



AN INTERSTATE MITIGATION PROJECT  
TAMPA, FLORIDA

TAMPA HEIGHTS  
GREENWAY

A FLORIDA DEPARTMENT OF TRANSPORTATION PROJECT  
DISTRICT VII

**Greiner**

PLANNING • ENGINEERING • LANDSCAPE ARCHITECTURE

# TAMPA HEIGHTS GREENWAY

An Interstate Mitigation Project

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Prepared for:

FLORIDA DEPARTMENT OF TRANSPORTATION  
DISTRICT VII

Prepared by:

**Greiner**

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## **1.0 PROJECT OVERVIEW**

In 1987, the Florida Department of Transportation (FDOT) initiated Phase I of the Tampa Interstate Study (TIS). The purpose of Phase I, completed in 1989, was to produce a Master Plan that identified roadway improvements to I-4, I-75 and I-275. The recommended improvements are intended to serve traffic and transportation needs for the Tampa Bay area through the year 2010. Phase II of the TIS began in April 1989 and involved the preparation of the environmental documentation necessary for state and federal approvals and funding for design concepts approved in Phase I of TIS. The TIS Master Plan improvements require additional right-of-way that will impact adjacent neighborhoods, including the historic Tampa Heights community.

Due to the potentially adverse impacts related to the interstate reconstruction project, FDOT contracted with Greiner, Inc. to develop a master plan for the Tampa Heights Greenway as a means to mitigate these impacts to the community. The concept of a greenway suggests the creation of a landscape buffer along the edge of the interstate corridor, maintaining as many existing mature trees as possible and acting as an auditory and visual barrier. Additionally, the greenway would serve as an open-space corridor and connector incorporating pedestrian and bicycle paths.

The Tampa Heights neighborhood has been the focus of historic preservation and revitalization for several years. These efforts have been coordinated by various public agencies and private individuals, including the State of Florida, the City of Tampa, the Tampa Heights Civic Association, the Tampa Heights Neighborhood Revitalization Alliance, the Historic Tampa/Hillsborough County Preservation Board, and Tampa Preservation, Inc. The Tampa Heights area is currently undergoing evaluation for eligibility to the *National Register of Historic Places*.

The primary historical significance of Tampa Heights involves the areas of community planning and architectural heritage. It is the first suburb of Tampa and, as such, demonstrates the rapid growth of the city during its boom years near the turn of the century. The area contains many of the city's best remaining examples of late 19th and early 20th century domestic buildings. The houses and

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apartment buildings display a great variety of sizes, plans and styles. The importance of the architectural styles and the neighborhood's suburban development form may be significant under National Register criteria.

In addition to providing a buffer from adverse impacts related to the interstate reconstruction, the greenway would minimize impacts to an existing bicycle route and achieve recreation/open space goals and objectives established in the respective *Comprehensive Plans* for Hillsborough County and the City of Tampa. Greenways have been recognized as an important resource element by both localities as addressed in their *Comprehensive Plans*. As discussed in the City's *Comprehensive Plan*, the Tampa Heights Greenway would meet the area's need for "additional pedestrian-oriented spaces of high quality for public movement and gathering" and "improved access, availability and use of the ample downtown waterfront." Hillsborough County has created the Greenways Advisory Committee to assist in the planning effort of the proposed Hillsborough County Greenway Plan. Once implemented, the Tampa Heights Greenway would become a component of the Greenway Plan providing environmental mitigation to neighborhoods adjacent to the interstate system and connecting important community destination points such as schools, parks and neighborhoods.

The proposed greenway is located in the historic Tampa Heights neighborhood immediately north of downtown Tampa. Comprising approximately 3.2 ha (8 ac.), the Greenway is 1.7 km (1.1 mi.) in length and is immediately adjacent to the proposed limited access right-of-way for I-275. The Tampa Heights Greenway Master Plan was developed in three distinct stages. Each of the three stages was evaluated for its ability to mitigate adverse effects to historic properties and the community resulting from the interstate reconstruction. In Stage I, development of the Greenway is defined by the limits of the "remainder parcels." The remainder parcels are the left over portions of properties acquired for interstate reconstruction. Stage II and III development includes additional properties that will be incorporated into the Greenway to more effectively mitigate impacts and implement recreation program elements. Each stage is discussed in greater detail in later sections of this report.

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Although recreational facilities are not an integral component of the Tampa interstate reconstruction, guidance for the development of new facilities, such as the Tampa Heights Greenway, is provided in the Tampa Interstate Study *Urban Design Guidelines* (1994), which is consistent with the secondary impacts identified in the TIS Environmental Impact Statement (EIS). The Urban Design Guidelines document establishes three levels of aesthetic treatment (rural, moderate and urban levels) throughout the project corridor. Tampa Heights is located in an area designated as "urban level," which requires the highest aesthetic standards for design treatment.

