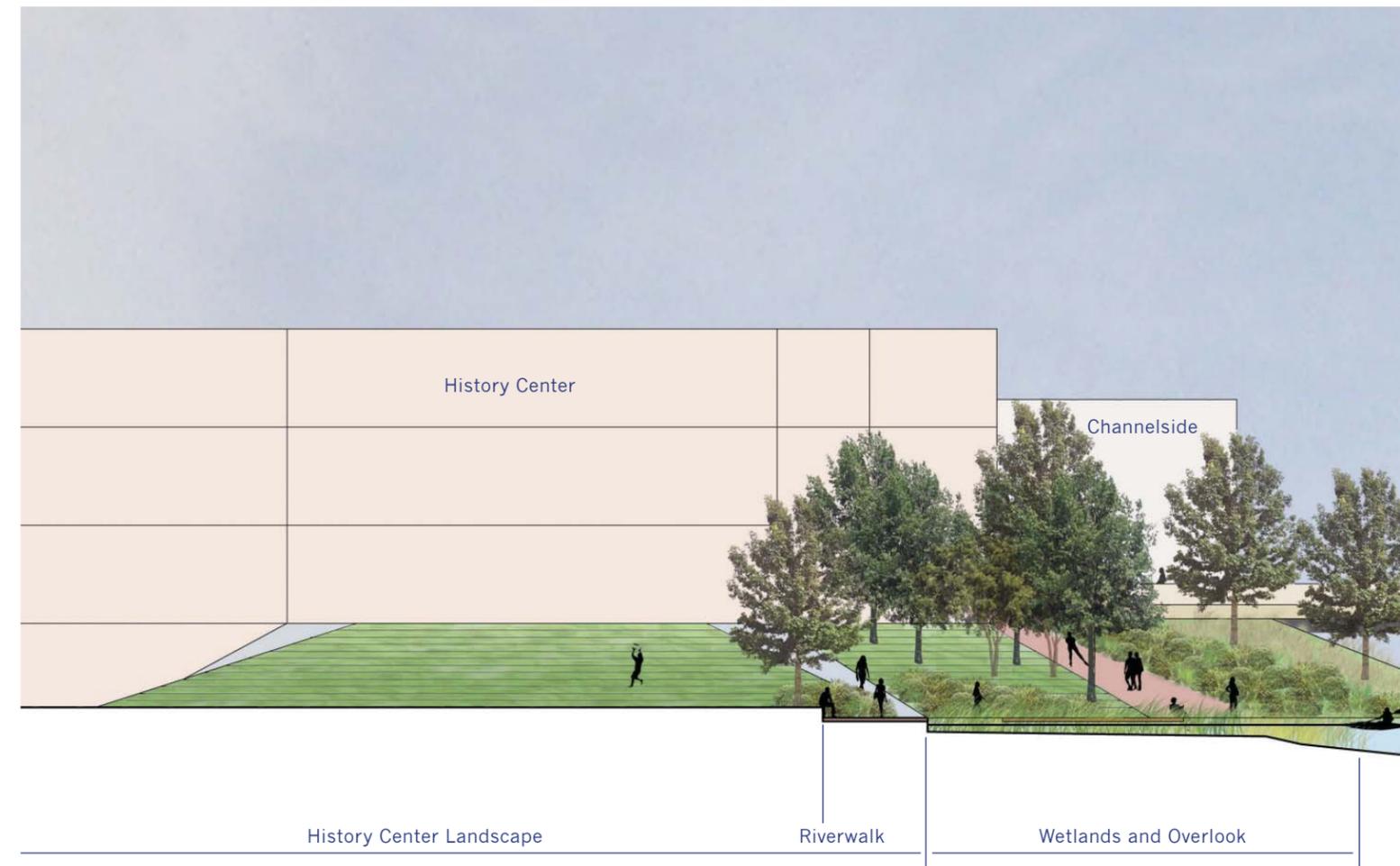
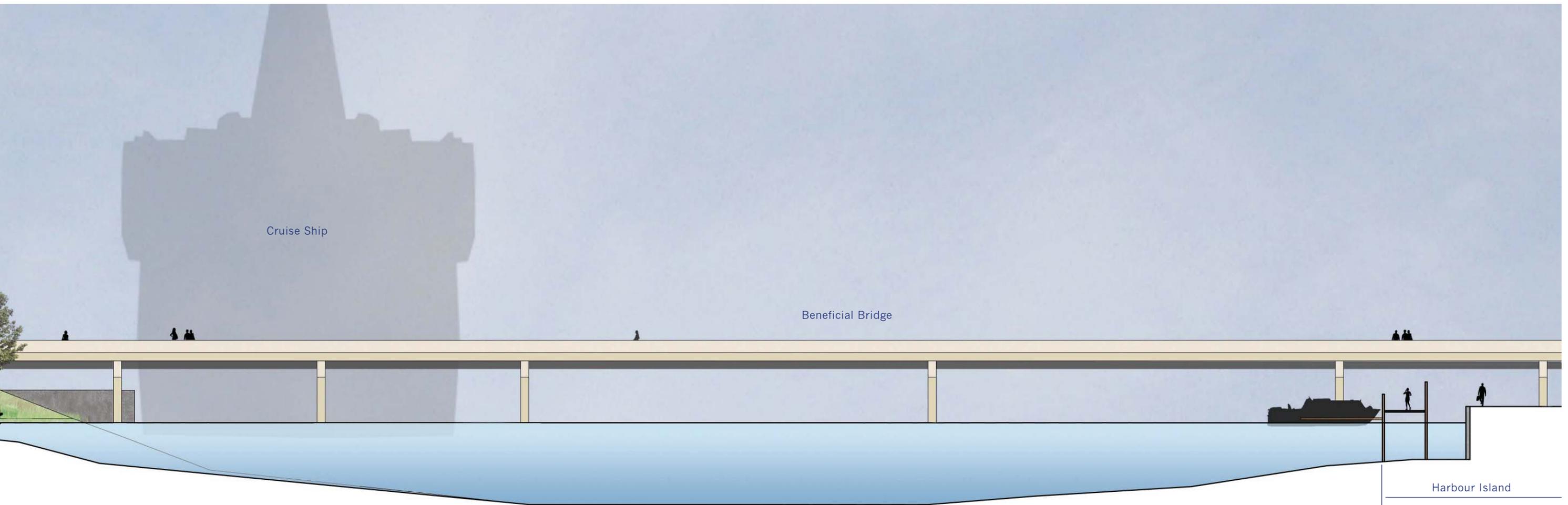


Figure 4.22 Section view east of Riverwalk adjacent to History Center.



Figure 4.23 West, north, and east views of the Channel District Riverwalk segment.



# ENHANCEMENTS TO THE 2010 PLAN

A number of project elements were identified in the Master Plan that were not included in the 2010 plan due to funding, phasing, or other concerns. They include the following:

## **Channel District, Beneficial Bridge Connection**

The Master Plan identified an under bridge crossing as the preferred option. The segment would be marginally set into the water to achieve clearance under the bridge. However, this component of the Master Plan will be deferred until all issues regarding the Riverwalk area east of the Beneficial Bridge have been resolved.



Channel District - Beneficial Bridge connection.

## **Gateway District, Convention Center Segment**

The Master Plan called for a triangular Riverwalk in this location made up of a segment abutting the existing terrace, the "City Pier" segment extending into Garrison Channel, and a third segment connecting these two at an angle. This configuration would create a space of enclosed water which would be enlivened through an array of signature fountains. Funding limitations resulted in the the third element and fountain being deferred to a future phase.



