



# Ybor CRA 2

## Amendment to the Ybor City Vision Plan



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# Acknowledgements

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# Executive Summary

## Introduction

The Ybor City Vision Plan, completed in 2005, was undertaken to define a strategic direction for the core of Ybor City and provide guidance on a range of important matters—promoting reinvestment, enforcing codes, improving the public realm, and managing the spill-over effects of bar and restaurant activity along 7th Avenue.



*Infill residential units on 4<sup>th</sup> Avenue.*

As significant progress has been made implementing the 2005 Vision Plan, attention has turned to issues of concern in Ybor CRA 2—the residential and mixed use areas surrounding central Ybor City.

This document, the Amendment to the Ybor City Vision Plan for Ybor CRA 2 (Vision Plan Amendment), offers recommendations to protect the neighborhood's unique qualities, enhance livability, attract appropriate forms of investment, and improve connections to the City and region. Prepared by the Hillsborough County City-County Planning Commission on behalf of the City of Tampa and the Ybor City Development Corporation, the Vision Plan Amendment grew out of an intensive process of public engagement. Recommendations in the Vision Plan Amendment are designed to address issues and opportunities explored during listening sessions and workshops with neighborhood stakeholders, representatives of Ybor's neighborhood associations, and members of the general public.

The Vision Plan Amendment is organized in five chapters, the first of which provides information regarding the scope of the study, the planning process, and a summary of information presented in past plans. Chapters II and III provide a summary of issues and ideas and an assessment of existing conditions. Planning strategies and



recommendations are presented in Chapter IV and Chapter V includes an Action Plan matrix identifying priorities, responsibilities, and target completion dates for key strategies.

## Study Area

The strategies and recommendations presented in this Vision Plan Amendment focus on the areas of Ybor City falling within the official boundaries of Ybor CRA 2. The Ybor CRA 2 area covers the following:

- the residential neighborhood bounded by Palm Avenue to the south and Nuccio Parkway to the east, Nebraska Avenue to the west, and I-4 to the north;
- the residential and mixed-use bounded by 6<sup>th</sup> Avenue to the north, generally by Channelside Drive to the west, Adamo Drive to the south, and 22<sup>nd</sup> Street to the east;
- the residential neighborhood to the west of 22<sup>nd</sup> Street bounded by Adamo Drive to the south, 26<sup>th</sup> Street to the east, and I-4 to the north.

## Key Strategies

The Vision Plan Amendment is designed to build on recent successes and ensure policies and programs implemented over the next 20 years respect the neighborhood's history and heritage, leverage planned investments in transit and road improvements, accelerate the pace of preservation

and infill development, and attract projects and amenities that reinforce Ybor City's unique character and identity.

A brief summary of strategies presented in the Vision Plan Amendment follows:

### PRESERVATION & QUALITY DEVELOPMENT

- Focus on preservation, stabilization, rehabilitation, and appropriate infill development.
- Expand efforts to promote preservation incentive programs.
- Establish targeted incentives for key properties (e.g. Ferlita Macaroni Factory).
- Explore form-based zoning changes to ensure compatible infill development.
- Seek grant funding for energy efficiency retrofits and investments.
- Continue enhanced code enforcement efforts.

### NEIGHBORHOOD LIVABILITY

- Attract neighborhood-serving retail and service uses.
- Market Ybor as an attractive place to live and do business.
- Ensure effective transitions from potential mixed use projects along 7th Avenue, 21st/22nd Streets, Adamo Drive.
- Monitor and manage impacts of industrial uses on neighborhood livability.



- Limit expansion of parking lots and ensure compliance with City requirements.
- Manage and minimize effects of entertainment uses on livability.
- Continued support for YES Team services.

### **STREETSCAPES & PUBLIC SPACES**

- Complete 7th Avenue streetscape improvements east to 26th Street.
- Ensure redesign of 21st/22nd Streets supports objectives to slow traffic, improve east-west crossings, and enhance aesthetics.
- Focus streetscape improvements in areas with discontinuous sidewalks and open curb cuts.
- Preserve brick streets and reestablish brick paving on discontinuous segments.
- Improve existing and create new public spaces.
- Revisit past plans to install pedestrian-scale lighting.
- Continue funding of pedestrian crosswalk improvements.
- Fund street tree and landscape improvements.
- Complete neighborhood signage program.
- Clarify alley preservation and improvement policy.
- Install gateway features at Adamo Drive and on 7th Avenue at 26th Street.

### **CONNECTIVITY & MOBILITY**

- Advocate for LRT serving Ybor City.
- Explore potential to extend streetcar to serve 21st/22nd Streets corridor and East Ybor.

- Explore potential for relocation of planned BRT stop on Nebraska Avenue.
- Continue efforts to improve connectivity for pedestrians and cyclists, including potential to improve sidewalks and trails along the Lee Roy Selmon Crosstown Expressway, Adamo Drive, and Channelside Drive.
- Consider designation of 21st/22nd Streets on citywide greenway and trail maps.
- Monitor plans for High Speed Rail to ensure proposed impacts are minimized and mitigated.

### **INFRASTRUCTURE**

- Continue coordination of plans and designs for city-funded capital projects with YCDC and Barrio Latino Commission (sidewalk construction, street resurfacing, water and sewer upgrades, etc.).
- Ensure the “fair share” allocation of funds for improvements within Ybor CRA 2.
- Finalize plans and secure funding for drainage improvements to address flooding at 5th and 6th Avenues and 17th Street.
- Continue efforts to improve drainage in East Ybor, including completion of a comprehensive drainage study for areas east of 22nd Street.

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# I. Introduction

## Improving Ybor's Urban Neighborhoods

Recommendations presented in the Amendment to the Ybor City Vision Plan for Ybor CRA 2 (Vision Plan Amendment) are designed to further City efforts to conserve and revitalize Ybor City's historic residential and mixed-use neighborhoods. Ybor City has undergone significant change in the past decade. Infill projects and the slow-but-steady rehabilitation and adaptive reuse of historic buildings have brought new life into the community. After years of

decline and neglect, the neighborhood is attracting new residents and businesses, and becoming a more safe, livable, and vital place. The Vision Plan Amendments are designed to reinforce these positive trends and ensure future improvements reinforce the neighborhoods unique character.

Revitalization and improvement strategies in the Vision Plan Amendment are drawn from several important sources, including the following: 1) the *Ybor City 2 Community*



*Historic single family units in East Ybor.*



*Mixed use development at 5<sup>th</sup> Avenue and 20<sup>th</sup> Street.*



*Redevelopment Area Plan* (Ybor CRA 2 Plan) completed in 2004 and the Ybor City Vision Plan completed in 2005; 2) feedback received from stakeholders during listening sessions held in August and September 2009 and large-scale public workshop in May 2010; 3) information gained during work sessions with staff from the Ybor City Development Corporation (YCDC) and various departments of the City of Tampa; and 4) discussions with members of the YCDC Board of Directors and Planning & Infrastructure Committee.

## Study Area

Strategies and recommendations presented in the Vision Plan Amendment focus on the areas of Ybor City falling within the official boundaries of Ybor CRA 2—the redevelopment district defined for areas adjacent to the commercial and mixed-use core of Ybor City. As indicated in Map 1, the Ybor CRA 2 area covers the following general areas:

- the residential neighborhood bounded by Palm Avenue to the south and Nuccio Parkway to the east, Nebraska Avenue to the west, and I-4 to the north;
- the residential and mixed-use bounded by 6th Avenue to the north, generally by Channelside Drive to the west, Adamo Drive to the south, and 22nd Street to the east;
- the residential neighborhood to the west of 22nd Street bounded by Adamo Drive to the south, 26th Street to the east, and I-4 to the north.

## Planning Process

The first phase of work to complete a Vision Plan Amendment, undertaken in August and September 2009, resulted in the preparation of the following products:

- **Ybor CRA 2 Neighborhood Issues & Ideas Report.** A summary of feedback received during a series of stakeholder listening sessions held in August and September 2009 and information presented in the Ybor CRA 2 Plan and the Vision Plan. The report documents issues and ideas specific to Ybor CRA 2.
- **Preliminary Inventory Maps.** A preliminary map set illustrating the CRA boundaries, historic district limits, existing and future land uses, existing zoning, and publicly-owned lands.

The second phase, undertaken in spring 2010, resulted in the completion of the following tasks:

- **Conditions Assessment.** An assessment of existing conditions and planned public and private investments was conducted, which resulted in a set of maps and text based on information gathered from multiple City departments. The assessment included a review of existing land uses, industrial and residential transitions, streets and streetscape conditions, an infrastructure analysis, an analysis of development potential and market conditions, a review of existing City regulations and guidelines, and identification of code violations and law enforcement activity within the neighborhood. The







findings were presented to YCDC and City staff, refined, and incorporated into this document.

- **Plan Framework and Strategies.** Following the completion of the conditions assessment, a preliminary set of plan strategies was developed and presented to the YCDC and City staff. The strategies were presented at a Public Workshop at the Children’s Board of Hillsborough County on May 4, 2010 where the public had the opportunity to offer suggestions and help to prioritize potential strategies that were organized around the following general categories:
  - Preservation & Quality Development
  - Neighborhood Livability
  - Streetscapes & Public Spaces
  - Connectivity & Mobility
  - Infrastructure
- **Action Plan.** Based on feedback gathered during the public workshop and review with YCDC and City staff, the Plan Framework was finalized and strategies were prioritized and incorporated into an Action Plan to guide the City and YCDC decision-making regarding Ybor CRA 2 planning and funds over the next 20 years.