## 2.0 SITE ANALYSIS

### 2.1 STUDY AREA

As part of the Section 106 analysis completed in accordance with the National Historic Preservation Act of 1966, representatives from local, state and federal agencies established the Area of Potential Effect (APE). The analysis conducted within the APE is documented in the *Effects Analysis Report* (1994). The APE identifies neighborhood areas that may experience visual and auditory effects resulting from the interstate reconstruction. For the purpose of this site analysis, the APE boundary delineates the limits of the Tampa Heights Greenway study area (Exhibit 1). The limit of the proposed interstate reconstruction area defines the eastern and southern boundaries. The Hillsborough River defines the analysis area to the west, and Columbus Drive borders the northern boundary of the study area.

Many factors will influence the development of the Tampa Heights Greenway. On and off-site factors, such as access, transportation, utilities, topography and land use, have been identified. Each element, discussed in this report and identified on the Site Inventory and Analysis Plan (Exhibit 1), will present opportunities and constraints.

### 2.2 SITE INVENTORY, OPPORTUNITIES AND CONSTRAINTS

#### Access and Transportation

General subdivision plats for Tampa Heights, established in the late 1800's and early 1900's, followed a basic grid pattern design of rectangular blocks with streets oriented due north-south and east-west. The inconsistent platting of neighborhoods created the existing non-uniform grid pattern with slight irregularities in street alignments and non-uniform block sizes.



**INSERT SITE ANALYSIS**  
**(11 x 17)**  
**EXHIBIT 1**

## Tampa Heights Greenway

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Access to the Greenway will be from Columbus Drive, Central Avenue, Palm Avenue, Morgan and Grove Streets. The realignment of Grove Street and Central Avenue will allow for circulation to be maintained and create a definitive boundary for the Greenway.

### Vehicle and Pedestrian Circulation

The north-south streets of the neighborhood (Tampa, Marion, Morgan and Jefferson Streets, Central and Florida Avenues) are a continuation of existing downtown thoroughfares. Columbus Drive, Henderson Street, 7th and Palm Avenues provide east-west vehicle and pedestrian access beneath existing interstate overpasses. The interstate reconstruction will eliminate several through streets currently provided in the Tampa Heights community. Central Avenue, 7th Avenue, Jefferson and Henderson Streets will be closed to through traffic. The closed streets will be constraints to travelers to and from the downtown central business district, other local neighborhoods as well as the Tampa Heights area.

A network of existing sidewalks provides good pedestrian circulation throughout the Tampa Heights neighborhood. Maintaining and continuing these sidewalks is an opportunity to provide pedestrian access to the Greenway. The interstate reconstruction will create long "tunnels" at Columbus Drive, Palm Avenue and Morgan Street. The TIS *Urban Design Guidelines* addresses the need for these roads to be well lit and provide visibility to ensure pedestrian safety.

Currently, one of the Tampa bicycle routes utilizes Central Avenue from the north to travel through the neighborhood, crossing under the interstate to Perry Harvey Park and to Orange Street before continuing south along Jefferson Street. The bicycle route also connects to Robles Park north of the Greenway. Due to the closing of Central Avenue, the Tampa bicycle route will need to be rerouted through the neighborhood to provide continuous service.

The pedestrian access that can be provided to the Hillsborough River through the Tampa Heights Greenway provides a good opportunity for the future extension of the Riverwalk from downtown

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Tampa. This extension, while creating additional river access and activities, will contribute to the existing pedestrian circulation and provide access to and from the downtown area.

Public transportation is provided to the Tampa Heights area by the Hillsborough Area Regional Transit (HARTline) system. The Northern Terminal for the system is located at the intersection of Marion Street and Scott Street. This terminal is a major arrival, departure and transfer station for many of the busses on the HARTline system. With the I-275 reconstruction, the Northern Terminal is expected to be relocated. While significant changes in the current neighborhood bus routes are not anticipated, additional stops on Grove Street and Central Avenue are needed to enhance user access to the Greenway.

### Floodplain

The 100-year floodplain of the Hillsborough River extends 90 to 150 m (300 to 500 ft.) into the western portion of the Greenway study area. The portion of the area encompassed by the floodplain is undeveloped land owned by the City of Tampa. The maintenance building for the City of Tampa Police Department is located within the floodplain as is a portion of Doyle Carlton Drive. While this tract of undeveloped land provides an exceptional opportunity to incorporate additional riverfront activities, the type of development will need to be carefully considered to minimize the constraints imposed by the floodplain.

### Topography

As its name implies, the Tampa "Heights" neighborhood is situated on a bluff that overlooks portions of downtown Tampa and the Hillsborough River. The land rises 6 to 7.6 m (20 to 25 ft.) in elevation above the downtown area. The west bank of the Hillsborough River is nearly 12 to 13.7 m (40 to 45 ft.) below the higher elevations of Tampa Heights. The highest elevations are in the vicinity of Palm, Ross and Park Avenues along the existing interstate right-of-way.

## Tampa Heights Greenway

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Existing buildings, the interstate infrastructure and mature trees obscure most of the views to the lower lands that were once prominent in the early part of this century. Aside from visual interest, the existing topography should have little impact on the overall design of the Tampa Heights Greenway. However, the height of the interstate and the complexity of the proposed downtown interchange coupled with the relatively low building density in Tampa Heights prevent other types of mitigation, such as noise barriers, from being effective.