Gateway District - Convention Center segment.

## **Gateway District, Pedestrian Bridge**

Another key element of the Master Plan is a pedestrian bridge connecting Bayshore Boulevard with the Riverwalk. This is an important Riverwalk element for establishing east to west connectivity and increasing the number of Riverwalk users. However, it is a very complex project that will be explored by the city in the future through transportation planning.



Gateway District - pedestrian bridge.

## **Gateway District, Gateway Tower**

A proposed large iconic tower rising from USF Park up past the freeway bridge and serving as a landmark for the Riverwalk was recommended to be addressed by the city's Public Art Program.



Gateway District - Gateway Tower.

|





chapter 5

# implementation

# COST ESTIMATE

As part of the planning process, a detailed cost estimate was developed by District. Unit costs were developed for most elements, such as fixed over water riverwalk, floating overwater riverwalk, on land riverwalk, overlooks, etc., and for all hardscape, lighting, structures, furnishings, and interpretive features. Landscaping and demolition costs and other general conditions were incorporated into a 35% contingency which also covers expected cost escalations and unforeseen conditions. Estimates for special treatments like the landscape terraces at Laurel Street and the new Gateway Park next to the Tampa Convention Center were also developed.

A preliminary cost estimate was utilized as part of the planning and prioritization process. For instance, a second riverwalk element projecting out from the Tampa Convention Center to the pier outlook that enclosed a water area in front of the Tampa Convention Center and included dramatic fountains was identified as a potential future addition due to cost considerations. The overall goal was to achieve the most connectivity, functionality, and excitement within an achievable cost range.

The cost estimate summary is provided in Figure 5.1. This cost of approximately \$40 million is designated as a Preliminary Estimate of Probable Construction Costs and represents the highest level of accuracy that can be achieved at this stage of the project. It is extremely likely that this estimate will change as segments of the project move into the design development stage and additional decisions about the project are made at that time, i.e. the standards to be used and the final solution for the Cass Street crossing. In addition, anecdotal and empirical evidence from the last several years have suggested annual construction cost escalations of 10% or higher due to extraordinary global demand, and the Riverwalk estimate is subject to this escalation if it continues. A fairly generous 35% contingency has been included to address this concern but will need to be revisited during the design development phase.

WATER WORKS DISTRICT	
North Boulevard Br. to Water Works Park	\$1,092,622
Water Works Park to I-275	\$1,713,952
I-275 Connection	\$675,624
Laurel Bridge Connection	\$2,212,480
<b>DISTRICT SUBTOTAL</b>	<b>\$5,694,678</b>

CULTURAL DISTRICT	
Laurel Bridge to Cass Bridge	\$799,540
Cass Bridge Connection	\$5,078,618
Cass Bridge to Kennedy Bridge (Curtis Hixon Park)	\$185,271
Kennedy Bridge Connection (Floating Plaza)	\$3,897,571

DOWNTOWN DISTRICT	
MacDill Park	\$784,542
Trump Tower	\$282,162
Brorein Connection	\$470,803
<b>DISTRICT SUBTOTAL</b>	<b>\$1,537,507</b>

GATEWAY DISTRICT	
Platt Street Bridge Connection	\$704,497
City Pier	\$1,043,234
Convention Center and Gateway Park	\$4,719,954
<b>DISTRICT SUBTOTAL</b>	<b>\$6,467,685</b>

CHANNEL DISTRICT	
Cotanchobee Fort Brooke Park to Channelside Drive	\$841,201
<b>DISTRICT SUBTOTAL</b>	<b>\$841,201</b>

SUMMARY	
I. Water Works District	\$5,694,678
II. Cultural District	\$9,961,000
III. Downtown District	\$1,537,507
IV. Gateway District	\$6,467,685
V. Channel District	\$841,201
Interpretive Features	\$1,050,000
<b>Subtotal</b>	<b>\$25,552,071</b>
Design & Engineering (15% of project cost)	\$3,832,811
<b>Subtotal</b>	<b>\$29,384,881</b>
Contingency (35%)	\$10,284,708
<b>GRAND TOTAL</b>	<b>\$39,669,590</b>

Figure 5.1 Preliminary Estimate of Probable Construction Costs, 2010 Plan.



CLIENT: City of Tampa / EDAW  
 MN JOB # 5735  
 TASK: Tampa Riverwalk Data Collection Database  
 DATE: 11/30/2005