## Review of Past Plans

In preparation of the Vision Plan Amendment, several existing planning documents were reviewed, including the Ybor CRA 2 Plan and the Vision Plan. The following section summarizes the issues, visions, plans, goals, and proposals presented in these plans.

### YBOR CRA 2 PLAN (2004)

Building on the 1988 CRA designation of the historic core of Ybor City, the Ybor CRA 2 Plan was completed in May 2004 to address the redevelopment of adjoining areas.

A number of specific physical conditions were identified in the Ybor CRA 2 Plan as contributing to a blighted neighborhood:

- structural conditions in the Ybor CRA 2 are critical – 91.5% of structures are in a deteriorated structural condition, or worse;
- given wood construction methods, the age of area structures creates fire and public safety hazards;
- high numbers of buildings with active or recent code violations;
- deterioration of public and private improvements and infrastructure, including water mains, fire protection systems, sewer distribution lines, stormwater facilities, and public parks and open space;
- mobility and access within the area are affected by increased demand during peak visit periods, limited access points to the neighborhood, limited parking supply and location, and illegal unimproved surface parking lots;
- significant number of non-conforming lots under separate ownership limits potential for redevelopment;
- diminished taxable value in neighborhood has resulted in a drain on City resources;
- significant incidence of deficient property maintenance;
- significant incidence of delinquent tax payment;

- nearly 40% of residential lots are undeveloped; and
- significant incidence of crime.

The Ybor 2 CRA Plan identifies three basic sets of services needed within Ybor CRA 2. This includes:

- additional crime prevention and comprehensive code enforcement services;
- public infrastructure and other public improvements, such as gateway identification, streets, sidewalks, street lighting, public landscaping, special maintenance, stormwater management, and subsurface utility replacement; and
- incentives and assistance provided by the City to stimulate private sector investment and appropriate redevelopment activity.

The Ybor CRA 2 Plan also proposes specific implementation measures that should be undertaken subsequent to adoption of the Plan, including:

- appropriate gateway identification signage at key locations;
- appropriate streetscape design and expanded utilization of Ybor City master signage;
- potential development of City and YCDC sponsored child-care center;
- improvement or replacement of essential public infrastructure;
- crime prevention and community policing;
- marketing and public awareness efforts;
- special crime patrols and crime prevention services should be continued and enhanced;
- enhanced code enforcement;
- development of a program to identify and categorize vacant lots and structures and encourage the purchase, lease, development or assemblage of lots. Identify and change regulatory barriers to permit development where needed;
- target all available City housing rehabilitation programs to Ybor CRA 2;
- effort to facilitate renovation and reuse of viable historic structures;
- evaluate physical conditions of streets for resurfacing needs, maintenance of brick surface, current traffic loads, circulation problems, peak hour traffic, and need for traffic calming;
- inventory sidewalks on every street, develop program to repair and maintain existing and construct new sidewalks, and implement bike trails and routes in City plans;
- inventory and evaluate street lighting and provide lighting where needed;
- evaluate and prioritize upgrades to wastewater and water facilities;
- identify and prioritize improvements to drainage problems and develop stormwater management program;
- encourage Hartline to undertake improvements to bus stops;
- design and undertake streetscape program on Nebraska Avenue and 21<sup>st</sup>/22<sup>nd</sup> Streets;
- provide small neighborhood parks with carefully programmed recreational and public meeting facilities by undertaking a development program for provision of neighborhood parks;



- evaluate area for zoning inconsistencies and non-conformities; and
- evaluate area for implementation of bicycle lanes and/or routes.

### VISION PLAN (2005)

Completed in April 2005, the Vision Plan intended to serve as the guiding document for future growth and development in Ybor City, including Ybor CRA 1 and Ybor CRA 2. While written as the vision for both Ybor City CRA districts, the document's recommendations and implementation strategy are focused primarily on the commercial and entertainment areas of Ybor City, particularly 7<sup>th</sup> Avenue.

Based on public comments and discussions with stakeholders, Chapter II Background and Existing Conditions, Section D in the Vision Plan identifies specific constraints to and opportunities for change and improvement in Ybor City. The following constraints to development were identified:

- negative public image;
- proliferation of bars and wet-zoning;
- parking availability and convenience;
- limits on redevelopment of historic buildings;
- zoning limits on density and building height;
- port and industrial related truck traffic;
- physical barriers of the surrounding highways;
- lack of clarity in code enforcement responsibility;
- perception as an entertainment district inhibits broader tenant choices; and

- limited availability of public funds for public improvements.

Several of the following opportunities identified in 2005 during the vision planning process specifically relate to the more residential Ybor CRA 2 neighborhoods:

- momentum of residential redevelopment;
- availability of vacant land;
- future retail potential based on residential growth;
- growth of regional tourist traffic due to increased cruise business, convention center growth, and downtown/ Channel District activities;
- growth of HCC programs and activities;
- unique environment defined by historic and multi-cultural roots;
- redevelopment of public housing as mixed-use and mixed-income neighborhood; and
- expansion of streetcar service.

Based on considerable discussion during the planning process, the following Vision Statement was created to embody the elements, strategies, and specific recommendations that make up the complete Vision Plan.

*"Ybor City, a National Landmark Historic District, is a unique urban community melding beautiful historic architecture, a celebrated multi-cultural heritage, a bustling 'main street,' creative businesses, and livable neighborhoods into one of Tampa Bay's most desirable places to live, work, visit, and be entertained."*



The Vision Plan also identified the following Goals and Guiding Principles:

- new development should be compatible with historic urban form (building, street grid, alleys);
- diverse and integrated land use mix including creative and artistic enterprises;
- strengthened central management and authority (parking, merchandising, marketing, etc);
- pedestrian and transit mobility emphasized;
- build on multi-cultural heritage;
- balanced mix of uses; and
- future investments based on sound economic strategy.

The Vision Plan also presents a set of recommendations, investments, and initiatives that are required to complete the vision. The majority of the action plan tasks presented in the Implementation Plan chapter focus on addressing issues related to 7<sup>th</sup> Avenue, including wet-zoning issues, storefront conditions, and disproportionate usage of public services and demand for parking by entertainment-oriented businesses. The following neighborhood-wide proposals are organized by major area of focus and include increased

local governmental coordination and communication, closer oversight of the Vision Plan tasks, enforcement of existing codes and regulations, revision of existing codes for more clarity, and streetscape and public space capital improvements:

- **Organization & Management.** The development of a “Community Improvement Team,” or interdepartmental team to serve as clearinghouse for all of necessary action plan tasks, ensuring that tasks are delegated to appropriate department(s) and monitoring progress;
- **Regulatory Recommendations.** Enforcement of existing regulations on noise, solid waste, and illegal parking lots, enforcement of building codes; consideration of additional height and density outside of core as an incentive linked to provision of public amenities; and revision and expansion of design guidelines to improve clarity and certainty and better define development models; and
- **5 Year Action Plan—Major Public Investments.** Continued reinstatement of brick streets and commensurate streetscape elements.

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## II. Issues & Ideas

To understand issues and ideas important to neighborhood stakeholders—residents, business owners, civic association representatives, and YCDC staff and committee members—a series of meetings and listening sessions were held in the community. These sessions were designed to solicit feedback regarding existing conditions in the neighborhood and to determine stakeholder expectations of the issues and opportunities to be addressed in this Vision Plan Amendment that focuses on Ybor CRA 2.

Public comments were gathered during three listening sessions held between August and September 2009: the East Ybor Historic & Civic Association Inc. meeting at the Children’s Board of Hillsborough County on August 26, 2009, a community stakeholder meeting held at September 10, 2009 at the Italian Club, and the Historic Ybor Neighborhood Civic Association meeting on September 22, 2009 at the Ybor City Hampton Inn.

During the listening sessions, participants offered comments on a very wide range of subjects. People shared their thoughts about the value of the neighborhood’s history and culture, and the importance of protecting its most unique and special qualities. Participants expressed concerns about safety and security, the maintenance of rental properties, and the lack of neighborhood-serving

uses like grocery stores, pharmacies, medical offices, and dry cleaners. Participants talked about the poor quality of many streets and streetscapes in the neighborhood, citing the sidewalk conditions, drainage, and lighting as key concerns. Participants also expressed concern about the absence of public spaces—parks, squares, gardens, and other neighborhood-oriented public places—for informal gathering, relaxing, and recreating.

Conflicts among existing land uses were also identified as important issues. Participants talked about the need to manage and monitor the spill-over effects of late night activity on 7<sup>th</sup> Avenue—noise, parking, and nuisance behavior—as well as the impacts of industrial uses in and immediately adjacent to the district. Although most participants said they value the neighborhood’s diversity and mix of uses, conflicts between residential and industrial uses in a few areas are especially intense. Cut-through truck traffic, noise and dust, poorly screened and maintained storage yards are among the issues identified by residents during the listening sessions.

Connectivity and mobility also were topics of discussion. Participants shared their interest in making walking and biking more feasible alternatives to driving, and talked about the importance of leveraging investments in roadways



and transit to promote neighborhood livability. With careful planning, regional transportation investments like the I-4/Selmon Expressway Connector and the first phase of a regional light-rail transit system connecting USF and Downtown Tampa, can support neighborhood's stabilization and continued improvement.

As documented during the first phase of the amendment planning process in the Neighborhood Issues & Ideas Report, stakeholders offered comments on a wide range of subjects during the listening sessions.

Participants shared their thoughts on the following:

#### **Enhanced Safety & Security**

- the need to address safety and security concerns.