### Utilities

Electric power is provided by the Tampa Electric Company (TECO) through a network of overhead electrical lines on wood and concrete power poles. Street lighting is also provided from the same poles.

A full system of underground water, stormwater and sewer lines are located within the rights-of-way of existing streets. Ample utility service for the Greenway will be provided through the existing network.

### Vegetation

Due to the early development of Tampa Heights as a residential neighborhood, a significant amount of mature vegetation exists within the study area. The overall visual quality of the area is enhanced by the existence of mature trees. The proposed interstate reconstruction will result in the loss of some of the existing trees. Nonetheless, the number and size of the remaining trees will provide limited visual and auditory mitigation to neighborhoods adjacent to the interstate.

### Historic and Cultural Resources

The historical significance of Tampa Heights involves primarily the areas of community planning, development and building architecture. As the first suburb of Tampa, it illustrates the rapid growth

of the Bay area around the turn of the century. Several of the residential and cultural buildings in the neighborhood represent, through the form of urban development, the historic patterns of suburban growth.

Several buildings may be eligible for listings in the *National Register of Historic Places* and have been included in a proposed Multiple Property Listing. A Multiple Property Listing is a group of individual properties that collectively relate to one or more historic contexts. The neighborhood features a variety of the city's best remaining examples of late 19th and early 20th century residential architecture. While the structures display a variety of size, plan and architectural styles, they are similar in construction techniques and materials. Representative examples of Queen Anne and Bungalow Style are prevalent as are the Mediterranean and Colonial Revivals. These structures range in size from small one-story cottages to large eclectic style, multi-family dwellings which personify the forms, methods of construction, high artistic values and styles of the era. Brick walls and wood clapboards are the major contributing design elements in the historic character of Tampa Heights. Other architectural features include wood and metal shingles, and slate and metal roofs. These materials should be utilized in the design of structures and facilities within the Greenway.

### **Publicly Owned Lands**

A review of ownership records reveals several land tracts that are currently owned by public agencies. Undeveloped land along the Hillsborough River, as well as areas occupied by the City of Tampa Police Department, are owned by the City. A portion of the city block southwest of the Estelle and Marion Streets intersection is owned by TECO. The W. B. Henderson School, which is currently vacant, is another publicly owned land parcel. Publicly owned properties provide excellent opportunities for incorporation into the Tampa Heights Greenway and redevelopment to new uses by the City of Tampa.

### **Land Use and Neighborhood Qualities**

Based on this site inventory and information from the *South Tampa Heights Design Guidelines*, being prepared by the Historic Tampa/Hillsborough County Preservation Board, the Tampa Heights neighborhood was divided into four areas based on existing land use, building character, potential opportunities for redevelopment and constraints to new development. The four areas indicated on the Site Inventory and Analysis Plan (Exhibit 1) approximate area types designated by the Preservation Board. A brief discussion of each area follows.

**Area 1-** This area, between Columbus Drive and 7th Avenue, is predominately detached single- and multi-family residences. The high number of vacant and unmaintained structures contributes to a general deterioration of buildings, streets and sidewalks throughout the neighborhood. Even though there are a large number of undeveloped parcels and vacant buildings, Area 1 will be most impacted by the interstate project. In particular, the proposed retaining walls for the interstate will average 7.9 m (26 ft.) in height in this area based on the proposed Tampa Interstate Study Concept Plan.

The prevalent mixture of architectural styles and house sizes in Area 1 characterizes the development of the entire Tampa Heights community. The proposed Palm Avenue Historic District is located in this area as are several other individual structures that may be eligible for the *National Register of Historic Places*.

**Area 2 -** Primarily single-family residences, light industrial uses and low density offices, Area 2 will also be significantly impacted by the interstate project. This area is located between 7th Avenue and Marion Street. The proposed retaining wall for the interstate will average more than 6 m (20 ft.) in height in this area. The effectiveness of the mitigation of adverse effects on residents, businesses and recreation facilities will be limited by the small size and unusual configuration of the remainder parcels in this area.

## Tampa Heights Greenway

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The W. B. Henderson School is individually eligible for listing in the *National Register of Historic Places* and provides an excellent redevelopment opportunity for the neighborhood.

**Area 3** - Land uses in this area are essentially mixed with office, commercial and light industrial properties located between Marion and Tampa Streets. Several of the commercial buildings, while currently vacant, are outstanding architecturally and represent a positive element of Tampa's history.

The TECO substation, on the southwest corner of Marion and Estelle Streets, will be relocated as part of the interstate reconstruction. The property will offer an opportunity for redevelopment as part of the Tampa Heights Greenway.

Due to their small size, the remainder parcels in Area 3 offer very limited opportunities for mitigation.

**Area 4** - Area 4 consists of land between Tampa Street and the Hillsborough River. This area is publicly owned by the City of Tampa. The Tampa Police Department utilizes two facilities in Area 4. As previously discussed, the undeveloped land and one of the police facilities are located within the Hillsborough River's 100-year floodplain.