Riverwalk Segment	Description	Record Drawings	Studies, Reports, Misc.	Utilities	Photographs	Environmental Issues	Riverine / Navigation Issues	Boat Docks	Permits	Physical Constraints	Alternatives	Recommendations
General Information	N/A	Caldwell's Monument Maps (General Tampa, NW Section, and Middle Section).	Downtown Tampa Riverwalk, PD&E Study May 1995.  Riverwalk Design Standards June 1989.  Tampa Downtown Vision & Action Program March 2005.  Tampa Central Business District Urban Design Guidelines.  Cultural District Master Plan - Phase II March 2002.	City of Tampa R/W Atlas Maps, Sanitary Sewer Maps, & Drainage Maps:  S19-T29S-R19E, Beneficial Dr. to Nebraska Ave. (Ft. Brooke Park).  S24-T29S-R18E, Nebraska Ave. (Ft. Brooke Park) to Fortune St. (N. of Cass St.).  S13-T29S-R18E, Fortune St. (S. of Laurel) to Boulevard.	N/A	Hillsborough River is a manatee habitat. Any over water construction and structures may meet resistance from Save the Manatee club and/or USFWS & FFWCC. Recommend meeting w/ SMC to highlight environmental aspects of project (i.e. manatee education signage).	NOAA Station #8726711, West Tampa, Hills River Entrance.  NOAA Station #8726693, Hills River Entrance.  Submerged Lands owned by City w/in project limits.  USACE channel in Hillsborough River (CAD file). -75' offset (USACE for TCC docks). -100' offset (standard for TPA).  USACE fenders at each bridge.  Recommend meeting with USACE to discuss channel and fender offsets/access.	N/A	Recommend permitting entire length of Riverwalk at once, can obtain concept permit & submit details nearer to construction for final permits.	Typical seawall elevation = +5.0'	N/A	N/A
1	Beneficial Bridge	Concrete bridge constructed in 1984 TPA property on east side Ft. Brooke Park on west side	As-builts, Misener 1984 (Bridge & Abutments Details)	City of Tampa Drainage Map S19-T29S-R19E (Seawall Pipe Penetrations 48" & 54")		1. Landward: Stormwater Runoff  2. Over water construction: Manatees  3. Docks: Water quality, manatees, navigation	1. TPA property on E. Side (security / access issues)  2. Low Clearance under bridge	No	SWFWMD or FDEP, USACE, TPA, City Building Department.	Low Clearance under bridge. Security issues & limited access on east side of bridge (TPA property).	1. RIVERWALK on land, Cross Beneficial at Channelside Drive, Connect w/ sidewalk to Channelside shops.  2. RIVERWALK waterward of seawall & under bridge.	Cross Beneficial at Channelside Drive, Connect w/ sidewalk to Channelside shops.
2	Tampa Bay History Center in Cotanchobee - Fort Brooke Park	Public Park w/ RIVERWALK along shoreline (revetted slope).	Ft. Brooke Park Riverwalk Construction Plans, URS 2001.	City of Tampa Drainage Map S19-T29S-R19E (Seawall Pipe Penetration 38" x 60").  City of Tampa Drainage Map S24-T29S-R18E (Seawall Pipe Penetrations 8" X 5").	Aerial of Ft. Brooke Park.	Landward: Stormwater Runoff.	None	Existing Small Floating Dock for Water Taxi in Cotanchobee Park.	SWFWMD or FDEP, City Building Department.		1. RIVERWALK plan in rendering - Sidewalk meandering along Beneficial Dr. to existing sidewalk at Channelside Dr.  2. Continue RIVERWALK along shoreline similar to existing at Ft. Brooke to walkway under bridge.	Follow plan in rendering, Meandering along Beneficial to existing sidewalk on Channelside.
3	Marriott Waterside Hotel	RIVERWALK along concrete seawall, floating docks				None	None	Existing transient slips for hotel customers	None		N/A	Existing RIVERWALK along shoreline
4	Harbor Island Bridge (Franklin Street)	RIVERWALK under bridge landward of concrete seawall	Construction Plans, Griener & Hiller Group 1983 (Bridge Details)	City of Tampa Drainage Map S24-T29S-R18E (Seawall Pipe Penetrations 30")  City of Tampa Sanitary Sewer Map S24-T29S-R18E (48" SS)		None	None	No	None		N/A	Existing RIVERWALK under bridge
5	Tampa Convention Center Park	Concrete Seawall and Pile Supported Marginal Wharf Wide Walkway				None	None	Existing dock for Tampa Water Taxi  Side-tie docking for special events at TCC	SWFWMD City Building Department	Handicap access (conn. To TCC)	Need transition to elevated portion at TCC	Existing RIVERWALK along seawall. Provide ADA Ramps
6	Tampa Convention Center	Concrete bulkhead w/ RIVERWALK landside and floating docks for transient boaters. Elevation of RIVERWALK varies.	Construction Plans, HOK, et al 1987 (Bulkhead and Layouts)  Construction Plans, MN 2002 (Dock Details)	Jose Gaspar docking drawing (CAD file)  TCC docks, construction documents, MN 2002 (Permits & Specs)  TCC Docks, FFWCC BIGP grant agreement	Docks	1. Over water construction: manatees  2. Docks: Water quality, manatees, navigation	USACE Channel from Hillsborough River & Turning basin in open area  USACE Channel in Seddon Channel deauthorized  Jose Gaspar, Starlight Majesty & others docking during Gasparilla & other special events & boat shows.	Existing transient slips for public use, FDEP permit & FWS grant restrictions - transient only, Max 3 night stay, minimum boat length = 26 feet, dock sq footage = 6,700 sf, 25 slips (min.). Any modifications would require approval from FDEP, USACE, TPA & FFWCC.	SWFWMD of FDEP City Building Department  USACE (if over water) TPA (if over water) FFWCC (if change docks)	Handicap access (conn. To TCC Park)	1. Use existing RIVERWALK, need transition to elevated section at TCC for ADA (ramps at either end)  2. Remove existing floating dock and add long floating dock for RIVERWALK.	Existing RIVERWALK along seawall. Provide ADA Ramps
7	Platt Street Bridge	Constructed in 1924, Bascule Bridge same construction as Cass St. Bridge. Concrete pier structure current RIVERWALK plans by URS.	Construction Plans, URS 2004 (RIVERWALK Details)  Construction Plans, The Strauss Bascule Bridge Co 1925 (Bridge Details)			None	USACE Channel at seawall  USACE fenders on bridge piers	No	SWFWMD or FDEP, USACE, TPA, City Building Department		1. Existing RIVERWALK construction plans  2. Need connection between TCC & Platt St. bridge RIVERWALK  3. Pedestrian bridge to west side of bridge	Existing RIVERWALK construction plans.
8	USF Park & Ribbon of Green Park (South)	Under bridge narrow public park w/ proposed RIVERWALK under construction	Ribbon of Green Construction Plans, PG&C 2003 (RIVERWALK plans from Platt St. thru x-town expressway)	City of Tampa Sanitary Sewer Map S24-T29S-R13E (48"SS to Krause St. Pump Station)  City of Tampa Drainage Map S24-T29S-R18E (Seawall pipe penetrations, manholes & inlets)		1. Landward: Stormwater Runoff	USACE Channel ~0-30' from seawall	No, USACE channel too close to seawall	SWFWMD City Building Department		Existing Ribbon of Green Construction plans (along seawall)	Existing Ribbon of Green Construction plans, under construction.

Figure 5.3 Data Collection Matrix, Page 1.