#### **Balanced Mix of Uses**

- the lack of neighborhood-serving uses like grocery stores, pharmacies, medical offices, and dry cleaners; and
- the need to manage use conflicts, including the spill-over effects of late night activity on 7th Avenue—noise, parking, and nuisance behavior—and the impacts of industrial uses in and immediately adjacent to the district—cut-through truck traffic, noise and dust, and poorly screened and maintained storage yards.

#### **Preservation & Quality Development**

- the importance of protecting the neighborhood's most unique and special qualities;
- the need for code enforcement to address issues with absentee owners; and

- the ways history and heritage should inform decisions affecting the neighborhood.

#### **Quality Streetscapes & Public Spaces**

- the absence of public spaces—parks, squares, gardens, and other neighborhood-oriented public places—for informal gathering, relaxing, and recreating; and
- the poor quality of many streets, alleys, and streetscapes in the neighborhood, citing the sidewalk conditions, drainage, and lighting as key concerns.

#### **Improved Connectivity & Mobility**

- the need to make walking, biking and transit more feasible alternatives to driving;
- the importance of leveraging investments in roadways and transit to promote neighborhood livability; and
- the potential for regional transportation investments like the I-4/Selmon Expressway Connector and the first phase of a regional LRT system connecting USF and Downtown Tampa, to support neighborhood livability.

#### **Effective Engagement & Implementation**

- the potential to improve communication with City's Transportation, Public Works, and Solid Waste department's to create consensus and improve understanding of neighborhood desires; and
- the need for a short-term priority action plan with immediate actions to guide annual budgeting for TIF funds—provide a roadmap for investments in Ybor CRA2.



# III. Planning Context

Using data provided by the City and supplemented through meetings with City staff and neighborhood stakeholders and limited field survey, an assessment was undertaken to review existing conditions and to identify relevant issues, plans, practices, and policies. The following text and maps provide an overview of the existing condition of streets, sidewalks, infrastructure, and private property; planned private and public investments; regulations and guidelines; and other factors of importance to neighborhood stakeholders.

## Streets

Pavement conditions and typical design sections within Ybor CRA 2 vary widely. As shown on Map 2, the district includes street segments with exposed brick pavers and asphalt paving over brick pavers and a variety of open and closed curb design sections. The closed curb sections have a variety of curbing types, including granite and various types of concrete curbing, driveway aprons, and pedestrian ramps at intersections.

Streets in the area south of 6<sup>th</sup> Avenue including segments of 4<sup>th</sup> and 5<sup>th</sup> Avenues west of 21<sup>st</sup> Street are in generally good condition with a mix of brick and asphalt paving and granite curbing along segments with residential and



*Prior to the completion of the I-4/Selmon Expressway Connector project in 2014, 21<sup>st</sup> and 22<sup>nd</sup> Streets will undergo reconfiguration and streetscape improvements.*



*Street pavement conditions vary greatly within Ybor CRA 2.*

commercial frontage. In areas with industrial frontage, driveway aprons are common and curbing is either missing or damaged with some areas in public rights-of-way used for parking and as service areas.

In areas of the district east of 21<sup>st</sup> Street, the vast majority of the streets have asphalt paving, only about one-half of the streets have closed curbing, and many street edges are in poor condition.

While the majority of brick paved streets within Ybor CRA 1 area have brick paving, only a few streets in Ybor CRA 2 have brick surfacing. Primarily located south of 6<sup>th</sup> Avenue, the brick streets in Ybor CRA 2 include: 12<sup>th</sup> Street between I-4 and 11<sup>th</sup> Avenue, 16<sup>th</sup> Street between 2<sup>nd</sup> and 5<sup>th</sup> Avenues, 17<sup>th</sup> Street between Adamo Drive and 5<sup>th</sup> Avenue, 19<sup>th</sup> Street between Adamo Drive and the CSX tracks, and 8<sup>th</sup>, 9<sup>th</sup>, and 11<sup>th</sup> Avenues between 22<sup>nd</sup> and 23<sup>rd</sup> Streets. In many places, an original brick surface is partially visible through a deteriorated asphalt surface.

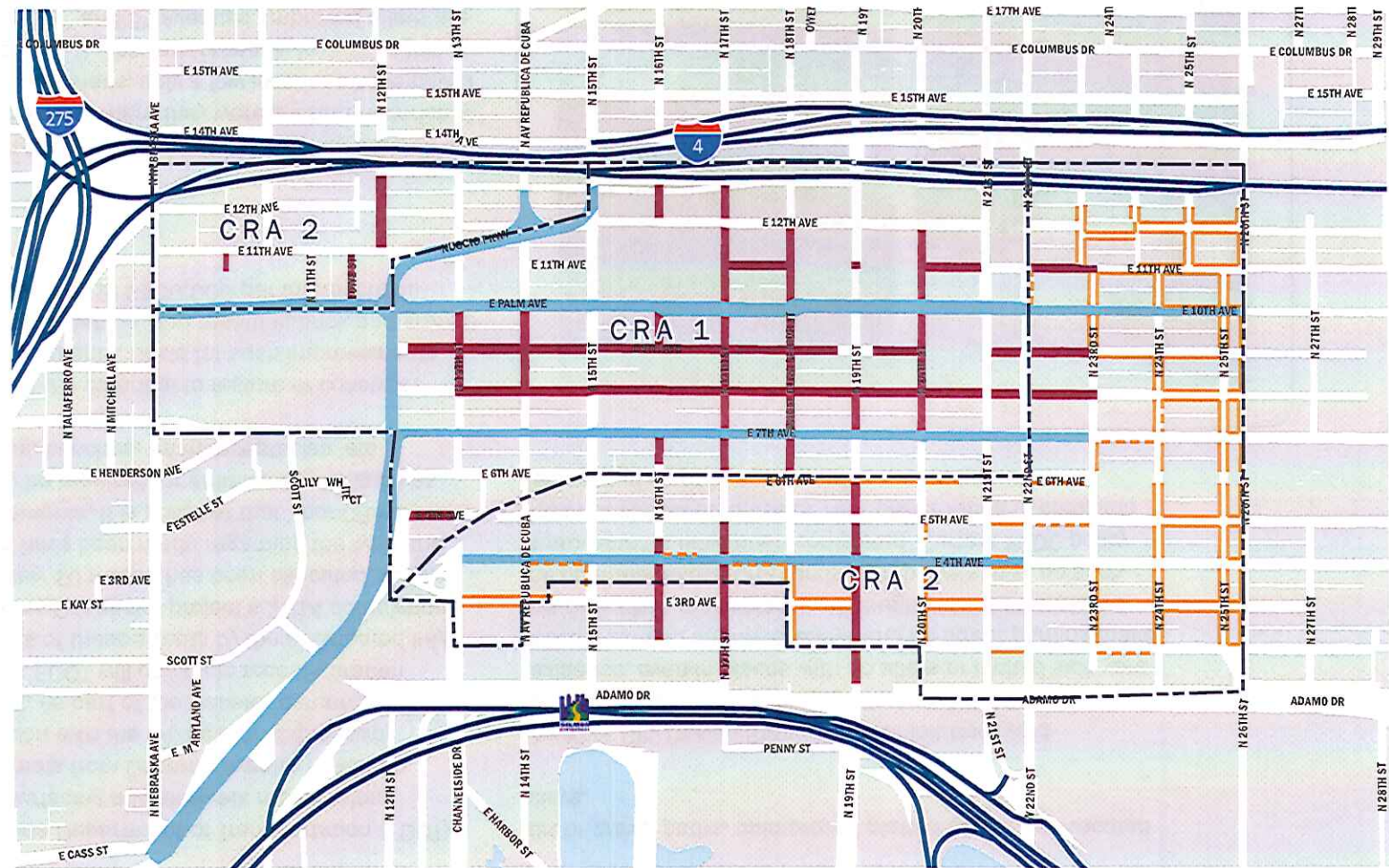
The City's Transportation Planning Division within the Department of Public Works assesses street surface conditions through use of an electronic inventory system. Street resurfacing is prioritized based on city-wide surveys of conditions and improvements are made as funding is available. Recent roadway asphalt surface improvements funded through a variety of programs were made on the following streets:

- 7<sup>th</sup> Avenue (Nuccio Parkway to 23<sup>rd</sup> Street)
- 4<sup>th</sup> Avenue (roundabout to 22<sup>nd</sup> Street)
- Nuccio Parkway (southbound lanes from 11<sup>th</sup> Avenue to Nebraska Avenue)
- 22<sup>nd</sup> Street north of 5<sup>th</sup> Avenue.

Currently, the only City-funded improvement planned within the district is a resurfacing project along Palm Avenue between Republica de Cuba (15<sup>th</sup> Street) and Nebraska Avenue using Community Investment Tax (CIT) funds for FY 2010. The City's Department of Public Works does not currently have any additional projects within Ybor CRA 2 included on the Department's 5-Year Resurfacing Plan.



Map 2. Streets & Curbing Condition



- Brick Street
- Asphalt Resurfacing (2007-2010)
- Open Curb (No Gutter)
- - - Partial Curb & Gutter



Map prepared for the Hillsborough County City-County Planning Commission by HDR, Inc.



In 2010, the Florida Department of Transportation (FDOT) will complete resurfacing and sidewalk repairs along 21<sup>st</sup> and 22<sup>nd</sup> Streets from Osborne Avenue to Adamo Drive in conjunction with the I-4/Selmon Expressway Connector project. As part of the transfer agreement with the City of Tampa, FDOT will complete reconfiguration and improvements of these streets by the anticipated I-4/Selmon Expressway Connector project's 2014 completion date. Approximately \$6 million has been allocated, but no design decisions have been made regarding the type and extent of improvements. It is possible that Ybor CRA 1 and CRA 2 funds may be required for enhancements such as decorative lighting, benches, trash receptacles, etc.