The proposed extension of Tampa's Riverwalk from downtown provides a superb opportunity to these vacant tracts as a new riverfront recreation amenity.

### Jurisdiction and Design Standards

Implementation of the Tampa Heights Greenway will be governed by the development regulations and design guidelines of the City of Tampa, Florida Department of Transportation and the Historic Tampa/Hillsborough County Preservation Board. Within the City, development is regulated by the currently amended *Land Development Codes* and the *1994 Tampa Comprehensive Plan*.

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Development of the Greenway will help the City achieve goals established in the *Comprehensive Plan* for recreation and open space resources.

For the I-275 reconstruction project, the FDOT has established the *Urban Design Guidelines* to address the design elements of the interstate system and mitigate adverse effects.

Site design and construction detailing of new facilities within the Greenway will be required to maintain the architectural integrity of the Tampa Heights neighborhood. The Historic Tampa/Hillsborough County Preservation Board has formulated a set of design guidelines for new construction. The guidelines direct architectural style, neighborhood character and criteria for new construction and site design.



### **3.0 URBAN DESIGN MASTER PLAN PROGRAM**

#### **3.1 GUIDING PRINCIPLES**

From the beginning of this project, the development of the Tampa Heights Greenway Master Plan has been guided by a number of strongly held convictions on how the development of the Greenway should occur. These objectives, or "guiding principles," were established by the Historic Tampa/Hillsborough County Preservation Board with input from the community in an effort to help preserve and revitalize this historic community. The guiding principles are summarized as follows:

- *To mitigate adverse visual and noise affects of the interstate reconstruction on the neighborhood and its historic resources;*
- *To provide a resolution to dead-end streets created by the interstate reconstruction and establish a delineation of the Greenway area;*
- *To enhance the image of the Tampa Heights neighborhood utilizing strong visual images within the Greenway;*
- *To provide specific recreational uses within the Greenway and along the Hillsborough River.*

A preliminary program for the Tampa Heights Greenway was established by the Historic Tampa/Hillsborough County Preservation Board and neighborhood groups. Neighborhood workshops with residents, preservation board members and other participants helped to develop important goals and elements for the three development concepts of the Greenway program.

#### **3.2 STAGE I DEVELOPMENT PROGRAM**

The first stage of development for the Tampa Heights Greenway consists of "remainder parcels" from the proposed right-of-way acquisition as identified in the TIS Conceptual Plans, December 1994. Right-of-way acquisition for the interstate improvement project will generally be acquired

by whole parcel, particularly in historic residential areas where existing parcels are small. The portion of property not required for construction of the interstate improvements are the "remainder parcels" that will be utilized in Stage I. The unused property portions offer design opportunities for mitigation of potentially adverse effects resulting from the project. Exhibit 2 illustrates the Stage I master plan concept.

Since entire parcels will be acquired for the highway construction, many existing, mature trees will be preserved in the remainder parcel areas. This will provide an initial, but limited, buffer to the visual and noise effects of the roadway and contribute to maintaining the integrity of the existing neighborhood. New plant materials will be installed within the remainder parcels to provide additional visual screening of high retaining walls. In addition, the materials will provide auditory buffering of vehicle noise from the roadway. New trees will also provide additional canopy for optimum shade. Native, cold-hardy, drought tolerant plants will be emphasized to minimize future irrigation and maintenance requirements. The use of shrubs will be limited to the base of retaining walls to help maintain open views into and out of the mitigation area providing a visual connection to the community and diminishing potential security problems.

Earthen berms will be used along the retaining walls for topographic interest. This will visually decrease the perceived height and scale of the high retaining walls. In some areas, however, the limited size of the remainder parcels will not provide adequate space for topographic variations with easily maintainable side slope gradients.

In the Tampa Heights neighborhood, the interstate's retaining wall system will have a significant impact on the community's character. Due to the potentially imposing image the proposed retaining walls can have on the neighborhood, careful consideration should be given to the choice of structural materials. Design criteria established by the *TIS Urban Design Guidelines* require that elements used in the design and construction of walls be selected to reflect the character and image of the Tampa Heights neighborhood. Limestone, cast stone and brick are appropriate materials to be used in construction of retaining walls and bridge structures. Use of these materials will integrate the

**INSERT STAGE ONE MASTER PLAN  
(11 x 17)  
EXHIBIT 2**

Greenway with the neighborhood. Architectural detailing of structural components for walls and bridges will further complement the area's character. The sketches shown in Exhibits 3 and 4 illustrate possible elements that can be incorporated into the structural design of walls, traffic barriers and bridge abutments.

To provide additional visual interest to retaining walls and provide a sense of community pride and ownership of the Greenway, "art walls" have been proposed for the incorporation of locally produced outdoor art. The use of art walls will provide a strong artistic statement of neighborhood history and identity. The art walls are proposed to be located at the end of 7 dead-end streets. Some of the streets will be closed due to the interstate reconstruction. The art walls have been designed to reflect the architectural style and materials proposed for the Palm Avenue and Columbus Drive bridges.