CLIENT: City of Tampa / EDAW  
MN JOB # 5735

TASK: Tampa Riverwalk Data Collection Database  
DATE: 11/30/2005

Riverwalk Segment	Description	Record Drawings	Studies, Reports, Misc.	Utilities	Photographs	Environmental Issues	Riverine / Navigation Issues	Boat Docks	Permits	Physical Constraints	Alternatives	Recommendations
17	CSX Rail Road Bridge	Constructed in 1915	R/W & Track Map, Atlantic Coast Line R.R. Co. (Pier Locations w.r.t. Seawall)  Bridge at Hillsboro River Plan & Elevation, CSX RR 1915		Waterside & road (east approach) views from Plant Park, Curtis Hixon Park & Julian B. Lane Riverfront Park	1. Landward: Stormwater Runoff 2. Over water construction: Manatees 3. Docks: Water quality, manatees, navigation	USACE Channel ~190' from seawall  USACE fenders on bridge piers	No	SWFWMD or FDEP USACE TPA City Building Department CSX	Low Clearance under bridge (~5.5 to 7.5 ft. from water line to bottom of bridge superstructure)	1. RIVERWALK on land, cross RR at grade 2. RIVERWALK on land, cross RR with pedestrian bridge 3. RIVERWALK waterward of seawall & under bridge with fixed dock/walkway	RIVERWALK on land, Cross Cass and RR with pedestrian bridge
18	Cass Street Bridge	Constructed in 1926. Bascule Bridge same construction as Platt St. Bridge. Rehab in 1986. Concrete substructure w/ pile foundation and abutment at each shoreline. Timber fenders on bascule piers.	Construction Plans, The Strauss Bascule Bridge Co 1925 (Bridge Details)  Restoration Plans, Department of Public Works 1986 (Brorein, Cass, and Laurel St. Bridges)  Rehabilitation Plans, DSA Group Inc 1992  Construction of Paving Improvements, Public Works Department 1995 (Between Cass St. Bridge and Ashley St.)		Waterside view from Julian B. Lane Riverfront Park & road (east approach)	1. Landward: Stormwater Runoff 2. Over water construction: Manatees 3. Docks: Water quality, manatees, navigation	USACE Channel ~180' from seawall  USACE fenders on bridge piers	No	SWFWMD or FDEP USACE TPA City Building Department	Limited access under bridge	1. RIVERWALK on land, cross street at grade 2. RIVERWALK on land, cross street with pedestrian bridge 3. RIVERWALK waterward of seawall & under bridge with fixed dock/walkway	RIVERWALK on land, Cross Cass and RR with pedestrian bridge
19	Tampa Bay Performing Arts Center (PAC) & William F. Poe Parking Garage	Concrete seawall w/ existing RIVERWALK to Fortune St.	Tampa Bay Performing Arts Center As-Built, McElvy et al, January 1984. (topo, fountain, and bulkhead details)	City of Tampa Drainage Map S24-T29S-R13E (Seawall pipe penetrations, manholes, inlets)	Waterside view from Julian B. Lane Riverfront Park	1. Landward: Stormwater Runoff 2. Over water construction: Manatees 3. Docks: Water quality, manatees, navigation	USACE Channel ~38-100' from seawall	Existing: Water taxi drop-off at PAC  Add fixed/floating dock with side ties and/or finger piers (similar to TCC) for transient docking  USACE channel ~38'-100' from seawall. need variance from USACE	SWFWMD or FDEP USACE TPA City Building Department		1. Existing RIVERWALK 2. Need connection to RIVERWALK from Cass St.	Existing RIVERWALK along seawall
20	PAC to Laurel Street	Concrete seawall w/ green space btwn. Seawall and road (Doyle Carlton Dr.)		City of Tampa Drainage Map S24-T29S-R13E (Seawall pipe penetrations, manholes, inlets)	Waterside view from Julian B. Lane Riverfront Park & seawall from east side of river	1. Landward: Stormwater Runoff 2. Over water construction: Manatees 3. Docks: Water quality, manatees, navigation	USACE Channel ~98' from seawall	No, because small green space behind seawall. limited parking, condo on other side of road  USACE channel ~98' from seawall	SWFWMD or FDEP USACE TPA City Building Department		1. RIVERWALK landward of seawall 2. RIVERWALK waterward of seawall	Either Alternate
21	Laurel Street Bridge	Bascule bridge Constructed in 1927. Concrete substructure w/ pile foundations and abutments at each shoreline. Fenders adjacent to bascule pier.	Restoration Plans, Department of Public Works 1986 (Brorein, Cass, and Laurel St. Bridges)  Fender System Replacement, Kissinger Campo and Associates 1986 Laurel St. Bridge and Fender System Repair Brorein St. Bridge  Rehabilitation Plans, DSA Group Inc. 1992		Waterside views from Julian B. Lane Park & I-275 (west side of river)	1. Landward: Stormwater Runoff 2. Over water construction: Manatees 3. Docks: Water quality, manatees, navigation	USACE Channel ~100' from seawall  USACE fenders on bridge piers	No	SWFWMD or FDEP USACE TPA City Building Department		1. RIVERWALK waterward of seawall	Either Alternate
22	Laurel Street to I-275	Concrete seawall w/ green space btwn. Seawall and road (Doyle Carlton Dr.)		City of Tampa Drainage Map S13-T29S-R18E (Seawall Pipe Penetrations, Manholes, Inlets)	Yes, waterside views from I-275 (west side of river) & seawall from east side of river	1. Landward: Stormwater Runoff 2. Over water construction: Manatees 3. Docks: Water quality, manatees, navigation	USACE Channel ~85-100' from seawall	No, because small green space behind seawall. limited parking, condo on other side of road  USACE channel ~85-100' from seawall	SWFWMD or FDEP USACE TPA City Building Department		1. RIVERWALK landward of seawall 2. RIVERWALK waterward of seawall	Either Alternate
23	I-275 Bridge	Concrete bridge, high elevation. Sidewalk adjacent to road (Doyle Carlton Dr.)			Waterside views from I-275 (west side of river) & seawall from east side of river	1. Landward: Stormwater Runoff 2. Over water construction: Manatees 3. Docks: Water quality, manatees, navigation	USACE Channel ~85' from seawall  USACE fenders on bridge piers	No	SWFWMD or FDEP USACE TPA City Building Department		1. RIVERWALK landward of seawall & under bridge 2. RIVERWALK waterward of seawall & under bridge 3. Modify existing sidewalk for RIVERWALK	Either Alternate
24	I-275 to Water Works Park	Concrete seawall, sidewalk adjacent to road (Doyle Carlton Dr.)	Plat of Waterfront Property Limits	City of Tampa Drainage Map S13-T29S-R18E (Seawall Pipe Penetrations, Manholes, Inlets)	Waterside views from I-275 (west side of river) & seawall from east side of river	1. Landward: Stormwater Runoff 2. Over water construction: Manatees 3. Docks: Water quality, manatees, navigation	USACE Channel ~78-88' from seawall	No	SWFWMD or FDEP USACE TPA City Building Department		1. RIVERWALK landward of seawall 2. RIVERWALK waterward of seawall 3. Modify existing sidewalk for RIVERWALK	Either Alternate

Figure 5.4 Data Collection Matrix, Page 2.

CLIENT: City of Tampa / EDAW  
 MN JOB # 5735  
 TASK: Tampa Riverwalk Data Collection Database  
 DATE: 11/30/2005