YCDC has explored the potential to restore or construct new brick street segments. Costs for such improvements, including removing, cleaning, and resetting brick and granite curbing, were estimated at \$100,000 per intersection.

## Alleys

While the current City policy is to retain and promote improvements on alleys where they were present historically according to Sanborn Maps, only a few locations have paved alleys within Ybor CRA 2. They are primarily located within the blocks between 4<sup>th</sup> and 5<sup>th</sup> Avenues. Improved alleys are generally present in locations adjacent to new multi-family developments, and were completed by private owners as a condition of zoning approval. Several blocks within Ybor CRA 2 have existing gravel or dirt paths which provide limited rear yard access, but most platted alleys are unimproved. Map 3 identifies the location of improved (paved) alleys,

dirt or gravel paths, unimproved platted alleys, and vacated alleys.

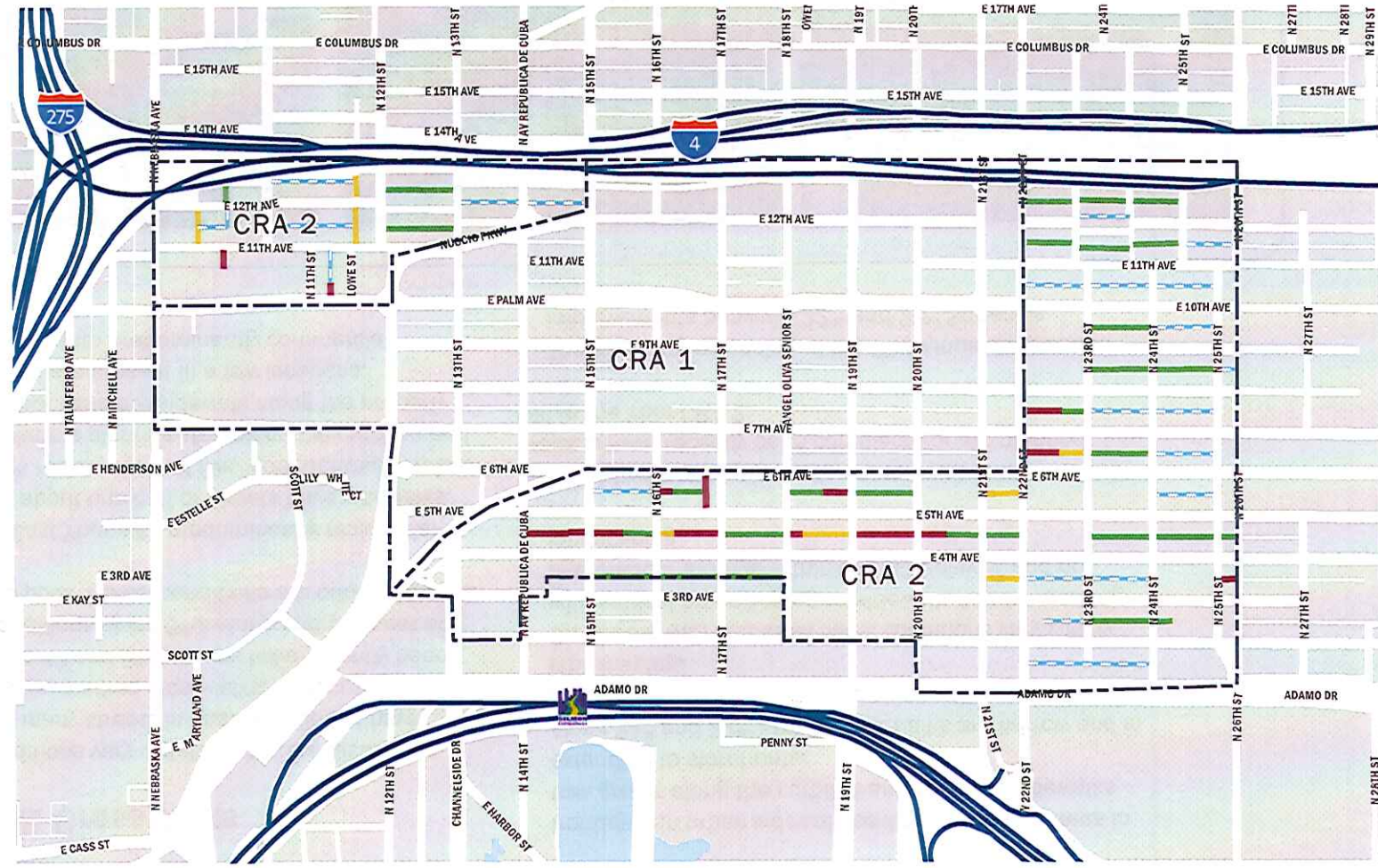
The Ybor City Design Standards prohibit front yard residential parking or driveways that end at the front of a residence, even in places with no alleys or limited side yard access. Limited improved alleys and on-street parking make this difficult in many places. Although YCDC has explored the potential to use CRA funds to improve alleys, no such improvements have been completed. Current YCDC policy does not support the use of Ybor CRA 2 funds to complete design studies or improvements.



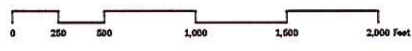
*As shown in the above images showing alley conditions from adjoining blocks between 4<sup>th</sup> and 5<sup>th</sup> Avenues, the alley network in Ybor CRA 2 is uncomplete.*



Map 3. Alley Improvements



- █ Paved Alley
- █ Unimproved Alley
- █ Gravel/Dirt Path
- Vacated Alley



Map prepared for the Hillsborough County City-County Planning Commission by HDR, Inc.



## Sidewalks & Crosswalks

Streetscape conditions vary widely across the district. As shown in Map 4, many streets in East Ybor do not have complete sidewalks, marked crosswalks, or accessible curb ramps. Portions of 4<sup>th</sup> and 5<sup>th</sup> Avenues have recently been improved but conditions along 6<sup>th</sup> Avenue and the west end of 4<sup>th</sup> Avenue are poor. Typical conditions are outlined below:

- On streets in East Ybor with predominantly residential frontage, only about one-half of streets have sidewalks.
- On streets with residential and live/work frontage, typical conditions include a planting strip along the curbline and a four- to five-foot concrete sidewalk along the property line. Street trees are present in a few locations.
- In a few locations with predominantly commercial

frontage, an urban sidewalk section exists with trees in tree grates along the curbline and concrete sidewalks extending to storefronts.

- Along 21<sup>st</sup> and 22<sup>nd</sup> Streets, sidewalks are narrow and in poor condition with numerous obstructions and minimal landscaping.
- On streets with industrial uses, conditions vary widely, with several areas having no sidewalk, head-in parking and outdoor storage within the right-of-way, and no landscaping.

Several streetscape, sidewalk, or crosswalk improvement projects have recently been completed or are planned within the Ybor CRA 2:

- The eastward extension of the 7<sup>th</sup> Avenue streetscape improvements between 22<sup>nd</sup> and 26<sup>th</sup> Streets is

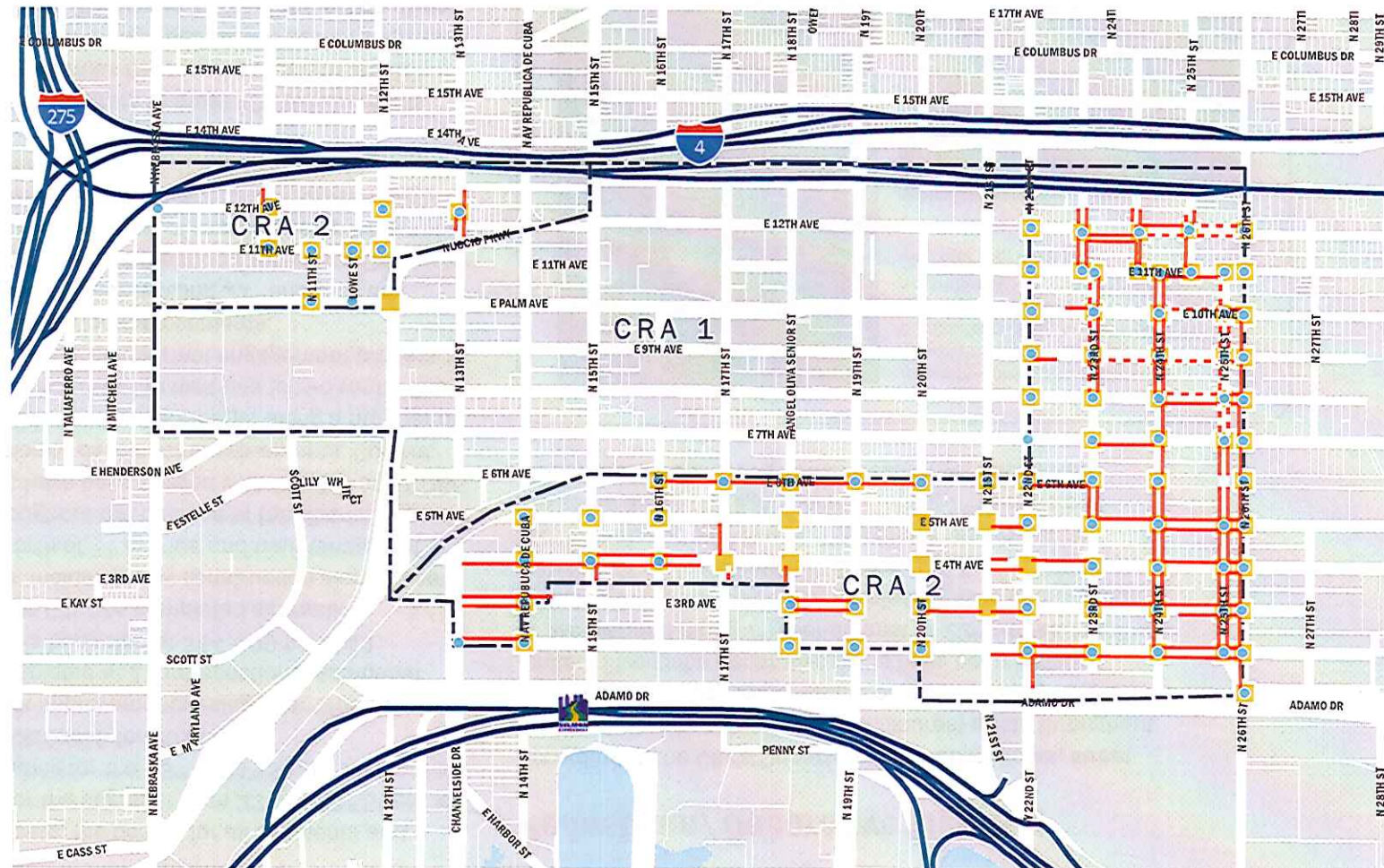


*While significant upgrades have been made in the past several years, the sidewalk, ramping and crosswalk conditions in East Ybor remain inconsistent.*