### **3.3 STAGE II DEVELOPMENT PROGRAM**

The Stage II development program, Exhibits 3 and 4, assumes additional acquisition of parcels adjoining the remainder parcels. This allows for increased mitigation measures for the interstate reconstruction and expanded physical improvements and supplemental transportation and recreation program elements for the Tampa Heights Greenway. Stage II also provides sufficient land area for the implementation of the program elements outlined for the Greenway.

The extent of the Stage II expansion will be determined by the availability of developable tracts of land adjacent to the remainder parcels. Currently, the additional areas encompass undeveloped parcels, property with unoccupied buildings and properties with land use that is either non-conforming to local zoning codes or inefficient in its current use capacity. These properties are the most susceptible to change in land use with minimal impact to the surrounding neighborhood and will be the most easily incorporated into the development of the Greenway.

**INSERT STAGE TWO MASTER PLAN**

**(11 x 17)**

**EXHIBIT 3**

**INSERT STAGE TWO DETAILS**

**(11 x 17)**

**EXHIBIT 4**

The additional acquisition of properties provides two benefits for the Tampa Heights Greenway and the local community. First, the additional land area provides more space for increased mitigation measures such as trees, shrubs and berming. The amount of property itself becomes a mitigation factor by increasing the distance between the interstate and the closest residential or business property. Second, the additional space will allow for a developed program of passive recreational activities and provide a safe environment to relocate the existing bicycle route for the Tampa Heights Greenway.

Many of the same design parameters for mitigation discussed as part of the Stage I Development Program apply to Stage II as well. Native plant materials, earthen berming and structural components with appropriate detailing are all part of the necessary Stage II mitigation. Similarly, existing, mature trees will be preserved, thus providing an initial buffering from the highway system. Increased land area will also allow for the design and use of terraced walls and expanded landscaping.

Tiered planters of varying heights and widths, filled with landscape materials, will help to reduce the perceived height and scale of the interstate retaining walls. Earthen berming and additional landscaping emphasizing native plant species will supplement the buffer and tiered planters.

As discussed earlier, the "urban level" of design treatment established by the *Urban Design Guidelines* will require designers to use appropriate material in the design and construction of retaining and terraced planter walls. The use of shrubs will be limited to the base of walls to maintain open views into the Greenway. The openness and clear views will create a visual connection to the Greenway from the adjacent neighborhoods.

A 3.6 m (12 ft.) wide path is proposed along the length of the Greenway between Columbus Drive and Tampa Street. Designed to accommodate both pedestrian and bicycle traffic, the new path will provide a necessary link to the City's bicycle route system. The current bicycle system will be bisected by the reconstructed interstate requiring relocation of the Central Avenue bicycle route. It

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is proposed that bicyclists be rerouted through the Greenway. Utilizing the Greenway path, bicyclists will be able to access Morgan Street for travel beneath the interstate or proceed west along the Greenway towards the Hillsborough River. Once completed, the Tampa Heights Greenway will provide the necessary recreation mitigation for the disrupted bicycle route and become part of the MPO Bikeway Plan.

The reconstructed interstate will create several dead-end streets that do not currently exist. As illustrated in the Stage II concept plan, the realignment of Grove Street and Central Avenue will provide vehicular circulation routes that will eliminate newly created and existing dead-end streets. Grove Street and Central Avenue will be realigned to reduce vehicle travel speeds to a suitable and desirable level for a road adjacent to a park. The non-linear alignment allows for different streets to be utilized as defining edges of the Greenway while encouraging high visibility and accessibility into the Greenway. This alignment will also deter motorists looking for a short cut between Columbus Drive and Henderson Street.

In conjunction with the road realignments, new sidewalks will be constructed adjacent to the streets. It is proposed that the new sidewalks be constructed of a concrete hexagon-shaped paver similar to designs used in earlier years in the neighborhood.

Many residents in the Tampa Heights area use public transit, bicycles and pedestrian walkways for circulation in and around the City. The interstate reconstruction will limit circulation routes by closing streets that currently travel under the interstate, placing an extra burden on pedestrians and bicycle travellers in the area. Besides bisecting the City bicycle route on Central Avenue, direct travel routes to Perry Harvey, Sr. Park will be closed, disrupting residents' access to local recreation areas. Development of the Greenway, with its bicycle and pedestrian components as well as local street realignments, will mitigate the interstate impacts on pedestrian and bicycle traffic through the neighborhood and into adjacent communities.



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Increased land area within the Greenway will provide the necessary space requirements for specific recreational uses. Passive recreation opportunities oriented toward pedestrian uses will be provided. These activities include jogging, walking, skating and bicycling. Seating and gathering areas for small group activities will also be provided. Residents will benefit from the adjacent open space areas in their neighborhood. Sidewalks and bicycle paths will provide a barrier-free link from the residential area to the nearby Hillsborough River.