Riverwalk Segment	Description	Record Drawings	Studies, Reports, Misc.	Utilities	Photographs	Environmental Issues	Riverine / Navigation Issues	Boat Docks	Permits	Physical Constraints	Alternatives	Recommendations
9	Borein Street Bridge (Krause Street)	Bascule bridge constructed in 1926. Rehab in 1956 and 1986. Concrete substructure w/ pile foundation and abutment at each shoreline. Timber fenders on Bascule piers.	Proposed highway bridge over Hills river @ Krause St. Hedman et al. April and June 1956 (Bridge Details)  Strauss Trunnion Bascule Bridge, Hills River @ Fortune St., City of Tampa, Strauss Bascule Bridge Co. Consulting Engineers, Jan. 25th, 1926 (Bridge Details)  Restoration Plans, Department of Public Works 1986 (Borein, Cass, and Laurel St. Bridges)  Fender System Replacement, Kissinger Campo and Associates 1986 Laurel St. Bridge & Fender System repair Borein St. Bridge (Fenders)			1. Landward: Stormwater Runoff  2. Over water construction: Manatees  3. Docks: Water quality, manatees, navigation	USACE Channel ~40' from seawall  USACE fenders on bridge piers	No	SWFWMD or FDEP USACE TPA City Building Department	Busy Intersection	1. RIVERWALK under bridge, waterward of seawall  2. Transition to RIVERWALK landside along seawall on either side of bridge	1. RIVERWALK under bridge, waterward of seawall  2. Transition to RIVERWALK landside along seawall on either side of bridge
10	Trump Tower	Condo Project under construction, new seawall w/ RIVERWALK	Trump Tower Plan, PG&C 2005 (RIVERWALK plan)	City of Tampa Drainage Map S24-T29S-R18E (Seawall Pipe Penetrations, Manholes, and Inlets)		N/A	USACE Channel ~44' from seawall	No	N/A		N/A	RIVERWALK along seawall per Trump Tower plans (private), under construction.
11	Ribbon of Green Park (North)	Public Park w/ RIVERWALK along seawall	Ribbon of Green Construction Plans, PG&C 2003 (RIVERWALK plans)	City of Tampa Drainage Map S24-T29S-R18E (Seawall Pipe Penetrations, Manholes, and Inlets)		None	USACE Channel 0-40' from seawall	No, USACE channel too close to seawall	SWFWMD City Building Department		N/A	Existing RIVERWALK along seawall
12	Sheraton Tampa Riverwalk Hotel	Hotel w/ Parking underground, timber dock (poor condition) along seawall w/ transient side-tie docking.		City of Tampa Drainage Map S24-T29S-R18E (Seawall Pipe Penetrations, Manholes, and Inlets)	Waterside elevation of seawall & dock	1. Over water construction: Manatees  2. Docks: Water quality, manatees, navigation	USACE Channel ~30' from seawall	Dock at hotel in poor condition, used for hotel, including poolside bar & restaurant, customers  Although seawall is close to USACE channel (~30'), existing dock may be grandfathered (side tie)	SWFWMD or FDEP USACE TPA City Building Department	Elevated shoreline	1. RIVERWALK w/ dock (side tie mooring) waterward of seawall due to elevated shoreline	RIVERWALK w/ dock (side tie mooring) waterward of seawall due to elevated shoreline
13	Kennedy Boulevard Bridge (Lafayette Street)	Bascule bridge constructed in 1912, replaced by FDOT in 1990s. Concrete substructure. Drilled shafts in water between east abutment and 1st pier for RIVERWALK.	Construction Plans, Boller Et Al 1912 (Bridge & Abutment Details)  S.R. 60 R/W Map 1992 (Bridge Easement 75' EA Side of bridge centerline)  S.R. 60/Kennedy Boulevard Drawbridge Replacement, Hillsborough Riverwalk Connector - Phase I Plans, Volkert & Assoc., December 1997 (Elevation Plans)	Hillsborough River Tower Memo, 12/31/03 (Under bridge connection)	Waterside views from Plant Park & Curtis Hixon Park	1. Over water construction: Manatees  2. Docks: Water quality, manatees, navigation	USACE Channel ~100' from seawall  USACE channel changes from 200' wide to 100' wide at bridge  USACE fenders on bridge piers	No	SWFWMD or FDEP USACE TPA City Building Department	4-42" dia. drilled shafts 25' o.c. under bridge, aligned parallel to bridge abutment w/ intersection of bridge centerline at STA 33 + 63.06, shafts terminated 1 ft. above mudline.	RIVERWALK waterward of seawall & under bridge. Use existing shaft foundations under bridge.	RIVERWALK waterward of seawall & under bridge. Use existing shaft foundations under bridge.
14	Rivergate Tower (old NCNB building)	Commercial building. Concrete seawall topped by concrete curtain wall along shoreline, sidewalk along curtain wall. Top of curtain wall = +27.5'. Top of sidewalk = +24'. Top of seawall = +5'.	NCNB Building & Plaza Construction Plans, Odell Associates, April 1984 (Topo & Wall Sections / Elevations)	City of Tampa Drainage Map S24-T29S-R18E (Seawall Pipe Penetrations, Manholes, & Inlets)	Waterside & sidewalk views from Plant Park & Curtis Hixon Park	1. Over water construction: Manatees  2. Docks: Water quality, manatees, navigation	USACE Channel ~100' from seawall	No	SWFWMD or FDEP USACE TPA City Building Department	Elevated shoreline	1. RIVERWALK waterward of seawall due to elevated shoreline	RIVERWALK waterward of seawall due to elevated shoreline
15	Kiley Park (old NCNB Plaza) & Parking Lot	Public park / plaza. Concrete seawall topped by concrete curtain wall along shoreline. Sidewalk along curtain wall. Top of curtain wall = +5' to +27.5'; Top of Sidewalk = +5.0 to +24'; Top of Seawall = +5'.	NCNB Building & Plaza Construction Plans, Odell Associates, April 1984 (Topo & Wall Sections / Elevations)	City of Tampa Drainage Map S24-T29S-R18E (Seawall Pipe Penetrations, Manholes, & Inlets)	Waterside & sidewalk views from Plant Park & Curtis Hixon Park	1. Landward: Stormwater Runoff  2. Over water construction: Manatees  3. Docks: Water quality, manatees, navigation	USACE Channel ~70-100' from seawall	No	SWFWMD or FDEP USACE TPA City Building Department	Elevated shoreline	1. RIVERWALK waterward of seawall due to elevated shoreline  2. Transition to existing RIVERWALK along seawall at Museum of Art	1. RIVERWALK waterward of seawall due to elevated shoreline  2. Transition to existing RIVERWALK along seawall at Museum of Art
16	Curtis Hixon Park & Tampa Museum of Art	Public park w/ concrete seawall and existing RIVERWALK.	Riverfront Bulkhead, Public Works Department, 1963 (Curtis Hixon Convention Center Bulkhead)	City of Tampa Drainage Map S24-T29S-R18E (Seawall Pipe Penetrations, Manholes, & Inlets)	Waterside, dock & RIVERWALK views from Plant Park & Curtis Hixon Park	1. Landward: Stormwater Runoff  2. Over water construction: Manatees  3. Docks: Water quality, manatees, navigation	USACE Channel ~67' from seawall	Existing side dock, add additional linear feet of dock  USACE channel ~67' from seawall	SWFWMD or FDEP USACE TPA City Building Department		1. Existing RIVERWALK w/ dock along seawall from Museum of Art to south of CSX RR Bridge  2. Lengthen existing dock	Existing landside RIVERWALK

Figure 5.5 Data Collection Matrix, Page 3.

CLIENT: City of Tampa / EDAW  
MN JOB # 5735

TASK: Tampa Riverwalk Data Collection Database  
DATE: 11/30/2005

Riverwalk Segment	Description	Record Drawings	Studies, Reports, Misc.	Utilities	Photographs	Environmental Issues	Riverine / Navigation Issues	Boat Docks	Permits	Physical Constraints	Alternatives	Recommendations
25	Water Works Park	Public park w/ concrete seawall	Plat of Waterfront Property Limits  City of Tampa Waterworks Park, Boundary, Topographic and Tree Location Survey, Heidt & Associates, December 2002 (CAD file)	City of Tampa Drainage Map S13-T29S-R18E (Seawall Pipe Penetrations, Manholes, Inlets)	Waterside views from I-275 (west side of river) & seawall from east side of river	1. Create soft shoreline at cut-out (mitigation?)  2. Create waterfall from spring (mitigation?)  3. Over water construction: manatees, water quality ((timber piles)  4. Docks: Manatees, navigation.	1. USACE Channel ~60-190' from seawall, need variance if construction waterward of seawall  2. Changing shoreline, beachfill  USACE channel ~60-190' from seawall (not including cut-out)	Kayak/canoe launch area in cut-out area  Add fixed/floating dock adjacent to seawall for transient docking (side tie)	SWFWMD or FDEP USACE TPA City Building Department		1. RIVERWALK landward of seawall  2. Pedestrian bridge (timber) spanning cut-out area  3. Replace seawall in cut-out with "soft" shoreline & add kayak/canoe launch area  4. Create waterfall with spring	RIVERWALK landward of seawall
26	Tampa Heights (NIC)	Proposed development w/ new seawall and docks	Plat of Waterfront Property Limits	City of Tampa Drainage Map S13-T29S-R18E (Seawall Pipe Penetrations, Manholes, Inlets)	N/A	N/A	N/A	Proposed docks by private developer	N/A	N/A	N/A	N/A
27	Boulevard Bridge (NIC)	Concrete bridge, high elevation.			N/A	N/A	N/A	N/A		N/A	N/A	N/A

Figure 5.6 Data Collection Matrix, Page 4.