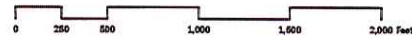
*Urban streetscape condition with sidewalk and tree grates along 5<sup>th</sup> Avenue west of 15<sup>th</sup> Street.*



Map 4. Sidewalk & Intersection Conditions



- Poor or Incomplete Sidewalks
- No Crosswalks
- - - Planned Sidewalk Improvement
- Poor or Incomplete Ramps



Map prepared for the Hillsborough County City-County Planning Commission by HDR, Inc.



underway. To date, the design for all segments and construction for the segment from 22<sup>nd</sup> to 23<sup>rd</sup> Street is complete. Funding for the 23<sup>rd</sup> to 24<sup>th</sup> Street segment is budgeted at \$310,000 for 2011.

- Brick crosswalk improvements using Ybor CRA 2 funds have been completed at 13 intersections. Additional improvements is budgeted at \$64,000 for 2011.
- Since 2006, the City has completed sidewalk improvements, including new construction along streets in East Ybor north of 7<sup>th</sup> Avenue and maintenance of sidewalks throughout the balance of the district. Recent improvements have been funded with CIT, TIF, and CDBG funds in addition to developer improvements. Current plans call for sidewalk improvements along a number of streets in East Ybor over the next one to two years. The City and YCDC follow an informal engagement process to determine priorities for improvements.
- Streetscape improvements along 21<sup>st</sup> and 22<sup>nd</sup> are planned as part of the I-4/Selmon Expressway Connector project. The extent and type of improvements have not been determined but Ybor CRA 2 funds may be sought for enhancements.

Plans for a city-wide program to meet ADA requirements are underway but priorities have not been identified. It is assumed that places with high pedestrian traffic, such as downtown Tampa and 7<sup>th</sup> Avenue in Ybor City, will be given higher priority.

Street trees exist in a few locations, including limited segments of 4<sup>th</sup> and 5<sup>th</sup> Avenues and in rights-of-way adjacent to several recently development sites. No long-term plans exist for street tree planting in the district.

## Pedestrian/Decorative Lighting

According to the City's Department of Public Works, street lighting (cobra-head and shoebox fixtures) exists throughout Ybor CRA 2, but pedestrian-scale or decorative lighting is limited. Five-globe decorative lights have been installed or are planned along 7<sup>th</sup> Avenue east of 22<sup>nd</sup> Street. FDOT installed five-globe pedestrian-scaled lights in coordination with the I-4 project along 14<sup>th</sup> Street, 15<sup>th</sup> Street, 21<sup>st</sup> Street, 22<sup>nd</sup> Street, and 26<sup>th</sup> Street. They are similar to but not the same as the TIF lights located along 7<sup>th</sup> Avenue and elsewhere in Ybor CRA 1. Other decorative, pedestrian-



*Recently completed streetscape improvements including brick and octagonal paving, pedestrian-scale lighting, street trees, and pedestrian amenities along 7<sup>th</sup> Avenue between 22<sup>nd</sup> and 23<sup>rd</sup> Streets.*





scaled lighting, installed as part of recently completed infill developments, exists in a few locations.

Ybor CRA 2 stakeholders have expressed interest in having pedestrian-scaled lighting installed. TECO prepared a lighting study to estimate costs for the installation and long-term operation and maintenance of pedestrian-scaled lights. No action was taken and no current plans exist for the installation of pedestrian-scaled lighting in Ybor CRA 2.

## Transit

As shown in Map 5, Ybor CRA 2 is currently served by streetcar and local bus service. The TECO Street Car system, with four stops in Ybor City, provides connections to the Channel District, the St. Pete Times Forum, and downtown Tampa. Bus lines through Ybor City include east-west connections along 4<sup>th</sup> Avenue, 7<sup>th</sup> Avenue, and Palm Avenue, and north-south connections along Nuccio Parkway, Nebraska Avenue, and 21<sup>st</sup>/22<sup>nd</sup> Streets.

Additional transit service is planned for the Ybor CRA 2 area and possible routes and stops are indicated on Map 5. HART is currently planning for Bus Rapid Transit (BRT) service, tentatively to be called MetroRapid, along Nebraska Avenue. Current plans call for a stop at Estelle Street and Nebraska Avenue. HART is also currently completing an Alternatives Analysis for premium transit service connecting USF, Downtown, and Westshore. Under study are three northeast LRT alignments connecting USF and Downtown along I-275/Central Avenue, 30<sup>th</sup> Street/22<sup>nd</sup> Street/CSX tracks, and 30<sup>th</sup> Street/CSX tracks. The two alignments

through Ybor City along the CSX tracks call for a station serving East Tampa at 32<sup>nd</sup> Street and Columbus Avenue and a station serving Ybor City at 16<sup>th</sup> Street and 6<sup>th</sup> Avenue. Final recommendations regarding alignments and stop locations are expected in summer 2010.

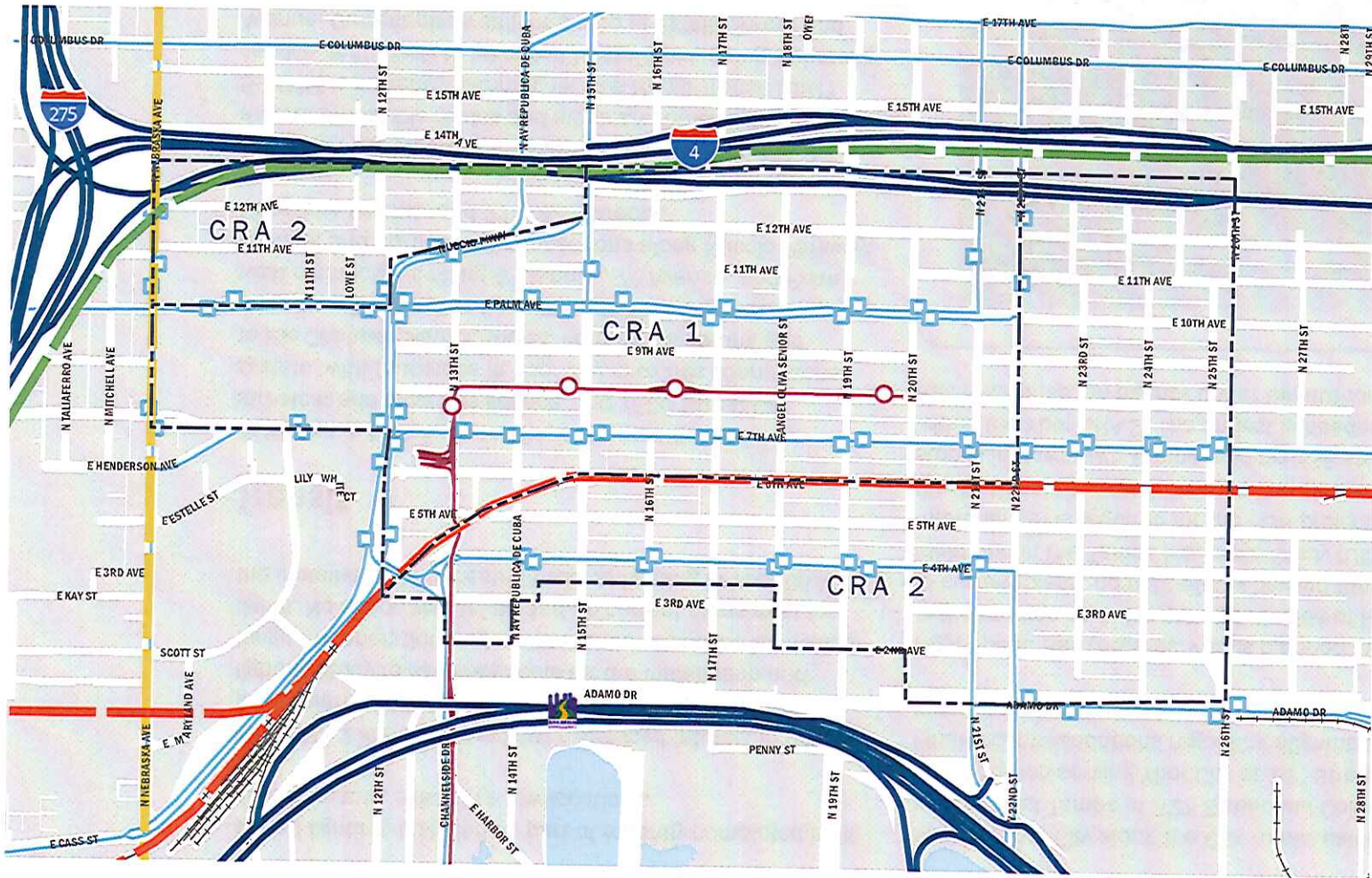
High Speed Rail (HSR) service is planned in an alignment in the median and along the south side of I-4. According to current plans, no right-of-way beyond that which was identified in the Tampa Interstate Study (Ultimate Downtown Interchange) is required for the HSR project within the Ybor City National Landmark District. The closest proposed HSR stop is in downtown Tampa, and no HSR stops are planned within the Ybor CRA 2. The project is headed by the Florida Rail Enterprise, an agency under the authority of the FDOT.