The Stage II development program provides the opportunity for the utilization of three existing structures as recreational and cultural resources. The three properties are included in the proposed Multiple Property Listing for the *National Register of Historic Places*. Two of the structures are individually eligible for listing in the National Register. This provides a unique opportunity to utilize these properties as part of the Tampa Heights Greenway. One property, a residence, is proposed to be used as a Police Sub-Station to provide additional security for the Greenway and the neighborhood. Another residential structure could be used as a Historic Resource Center for general and educational information. The third structure is the vacant W. B. Henderson School. The old school, which is individually eligible for the National Register, provides the opportunity for the creation of a community recreation or neighborhood center for children and adults.

A new gatehouse is proposed to be constructed at the northern terminus of the Greenway adjacent to Columbus Drive. This open-air structure will have an architectural style and be constructed of materials that reflect the character of the surrounding residential area. Due to its proximity to Columbus Drive, the gatehouse could become an easily recognizable landmark for the Tampa Heights Greenway.

The expanded development of the Tampa Heights Greenway will create and establish a design vocabulary for all park elements including lighting, trash receptacles, fountains, seating and paving materials and patterns. As described in Stage I, limestone, cast stone and brick construction materials for bridge structures and walls were chosen to reflect the character and identity of the historic neighborhood. Hexagon concrete pavers have traditionally been used in urban sidewalks

and will be utilized in the design of new sidewalks in the Greenway. The design and style of ornamental light posts, trash receptacles and benches will reflect the historic qualities of Tampa Heights.

### **3.4 STAGE III DEVELOPMENT PROGRAM**

The Stage III development program is primarily a recreation development plan devised specifically for the purposes of providing the community with an example of what could be in the future with support from the City of Tampa, while Stages I and II are interstate mitigation plans. The Stage III expansion allows for the completion of neighborhood and pedestrian access to the Hillsborough River and the City of Tampa's future Riverwalk extension.

Also shown as part of the Stage III plan is additional land areas for the development of a neighborhood recreation center at the vacant W. B. Henderson School. As an alternative, if the Henderson School is unsuitable for redevelopment, the existing site and adjacent properties can be used for new construction. This would allow for extended recreation activity programming for the neighborhood, such as organized open field play, when the Henderson School is renovated or a new community center is constructed. Additional parking could also be provided for the community center and the Greenway visitors. As in Stage II, land tracts incorporated in the Stage III expansion are those that are susceptible to change in land use with little impact to the surrounding neighborhood. This includes currently undeveloped, publicly owned property.

As illustrated in Exhibits 5 and 6, extending the Greenway to the Hillsborough River allows for the continuation of the passive, pedestrian-oriented recreation programs developed as part of the Stage II concept. The added benefit in this stage is the supplemental recreation opportunities associated with river-related activities. With the expansion of the Riverwalk project to the proposed Greenway extension, a pedestrian and bicycle link will be created to serve the Downtown Riverwalk, Bayshore Boulevard and Tampa's Central Business District. The available open space along the river will

**INSERT STAGE THREE MASTER PLAN**

**(11 x 17)**

**EXHIBIT 5**

**INSERT STAGE THREE DETAILS**

**(11 x 17)**

**EXHIBIT 6**

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allow for larger group activities and additional off-street parking than would be available within the Greenway.

The design vocabulary created for the Tampa Heights Greenway would be continued with the expansion to the Hillsborough River. The consistent use of materials throughout the projects would provide a unifying theme consistent with the surrounding neighborhood. An open-air pavilion or "Riverhouse" could be constructed along the Hillsborough River at the southern end of the Greenway. This could serve as a recognizable landmark locating the end of the Greenway for visitors coming from the river by boat or from Downtown along the Riverwalk. The architectural style and construction materials of the riverhouse should reflect the style of the gatehouse at the northern terminus of the Tampa Heights Greenway.

#### 4.0 STRATEGIES FOR IMPLEMENTATION

A collaborative, multi-disciplinary team approach between design professionals, local residents and government agencies will be necessary to successfully develop the Tampa Heights Greenway. During design development for the interstate highway, input from local agencies should be obtained through the Tampa Interstate Study Urban Design Agency Liaison Group, MPO's Liveable Roadway Committee and the City of Tampa as well as other future entities. Input from these groups will be necessary in developing a consensus of preferred mitigation design treatments to be incorporated into the Greenway.

Acceptance of the proposed Tampa Heights Greenway by the local community will be strongly influenced by how the mitigation treatments are achieved. Opportunities for presentation and review of candidate design solutions and amenities should be available to the Tampa Heights residents. Public meetings and workshops should be utilized to solicit input from and create a consensus among community members.

The culmination of this collaborative effort in conjunction with the required Development Review Committee presentations, as part of the *Urban Design Guidelines*, should result in a successful interstate mitigation project that becomes a positive design amenity to the historic Tampa Heights neighborhood.

## 5.0 PRELIMINARY COST ESTIMATE

The preliminary cost estimate presented in the following pages represents work required to complete the Stage II development program. These amenities and treatments are required along the interstate to provide the necessary mitigation for the historic resources in the Tampa Heights community.