# PERMITTING ANALYSIS



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## M E M O

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**DATE:** December 14, 2005      **REF. #:** 5735

**COMPANY:** EDAW  
**ATTENTION:** Donald Shockey  
**FROM:** Jessica McIntyre, M&N  
**C:** Gary Smith, M&N  
 Gary Miller, HDR  
**SUBJECT:** Tampa Riverwalk Master Plan – Alignment and Permitting Summary

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This memorandum provides a summary of the permitting issues regarding the Master Plan layout for the Tampa Riverwalk project. Attached with this document is an aerial of the project with the USACE Channel delineated and a data collection matrix.

**General Permitting Information**  
 For construction landward of the seawall, Southwest Florida Water Management District (SWFWMD) is the prime environmental permitting agency. For construction waterward of the seawall, the Florida Department of Environmental Protection (FDEP), U.S. Army Corps of Engineers (USACE) and Tampa Port Authority (TPA) have jurisdiction for environmental permitting. The Environmental Protection Commission of Hillsborough County (EPC), Hillsborough County-City Planning Commission (HCCPC) and the State Historical Preservation Office will also review the project and provide comments either to the SWFWMD, TPA or directly to the City. Public notices and/or public hearings will be required for FDEP, SWFWMD, USACE, TPA and HCCPC. For any construction within the City limits, a City of Tampa Building Permit will be required, which can not be obtained until after the construction documents are complete. FDOT and CSX review and approval may be required for crossings over, under or at-grade for State roadway (Kennedy Boulevard and I-275) and railway (CSX) bridges along the Hillsborough River. In addition, FDOT may require Utility Permits and/or Special Use Permits for the proposed improvements. It is assumed that driveway and drainage connection permits will not be required by the FDOT for the implementation of the Master Plan improvements described in the following paragraphs.

For the FDEP and SWFWMD, water quality (existing and future), stormwater treatment and impacts to aquatic life and benthic communities are hot topics. Run-off of untreated stormwater into the adjacent waters is no longer an acceptable alternative for the permitting agencies. Meeting State water quality certification criteria may be difficult in areas where stormwater treatment opportunities are limited due to a lack of developable upland area to collect surface water runoff. Negotiations with the SWFWMD and FDEP will be paramount in determining

Tampa Riverwalk Master Plan – Alignment and Permitting Summary  
 December 14, 2005  
 Page 2 of 6

acceptable methods for treatment. Currently, the SWFWMD does not always consider the use of stormwater treatment units, such as manufactured by CDS, as an acceptable means of providing water quality treatment; however, in the absence of available land to construct treatment facilities, the stormwater treatment units may be considered a viable alternative since there will be little or no traffic on the Riverwalk. The receiving waters are considered waters of the State; therefore the required treatment volume will be 150% of the general requirements (one inch of runoff over the contributing area). The contributing areas should be limited to the new impervious areas of the Riverwalk and any related hardscape. The FDEP and SWFWMD review each others permits, so if the project is permitted at once (recommended) one will be the prime with the other reviewing and providing comments.

The main issues for USACE are public access, navigation and manatees. An USACE channel runs the length of the Hillsborough River from its mouth to Boulevard Avenue Bridge with USACE maintained fenders at each bridge. The channel is 200 feet wide south of Kennedy Boulevard Bridge and 100 feet wide to the north. Offsets from the channel limits to the existing seawall vary from less than 5 feet to greater than 100 feet. For any waterward construction, approval from the USACE would need to be secured regarding access to and offsets from the channel and fender systems. Manatees traverse the Hillsborough River in the winter months (November to March), which will influence not only construction activities but permanent structures in the water.

TPA reviews the permits for the local environmental and planning agencies. Impacts to local resources and compliance with the City and County overall development plan will be considered in review of the TPA permit. Both the EPC and HCCPC review and provide comments to the TPA permit.

It is recommended that the environmental permitting agencies be consulted early in the design process to identify early on any potential hurdles/concerns. It would be beneficial to permit the full length of the proposed Riverwalk at once. Each agency can provide a conceptual permit for the project with the contingency that the construction plans be approved prior to start of construction for each phase of the Riverwalk. Permitting the Riverwalk in its entirety will decrease the total permit application fees, reduce the total number of public hearings and comment periods, and allow the permitting agencies and public to get a sense of the entire project and the benefits of each district of the Riverwalk – Channel, Gateway, Downtown, Cultural and Waterworks Districts – per the Riverwalk Master Plan prepared by EDAW.

To better define the permitting requirements/hurdles for the Riverwalk Master Plan, the following paragraphs discuss the permitting aspects and recommended alignments for each district. Where possible, one alternative for the Riverwalk alignment is presented. In a couple cases, two or three alternatives are discussed. The following recommendations are based on experiences with the permitting agencies; however, it should be noted that none of the engineering consultants on the project team have attended specific pre-application meetings to discuss the proposed improvements with the review agencies. Therefore, actual permit requirements may be different subject to direction by each of the permitting agencies.

Tampa Riverwalk Master Plan – Alignment and Permitting Summary  
 December 14, 2005  
 Page 3 of 6

**Channel District**  
 The Channel District is defined by the Florida Aquarium and Channelside shops on the east and Franklin Street (Harbour Island) Bridge to the west and runs the length of Garrison Channel.

The area east of the Beneficial Bridge (waterward of the Aquarium and Channelside shops) is owned by the Tampa Port Authority and is used by cruise ships for loading and offloading. Pedestrian access along the waterfront is not permitted due to security restrictions. Therefore, it is recommended that the Riverwalk utilize existing sidewalks along the south side of Channelside Drive and the west side of Beneficial Drive. With this alignment, the Riverwalk would cross Beneficial Drive at Channelside Drive. As the sidewalks in this area are in existence, no additional permitting would be required. Modifications to the existing sidewalk could be made to better delineate the Riverwalk.

West of Beneficial Drive Bridge is Cotanchobee-Ft. Brooke Park. The undeveloped segment of the park (adjacent to Beneficial Drive) is reserved for the new Tampa Bay History Center. A rendering of the Center shows a meandering walkway connecting to Beneficial Drive at one end and the existing Riverwalk at Ft. Brooke Park on the other. The remaining portion of the park has been developed as a public park with a meandering Riverwalk landward of the reveted shoreline. Docking for the Tampa Water Taxi is located at Ft. Brooke Park. The construction of the walk at the History Center should be permitted in conjunction with the History Center which would most likely be through SWFWMD. Regardless of the alignment of the Riverwalk, the shoreline near Beneficial Bridge needs protection, either a bulkhead or riprap, which will require a permit from FDEP or SWFWMD if permitted in conjunction with the History Center. No additional permitting is required for the park Riverwalk.

The Marriott Waterside is located between Ft. Brooke Park and the Harbour Island Bridge. A pile supported bulkhead and Riverwalk fronts the property and docking (floating docks) for hotel customers were constructed in 2001. The Riverwalk continues underneath the Harbour Island Bridge leading to the Tampa Convention Center. Docking for the Tampa Water Taxi is located under the bridge.

Construction and permitting for the Channel District is minor as the majority of the Riverwalk in this District is currently operational and in line with the Master Plan. No significant permitting hurdles are anticipated in the Channel District.

**Gateway District**  
 The Gateway District is home to the Tampa Convention Center, USF Park and Ribbon of Green Park South (between Harbour Island and Brorein Street bridges).