*Streetcar service along 8<sup>th</sup> Avenue provides transit service between Ybor City, the Channel District, and downtown Tampa.*



Map 5. Existing Transit Service



- Streetcar
- Streetcar Stops
- Proposed High Speed Rail (HSR)
- Proposed HART MetroRapid (BRT)
- HART Bus Routes
- HART Bus Stops
- Proposed Light Rail Transit (LRT)



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Construction on the Tampa to Orlando corridor is slated to begin in 2011, with an initial completion date of 2014.

## Infrastructure

The City’s Stormwater, Water, and Wastewater Departments are responsible for maintaining and improving the stormwater, wastewater, and water systems in Ybor CRA 2.

According to City staff, there are several known infrastructure issues in Ybor CRA 2:

- Repetative flooding at 17<sup>th</sup> Street at 5<sup>th</sup> Avenue due to upland drainage issues outside the Ybor CRA 2 area. A proposed stormwater improvement has been modeled, but has not been designed or funded.



*Stormwater conditions in East Ybor along 10th Avenue between 25<sup>th</sup> and 26<sup>th</sup> Streets.*

- The City’s Stormwater Department has identified several low-lying properties along 11<sup>th</sup> Avenue in East Ybor as “Red Line” lots that have frequent localized flooding or other problems associated with stormwater management. According to the City’s Stormwater Private Development Technical Manual, development on designated “Red Line” lots may be restricted because of the need to acquire an easement for an existing or proposed drainage facility, illegal fill and/or any area subject to periodic flooding.
- Most water mains in Ybor CRA 2 are undersized, but replacement or upgrades are not on City’s 5 Year Plan of Capital Improvements which is reprioritized every year.

The City’s Utility Capital Improvement Program (UCAP) recently completed the following wastewater and water projects in Ybor CRA 2:

- 19<sup>th</sup> Street Water Pipeline Replacement Project between 5<sup>th</sup> Avenue and Adamo Drive completed in December 2009.
- 12<sup>th</sup> Street Wastewater Force Main Replacement Project completed in November 2009.
- Segment 1 of the CIAC Water Pipeline Project and Distribution Main Replacement, a 6.1-mile project from Downtown along Nuccio Parkway and 12<sup>th</sup> Street to David L. Tippin Water Treatment Facility in northeast Tampa. Segment 1 will be substantially completed by July 2010.

Stormwater improvements were recently completed in 2005 along 15<sup>th</sup> Street between 5<sup>th</sup> and Palm Avenues. No additional stormwater improvements have been planned for the near term.

## Use Conflicts

Ybor City has a long history of mixed use development, with residential, commercial and industrial uses in close proximity. Over time as the neighborhood has aged and transitioned to more intensive industrial and commercial uses and some properties have become vacant or abandoned, conflicts with residential uses have become more frequent. This is especially predominant in industrial areas that tend to have increased truck traffic, noise and dust, and poorly screened and maintained storage yards immediately adjacent to residential properties.

Map 6 shows the location of existing industrial, residential, and vacant land in Ybor City. The following areas have poor transitions between industrial and residential uses:

- The area south of the CSX tracks, especially east of 22<sup>nd</sup> Street and along 4<sup>th</sup> Avenue;
- Commercial/industrial uses along 21<sup>st</sup>/22<sup>nd</sup> to residential areas to the east and west.
- Industrial uses along 3<sup>rd</sup> Avenue and 4<sup>th</sup> Avenue between 14<sup>th</sup> and 18<sup>th</sup> Street to residential and mixed use areas along 3<sup>th</sup>, 4<sup>th</sup>, and 5<sup>th</sup> Avenues.

The most prevalent challenges created by industrial uses and vacant properties include property maintenance issues including overgrowth, abandoned vehicles, outdoor storage, dumpsters and parking in public rights-of-way, deteriorated structures and fencing, lack of security, sidewalks are missing or in poor condition, and pedestrian access limited by parking and outdoor storage.



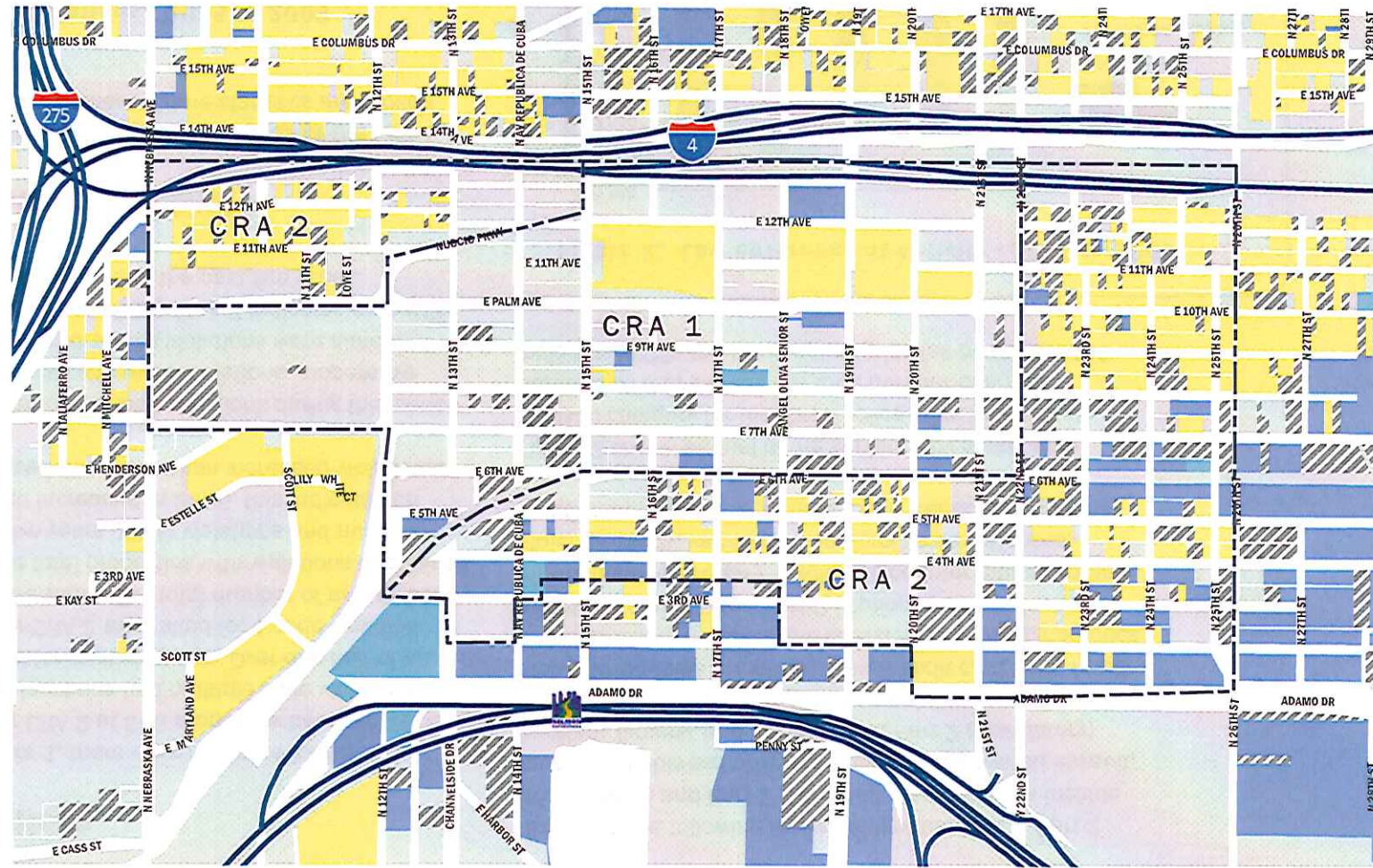
*Dumpsters and parking in public rights-of-way along 4<sup>th</sup> Avenue create obstacles for pedestrians.*



*Rear yard conflicts between mixed use residential building on 4<sup>th</sup> Avenue and outdoor storage uses south of Ybor CRA 2.*



Map 6. Industrial, Residential, & Vacant Land Uses



- Residential
- Industrial/Outdoor Storage
- Public Communications / Utilities
- Parking/Vacant



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## Code Violations

As shown in Figure 1, there were a total of 2,658 code violations in Ybor CRA 2 at 540 properties between 2005 and 2009. Many locations had multiple code violations for each year, and for multiple years. Over one-half of all properties in Ybor CRA 2 were cited for a code violation within the past five years. The total number of annual code violations and the total properties with violations decreased during the past five years. While violations and number of properties cited increased in 2006, this indicates an increase in enforcement rather than increased violations.

Almost one-quarter of the total violations during this period were related to overgrowth. Accumulations, inoperative vehicles, structure, and zoning violations were almost frequent within the Ybor CRA 2. Map 7 indicates properties by number of violations within the past five years.