At this preliminary stage of planning and design, all costs and development scenarios cannot be anticipated. In preparing this cost estimate, numerous presumptions were made. These items are listed in the paragraphs below. All costs are calculated in 1995 dollars.

Costs for the following items were considered part of the interstate reconstruction that would have been completed as part of the roadway improvements without the Greenway:

- Remainder parcel acquisitions
- Landscaping within the remainder parcels
- Single-face retaining walls
- Berming along base of retaining walls
- Protection of trees within remainder parcels

The following items are associated with the mitigation program for the interstate reconstruction project:

- Additional right-of-way acquisition, relocation and demolition costs
- Terraced or tiered retaining walls with plant materials
- Roadway realignment and construction of Grove Street and Central Avenue including intersection and crosswalk treatments
- Multi-use path and sidewalk construction
- Roadway lighting for Grove Street and Central Avenue
- Pathway lighting (decorative fixtures)

- Construction of art walls and lighting as supplemental components of the interstate retaining wall system
- Additional landscaping and irrigation
- Additional berming along retaining walls
- Protection of trees in additional parcels
- Greenway signing

Some of the program elements included in the Stage II Master Plan Concept can be considered as recreation program elements. These items, listed below, are not associated with the interstate reconstruction mitigation and are not included in this cost estimate:

- Greenway gatehouse and accent lighting
- Outdoor public art and historic markers
- Building renovations for use in the Greenway (police substation, cultural resource center, community recreation center)
- Site furnishings (benches, picnic tables, drinking fountains)
- Parking areas and lighting

Cost estimates for the proposed Tampa Heights Greenway are presented on the following pages.



## 5.1 ITEMIZED PROJECT COSTS

### General Assumptions for Right-of-Way Acquisition, Relocation and Demolition Costs

#### Acquisition Cost Calculations (per unit):

Single-Family Residence	\$60,000
Multi-Family Residence	\$25,000/dwelling unit
Vacant/Undeveloped Land	\$32 - \$43/m <sup>2</sup> (\$3 - \$4/ sq. ft.)
Commercial Building	\$150,000 or \$807/m <sup>2</sup> (\$75/sq. ft.)

#### Relocation Cost Calculations (per unit):

Residential Owners	\$22,500
Residential Tenants	\$5,250
Commercial Owners and Tenants	\$31,000

#### Demolition Cost Calculations (per unit):

Residential and Small Commercial Structures:	\$10,000
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Note: All costs calculated in 1995 dollars.

Sources: Acquisition Costs - Property value estimates obtained through information provided by the City of Tampa Property Management Department and Knight Appraisal Service.

Relocation Costs - FDOT Relocation Assistance Program.

Demolition Costs - Conservative estimate for all structures based upon FDOT information.

TABLE 1

RIGHT-OF-WAY ACQUISITION, RELOCATION AND DEMOLITION COSTS

Item #	Property Type	Acquisition Costs	Relocation Costs	Demolition Costs	Total Costs
1	Single-Family Residence (Occupied) - 12	\$720,000	\$270,000	\$120,000	\$1,110,000
2	Single-Family Residence (Vacant) - 2	\$120,000	—	\$20,000	\$140,000
3	Multi-Family Residence (Occupied) - 2 (assume six total dwelling units)	\$150,000	\$31,500	\$20,000	\$201,500
4	Multi-Family Residence (Vacant) - 2 (assume four total dwelling units)	\$100,000	—	\$20,000	\$120,000
5	Commercial Building (Occupied) - 1 (assume one tenant)	\$380,000	\$31,000	\$10,000	\$421,000
6	Commercial Building (Vacant) - 2	\$187,500	—	\$20,000	\$207,500
7	Vacant Land Parcels - 11	\$252,600	—	—	\$252,600
8	School (Vacant) - 1 (assume land purchase only)	\$245,000	—	—	\$245,000
9	Adult Congregate Living Facility (Boarding House - Occupied) - 1 (assume 18 tenants)	\$150,000	\$125,500	\$10,000	\$285,500
10	<b>TOTALS</b>	<b>\$2,305,100</b>	<b>\$458,000</b>	<b>\$220,000</b>	<b>\$2,983,100</b>

### General Assumptions for Construction Costs

#### Earthwork Calculations:

- Sixty percent (60%) of retaining wall length will have soil bermed against the base; average height of berms against retaining walls: 1 m (3 ft.)
- 530 m (1,740 ft.) of additional berming will be created in other areas of the Greenway for visual interest; average height of berms: 0.6 m (2.0 ft.)