The Tampa Convention Center is located at the mouth of the Hillsborough River and is the first viewpoint for visitors coming to Tampa from the water or driving along Bayshore Boulevard. The Tampa Convention Center and adjacent Park were constructed in the late 1980s and the transient docks in 2003. The Convention Center is used year round for a variety of events. The two main waterside related events are the Tampa Boat Show in the Fall and Gasparilla Festival

Figure 5.7 A preliminary permitting analysis was undertaken as shown in the memorandum reproduced here. The actual permitting strategy will depend greatly on the construction phasing ultimately developed for the project.

# PERMITTING ANALYSIS

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in February of each year. The Riverwalk from the Marriott continues along the bulkhead to the base of the elevated parking circle for the Convention Center. A wide walkway runs the length of the Convention Center ending at the Platt Street Bridge. It is recommended that the existing walkways be incorporated into the Riverwalk. At each end of the Convention Center, ADA accessible ramps/switchbacks should be added to transition from the elevated walkway at the Convention Center to the walkways under each bridge. Permitting would be minimal if a landside Riverwalk is employed.

The existing transient docks were constructed with grant money from the Florida Fish and Wildlife Conservation Commission (FFWCC). Any modifications to the dock configuration would require approval from FFWCC. In addition, the current configuration allows for docking of the Jose Gaspar (a 350-foot long vessel) and other vessels offloading at the Tampa Convention Center during the Gasparilla Day Parade festivities. Access for these vessels should be maintained and any modifications should be reviewed with Tampa Convention Center, Ye Mystic Krewe of Gasparilla and boat captains of the other vessels docking at the Convention Center (there is an annual meeting of all the boat captains prior to Gasparilla each year). Modifications to the docks would require permits from FDEP, USACE and TPA, as well.

USF Park and Ribbon of Green Park South (between Platt and Brorein Street Bridges) are under construction with a meandering Riverwalk through the parks. Construction plans for the under-bridge Riverwalk at the Platt Street Bridge were prepared by URS and are in the final stages of permitting. (All permits are in hand except for the USACE. The USACE has requested that the remaining Riverwalk be permitted as one project, so their approval will not be secured until the Master Plan is finalized.) No additional permitting is required for these segments.

At the Brorein Street Bridge, an over-water, under-bridge Riverwalk, similar to Platt Street, is recommended. Landside connections would be required at Ribbon of Green Park South and Trump Tower.

In the Gateway District, no significant hurdles are anticipated if a landward Riverwalk is selected. If waterward construction is selected, potential hurdles include modifying the existing grant agreement and coordination with boat related activities at the Convention Center.

## **Downtown District**

The Downtown District runs north of the Brorein Street Bridge to the Kennedy Boulevard Bridge. Two segments of the Downtown District have been constructed or are under construction. Ribbon of Green Park North (south of the Riverwalk Hotel) was constructed in 2004 with a meandering Riverwalk through the park. Trump Tower (north of Brorein Street) is a residential development currently under construction. The construction plans show the Riverwalk landward of the seawall to be constructed in conjunction with the development at the site.

There is a short segment between Trump Tower and Ribbon of Green Park North, containing neither existing Riverwalk nor any portions of the Riverwalk currently under construction. At this location, it is recommended that the Riverwalk continue landward of the seawall as the limits

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of the channel are less than 50 feet from the seawall and the Riverwalk at each end is located landward of the seawall.

At the Sheraton Riverwalk Hotel, there is an existing timber dock for hotel customers and an elevated seawall due to a parking structure underneath the hotel and adjacent building to the north. The elevated seawall continues upriver to the Tampa Museum Park which includes Kennedy Boulevard Bridge, Rivergate Tower and Kiley Park. When the Kennedy Boulevard Bridge was rehabilitated in the 1990s, drilled shafts were reportedly installed under the bridge on the east and west sides of the River to support the future Riverwalk. At the Riverwalk Hotel and Kennedy Bridge, the recommended alignment is waterward of the seawall with a deck elevation equivalent to the landside walkway at Ribbon of Green Park North. In front of the Riverwalk Hotel, a transient floating dock should be installed for hotel customers as a replacement to the existing timber dock. FDEP, USACE and TPA would review the construction plans for this segment of the Riverwalk.

The permitting effort for the Downtown District of the Riverwalk would be more intensive and would involve primarily FDEP, USACE and TPA. The majority of the Riverwalk to be constructed in the Downtown District would be located waterward of the seawall. Coordination with USACE regarding offsets from the channel and the bridge fender systems should occur prior to completion of the Master Plan. The addition of docks may require mitigation and signage to offset potential water quality, navigation and manatee impacts. No other significant hurdles regarding environmental permitting are anticipated.

## **Cultural District**

The Cultural District runs from the Rivergate Tower north past the Tampa Bay Performing Arts Center to Fortune Street. Two segments of the Riverwalk have been constructed in the Cultural District at Curtis Hixon Park and the Tampa Bay Performing Arts Center.

Behind the elevated seawall at Rivergate Tower and Kiley Park there is a sidewalk which connects to the Curtis Hixon Riverwalk at the Museum of Art. The waterward alignment of the Riverwalk would continue from the Kennedy bridge alignment to the existing Riverwalk at the Tampa Museum of Art at the south end of Curtis Hixon Park. FDEP, USACE and TPA would review the construction plans for this segment of the Riverwalk.

Starting at the Tampa Museum of Art, Curtis Hixon Park has a Riverwalk lining the seawall and a short concrete fixed dock that is used by day-boaters, especially during the Gasparilla Arts Festival in the Spring. At the Performing Arts Center, the Riverwalk is in place north of Cass Street to Fortune Street. The Tampa Water Taxi loads and offloads at the Performing Arts Center. The addition of floating docks for transient docking at the Performing Arts Center would provide a new avenue for visitors to the facility.

The CSX RR and Cass Street Bridges are located between Curtis Hixon Park and Tampa Bay Performing Arts Center. Currently, access to the Riverwalk at each requires crossing the RR and Cass Street near the William F. Poe Parking Garage. Both bridges have a low vertical clearance (estimated to be less than 10 feet) which will make an over-water, under-bridge Riverwalk

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difficult; even a floating dock will have low clearance at high tide. The channel is more than 150 feet from the seawall at the bridges. On the other hand, there are other issues crossing over the two. Cass Street is a well-traveled road and at-grade construction over the railroad tracks and right-of-way will bring CSX-hired engineers to the table. Any construction over the railroad but with piers or abutments outside the railroad right-of-way may require input or approval from CSX. In addition, ADA-accessibility will be an issue for a landside crossing as the elevation of the roadway is significantly higher than the Riverwalk on either side. The landside crossing could be an at-grade crossing or a pedestrian bridge with ramps or switchbacks at each end to meet ADA requirements. Either option will present some design and permitting hurdles.

The design and permitting effort for the Cultural District Riverwalk will be more intensive at the CSX RR and Cass Street bridges and at Rivergate Tower and Kiley Park. The addition of docks may require mitigation and signage to offset potential water quality, navigation and manatee impacts. The remaining portions of the Cultural District Riverwalk should be relatively straightforward in the design and permitting efforts.

## **Waterworks District**

The Waterworks District runs upriver from Fortune Street to Waterworks Park. A proposed development (The Heights District) adjacent to Waterworks Park will provide a continuation of the Riverwalk to the Boulevard Avenue Bridge.

On either side of the Laurel Street Bridge, there is a narrow green space between the seawall and Doyle Carlton Drive to Laurel Street Bridge. Either a landside or waterside Riverwalk could be used in these locations. A landside Riverwalk could use some of the existing sidewalk in this segment. No significant permitting hurdles are anticipated for either option.