## Law Enforcement Activity

Ybor CRA 2 is divided into three police grids by the City of Tampa Police Department. Crime statistics are broken

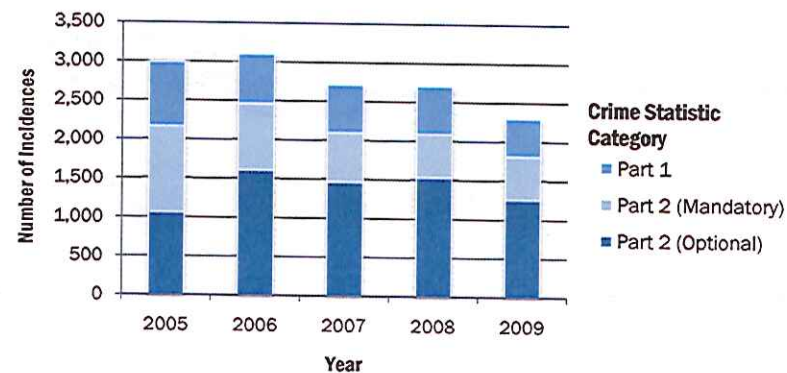
**Figure 1. Code Violations - 2005 to 2009**

	2005	2006	2007	2008	2009	TOTAL
Total Violations	595	957	387	447	272	2,658
Total Properties with Violations	260	343	196	214	162	540
Source: City of Tampa Department of Code Enforcement						

down into the following major categories: Part 1, Part 2 (Mandatory), and Part 2 (Optional). Part 1 crimes include murder, forcible sex offenses, robbery, aggravated assault, burglary, larceny, and vehicle theft. Part 2 (Mandatory) crimes include kidnapping/abduction, simple assault, arson, fraud-false pretenses, fraud-credit card/atm, fraud-impersonation, fraud-wire, embezzlement, drugs/narcotics, and drugs/equipment. Part 2 (Optional) crimes include: intimidation, extortion / blackmail, counterfeiting / forgery, stolen property, vandalism, nonforcible sex offenses, prostitution, liquor law violation, and weapons violations.

Figure 2 shows annual crime statistics by major crime statistic category for the three police grids that include portions of Ybor CRA 2. The total number of annual incidents within the three police grids fell by almost 700

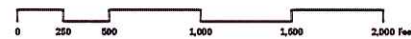
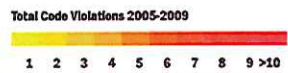
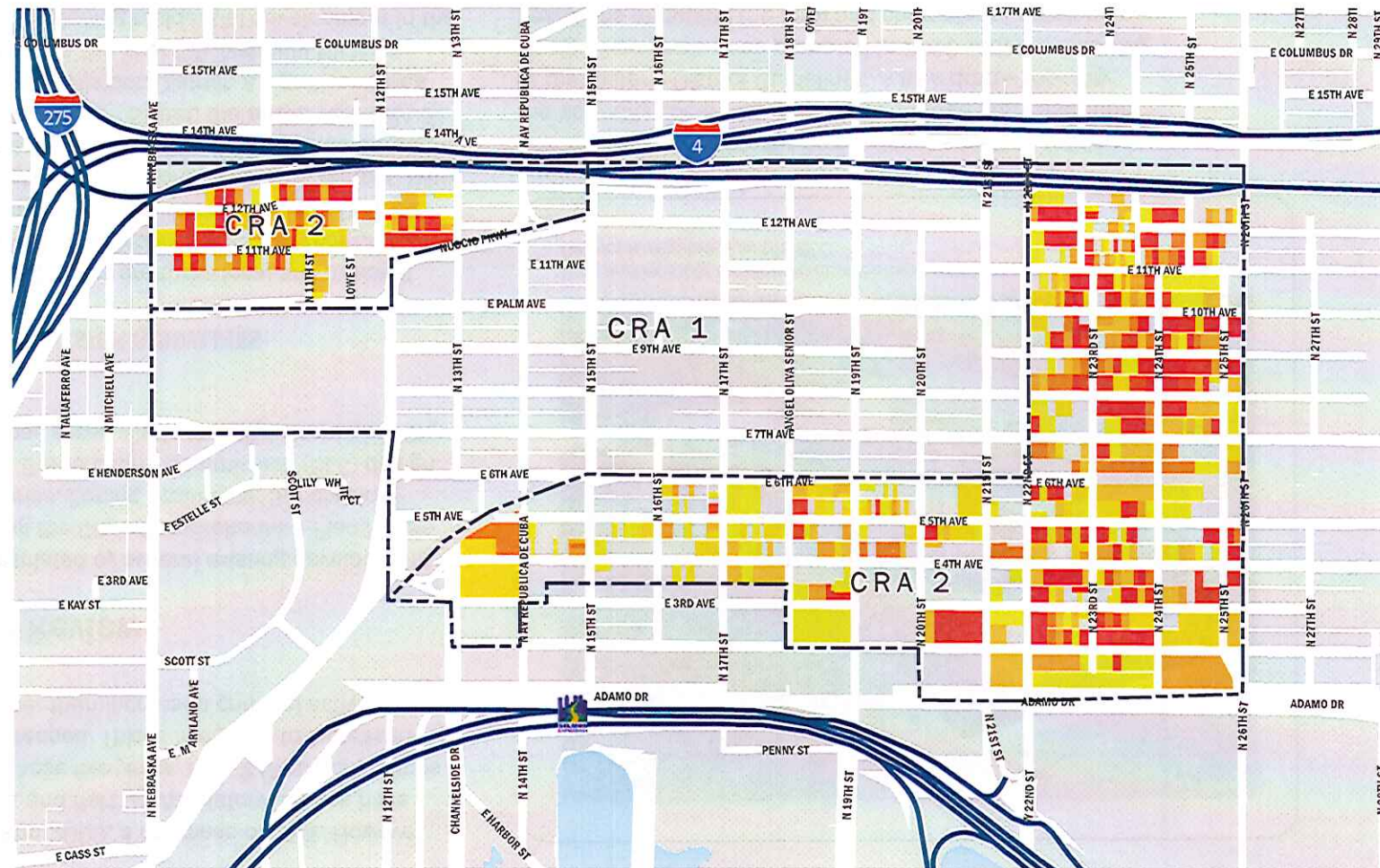
**Figure 2. Law Enforcement Activity - 2005 to 2009**



Source: City of Tampa Police Department



Map 7. Code Violations - 2005 to 2009



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between 2005 and 2009, a decrease of 23%. However, while both Part 1 and Part 2 (Mandatory) crimes have decreased over those five years, Part 2 (Optional) crimes have actually increased. This is likely due to increased enforcement rather than increased criminal activity.

## Regulatory Review

Ybor CRA 2 is regulated by several existing development controls, including the City's Comprehensive Plan Future Land Use Categories, Zoning Ordinance, Subdivision Regulations, and Barrio Latino Commission (BLC) design guidelines for those areas within the City's local Ybor City Historic District.

### HISTORIC DISTRICT DESIGN GUIDELINES

As shown on Map 8, there are three local and national historic districts within the Ybor CRA 2: the Ybor City Local Historic District, the Ybor City National Register District, and the Ybor City National Historic Landmark District. With the exception of a few blocks around 3rd Avenue between Channelside Drive and 15<sup>th</sup> Street, the entire Ybor CRA 2 is within the Ybor City Historic District. A significant area of Ybor CRA 2 is within the Ybor City National Historic Landmark District including residential development in the northwest portion of the Ybor CRA 2 and East Ybor and the mixed use areas between 17<sup>th</sup> Street and 24<sup>th</sup> Street south of the CSX tracks. The Columbia Jobbing Company building located at the northeast corner of 17<sup>th</sup> Street and 5<sup>th</sup> Avenue is within in the Ybor City National Register Historic District.