#### Retaining Wall Calculations:

- Two structured terraces will be created along the base of the interstate; each terrace will be approximately 3 m (10 ft.) wide, overall width 6 m (20 ft.)
- Terraced retaining wall system will encompass 60 to 65 percent of the interstate retaining wall length
- Top of walls are set at 1.5 m (5 ft.) and 4.5 m (15 ft.) above finished grade; calculations include 1 m (3 ft.) of wall below grade and required footing
- Walls are custom-designed retaining walls specifically for the Tampa Heights Greenway to reflect the design vernacular of the Tampa Heights area per the TIS *Urban Design Guidelines*.
- Cost of terraced retaining walls includes approved planting soil mix backfill

#### Art Walls and Lighting:

- Art walls are to be constructed as supplemental components of the interstate's retaining wall system
- Art walls are designed to reflect the character, style and materials of the bridge structures at Palm Avenue and Columbus Drive (refer to Exhibit 4)
- Costs do not reflect artists' commission fees or installation costs for art to be incorporated into the walls

Landscape and Irrigation:

- Urban level interstate design segment requires landscape areas to be irrigated
- Eighty percent (80%) of the landscape area (non-impervious) will be turf; costs reflect installation of sod
- One hundred (100) percent of retaining wall terraces and 20 percent of landscape area will be planted in trees, shrubs and groundcovers in mulched planting beds; an additional 20 percent of the turf areas will also include individual tree plantings; costs for trees, shrubs and groundcovers are estimated as a weighted cost per square meter

**TABLE 2**  
**CONSTRUCTION COSTS**

Item #	Description	Quantity	Unit	Unit Price	Cost
1	<b>Roadway Improvements</b>				
2	Granite Curbs	2,020	m	\$31.00	\$62,620
3	Brick Roadway & Intersection Treatments	9,840	m <sup>2</sup>	53.00	521,520
4	Sidewalks 1.8 m (6 ft.)wide - Concrete Hexagon Pavers	1,580	m	65.00	102,700
5	Roadway Lighting	34	ea	3,700.00	125,800
6	Signing	21	ea	75.00	1,575
7	<b>Roadway Improvements Subtotal</b>				<b>\$814,215</b>
8	<b>Hardscape</b>				
9	Multi-Use Pathway 5.4 m (18 ft.) Wide - Concrete	5,480	m <sup>2</sup>	\$18.00	\$98,640
10	Sidewalks 3 m (10 ft.) - Concrete & Brick	60	m <sup>2</sup>	18.00	1,080
11	Pathway Lighting - Decorative Fixtures	98	ea	3,500.00	343,000
12	Signing	13	ea	75.00	975
13	Pedestrian Crossing Signals	8	ea	7,508.00	60,064
14	<b>Hardscape Subtotal</b>				<b>\$503,759</b>
15	<b>Earthwork and Grading</b>				
16	Tree Protection Barricades	2,095	m	\$33.00	\$69,135
17	Site Grading	36,800	m <sup>2</sup>	0.60	22,080
18	Berming	4,360	m <sup>3</sup>	18.00	78,480
19	<b>Earthwork &amp; Grading Subtotal</b>				<b>\$169,695</b>
20	<b>Terraced Retaining Walls</b>				
21	Retaining Walls - 5.4 m (18 ft.) with soil fill	610	m	\$1,640.00	\$1,000,400
22	Retaining Walls - 2.4 m (8 ft.) with soil fill	610	m	740.00	451,400
24	<b>Terraced Retaining Walls Subtotal</b>				<b>\$1,646,800</b>
25	<b>Art Walls &amp; Lighting</b>	7	ls	\$60,000.00	<b>\$420,000</b>
26	<b>Landscaping &amp; Irrigation</b>				
27	Irrigation	46,980	m <sup>2</sup>	\$3.25	\$152,685
28	Trees & Shrubs (40% of landscape area)	18,800	m <sup>2</sup>	27.00	507,600
29	Lawn (80% of landscape area)	37,600	m <sup>2</sup>	1.30	48,800
30	<b>Landscape &amp; Irrigation Subtotal</b>				<b>\$709,085</b>

- Notes:
1. All costs are calculated in 1995 dollars.
  2. Granite curbs (Item 2) and brick roadway (Item 3) figures represent construction costs with new materials. A savings in construction costs may be achieved through the use of salvaged granite curbing and bricks from demolished streets.
  3. Bricks used in sidewalk construction (Item 10) can also be obtained from demolished streets, thus reducing the costs. Costs represented in Table are for construction with new materials.
  4. Costs for trees and shrubs (Item 28) will vary according the plant types, quantities and installed sizes. The costs in this Table represent a more extensive landscape treatment than has been utilized on past projects due to the importance of mitigation for historic resources and the highest level of treatment prescribed by the *Urban Design Guidelines*.

## 5.2 PROJECT COST SUMMARY

Estimated costs for the Tampa Heights Greenway are summarized below. All costs cannot be anticipated at this early stage of design development. For this reason, a 20 percent contingency has been included in the cost estimate.

**TABLE 3**  
**PROJECT COST**

Item #	Description	Cost
1	Right-of-way acquisition, relocation and demolition	\$2,983,100
2	Roadway Improvements (Grove Street and Central Avenue)	814,215
3	Hardscape	503,759
4	Earthwork and Grading	169,695
5	Terraced Retaining Walls and Topsoil Fill	1,646,800
6	Art Walls	420,000
7	Landscape and Irrigation	709,085
8	Contingency (20%)	1,449,331
9	<b>PROJECT TOTAL</b>	<b>\$8,695,985</b>