There is little horizontal clearance under the Laurel Street bridge landside of the seawall and approximately 100 feet between the seawall and USACE channel. Therefore, an over-water, under-bridge alignment is possible. Clearance (vertical and horizontal) under the I-275 bridge is expansive; therefore, an under-bridge connection is recommended. No significant permitting hurdles are anticipated at Laurel Street bridge or I-275 bridge.

At Waterworks Park, either a landside or waterside Riverwalk could be used. As this is a public park with a residential neighborhood surrounding it, transient docking and/or canoe/kayak launching beach could be added at the Park to increase public access to the River itself. The softening of the shoreline could also be viewed as mitigation for negative impacts to River from the Riverwalk. Per the agreement between the City and the developers of the Tampa Heights project adjacent to Waterworks Park, improvements at Waterworks Park including the Riverwalk are to be designed and constructed as part of the Tampa Heights project. The permitting effort for Waterworks Park may be under the permitting for the Tampa Heights project.

No significant permitting hurdles are anticipated for the Waterworks District Riverwalk. The addition of docks may require mitigation and signage to offset potential water quality, navigation and manatee impacts.

# PHASING AND PRIORITIES

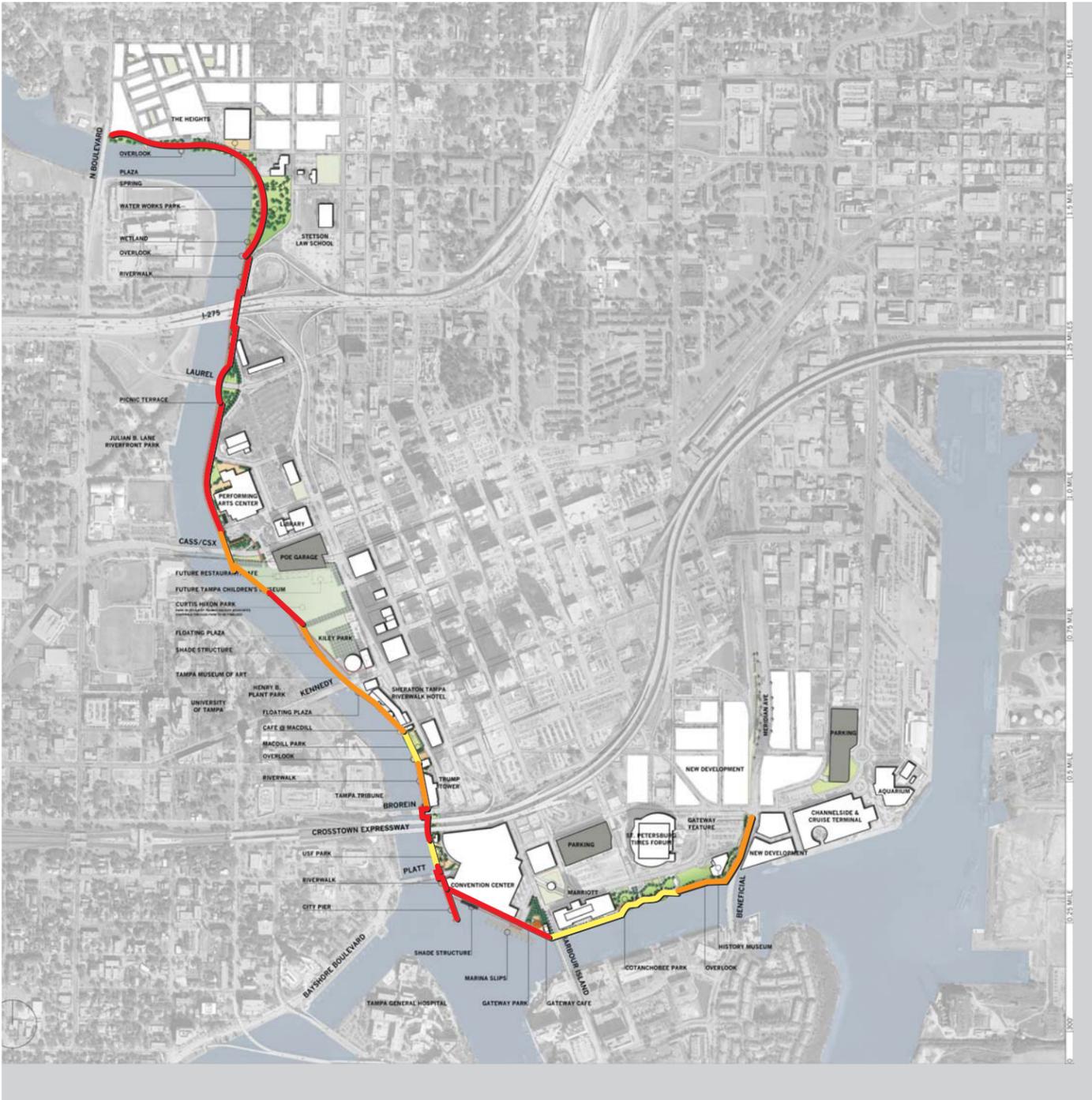


Figure 5.8 Priorities Diagram.

Legend

- High Priority
- Medium Priority
- Completed

A number of different factors drive the recommended phasing of the Riverwalk 2010 Plan. The overall phasing goal is to link existing and new segments in a way that provides the greatest amount of connectivity at the earliest date possible, although other factors affect phasing as well. Figure 5.8 indicates the current phasing plan for various Riverwalk segments. These priorities are likely to change as real world conditions change.

Current plans call for The Heights developer to enter into a city development agreement to construct the Riverwalk from the Tampa Bay Performing Arts Center to North Boulevard as well as make improvements to Water Works Park. The developer is expected to move ahead with design development of this whole section in late 2006. The goal will be to complete Riverwalk construction in this area in tandem with work on The Heights development so that the Riverwalk will be seen as an attractive amenity that enhances the project.

The next two sections that will bring the greatest connectivity are the Kennedy Boulevard Bridge floating overwater section linking Curtis Hixon and MacDill Parks and the Brorein Street Bridge connection linking the Trump Tower Tampa segment with the recently completed USF Park segment. With the Platt Street connection already designed and ready to be bid for construction, the completion of the Kennedy and Brorein components will connect Curtis Hixon Park all the way to Cotanchobee Fort Brooke Park.

The History Center segment will add the next greatest degree of connectivity by linking Cotanchobee Fort Brooke Park with a Riverwalk entrance at Channelside Drive, leaving two missing segments, the Cass Street - Curtis Hixon Park and the Tampa Convention Center segments. While it is not ideal, the existing Tampa Convention Center terrace does provide connectivity. The new Riverwalk along this section

will provide a dedicated and more interesting walkway along with the lookout point extending into the channel. There is also an existing walk at the edge of Curtis Hixon Park that dead ends at the railroad bridge, forcing users to navigate an at-grade crossing at Cass Street. It is anticipated that the optimum Curtis Hixon Park Riverwalk route will be developed along with an integrated Cass Street crossing during the design of the park over the next nine months. The phasing of final construction of these segments will depend on the overall coordination of the park and Riverwalk construction.

The areas marked in yellow are completed sections of the Riverwalk for which the 2010 Plan does not call for any changes. The Master Plan calls for the eventual updating of these segments to a new set of design standards.



THE TAMPA RIVERWALK  
MASTER PLAN

July 2006