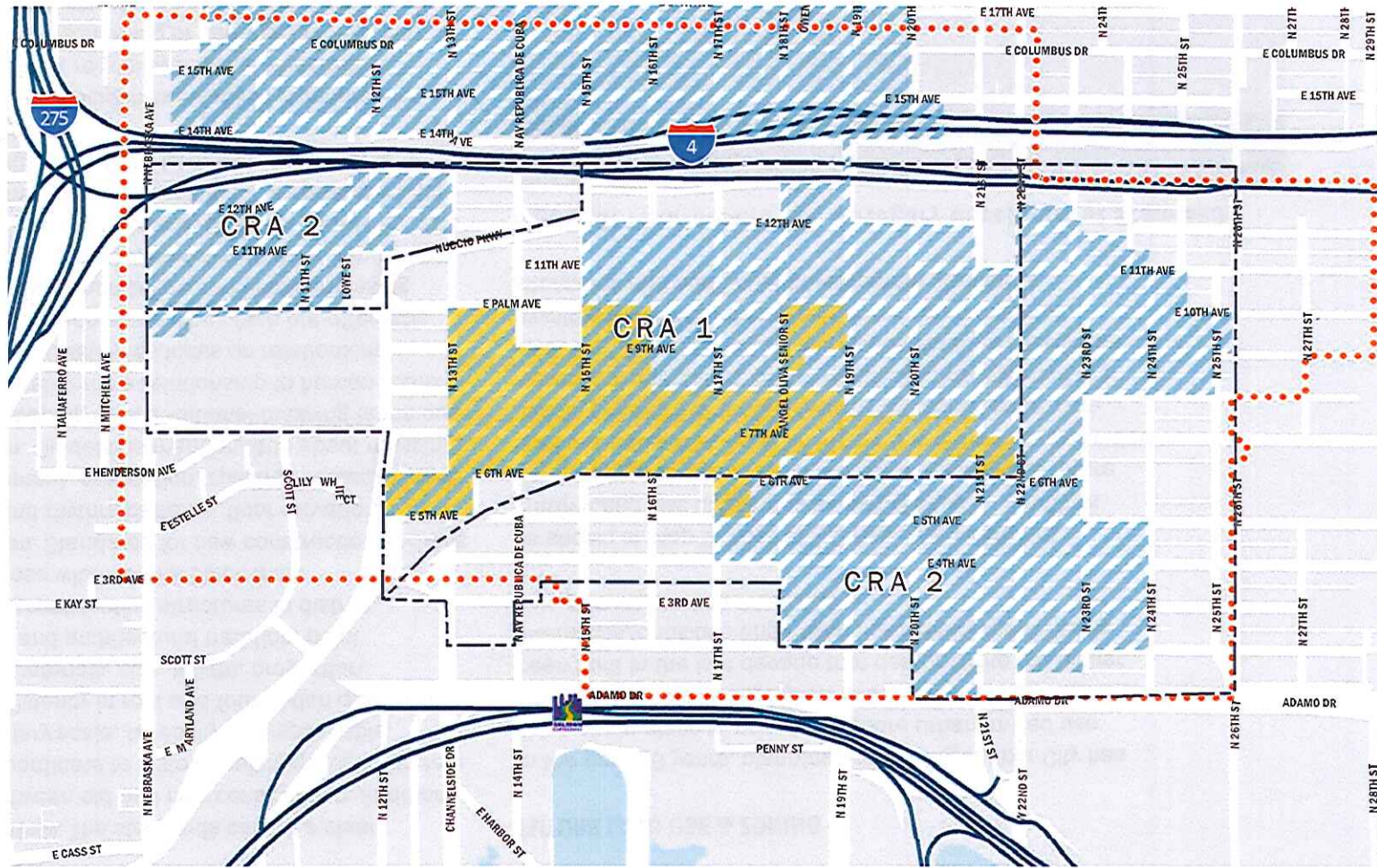
*New and existing residential development within the Ybor City Local Historic District is regulated by the BLC.*

The BLC is responsible for preserving the historic fabric of the Ybor City Local Historic District through administration of the Historic District Guidelines. A new draft—*Ybor City Design Standards*—was prepared in 2010 with the following provisions regarding the form and character of development in the district:

- **Setbacks.** Infill construction setback distance is determined by the use of block averaging of existing structures along a block face.



Map 8. Local & National Historic Districts



- CRA Boundary
- Ybor City Local Historic District (Barrio Latino)
- Ybor City National Register District
- Ybor City National Historic Landmark District



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- **Massing and Details.** The standards call for a clear distinction between old and new construction. Additions should be subordinate to historic buildings, demonstrate a complementary scale, be easily distinguishable, maintain consistency in roof and foundation elevation, fenestration, materials, size, height, proportion, configuration, and architectural tradition; point of reference in contributing structures in district, particularly those within same block face.
- **New Construction.** Standards for new construction address fenestration and rhythm patterns, floor elevation, building placement, orientation, spacing, setbacks, scale and proportion. Guidelines mention little about massing, saying that “stepping” is a traditional massing technique encouraged to reinforce a relationship to human scale.
- **Infill Development.** Guidelines focus on relationship between structures on same block face but offer little direction regarding appropriate conditions (massing and frontage types—porch, stoop, storefront, etc.) along streets and at key intersections. Such standards for infill development may be addressed in future amendments to the Standards or through form-based amendments to the YC Zone Districts.
- **Industrial Buildings.** Guidelines establish standards for industrial buildings, requiring pedestrian access to public right-of-way, screening of parking, loading, and storage areas from street view of primary façade, wall fenestration, zero lot line development, and limits of one to two stories in height.
- **Fencing and Parking.** Fencing and parking guidelines require properties to maintain a consistent street wall through landscaping, low walls, or transparent security fences.

## FUTURE LAND USE & ZONING

In the past 10 years, planning and zoning in Ybor City has been put in place to provide for more urban, mixed use development. Several projects within Ybor CRA 2 have been built in the last decade that demonstrate the higher intensities/densities and mixed use development that is now permitted within Ybor City.

As shown in Map 9, Ybor CRA 2 has seven different Future Land Use categories as established by the City’s Comprehensive Plan. The character of each of the future land use categories listed in Figure 3 is defined by permitted building types, residential density, functional uses, non-residential intensities, or the physical composition of the land. The Future Land Use categories establish maximum possible residential densities and/or non-residential intensities and additional development standards.

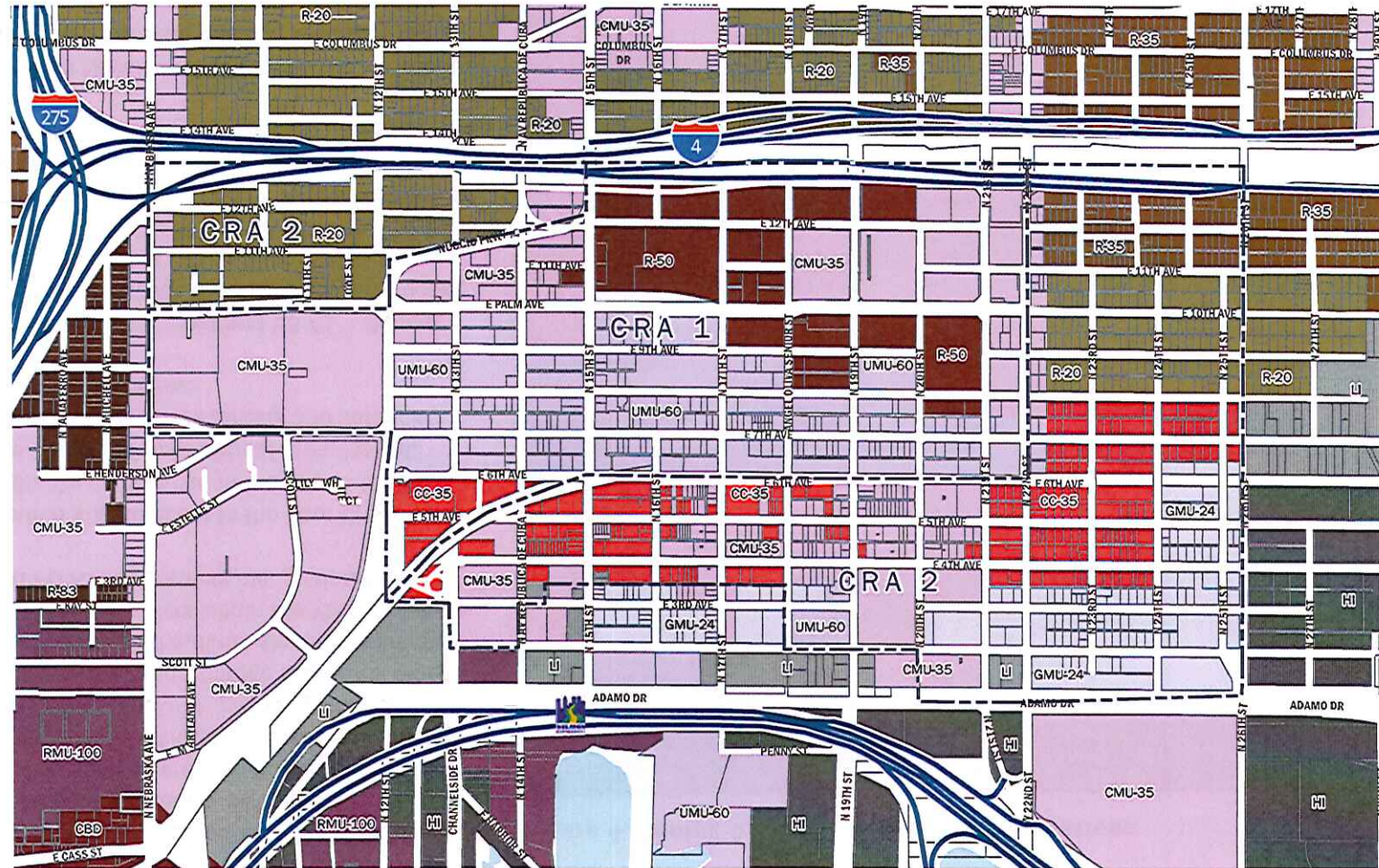
**Figure 3. Future Land Use Category Development Standards**

FLU Category	DU/acre	FAR	Max Height	Lot Coverage	Areawide Mix (% res/non-res)
GMU-24	24	1.5			
LI	-	1.5		60%	
CC-35	35	2.0		60%	70/100
UMU-60	60	3.25	60 feet	80%	50/60
CMU-35	35	2.0		60%	45/60
RMU-100	100	3.5	70 feet	90%	50/75
R-20	20	2.0		65%	
R-35	35	2.0		70%	

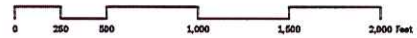
Source: City of Tampa Comprehensive Plan



Map 9. Future Land Use



- RE-10 R-10 R-50 SMU-6 CMU-35 CBD HI ESA WATER
- R-3 R-20 R-83 GMU-24 TU-24 CC-35 R/OS MACDILL AFB R/W
- R-6 R-35 SMU-3 UMU-60 RMU-100 LI P/QP AIRPORT COMP



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As shown in Map 10, there are 10 different zoning districts within Ybor CRA 2. The City's zoning districts address permitted uses, parking requirements, building form, and dimensional regulations including lot size, setback, intensity, and height, but may not sufficiently provide guidance regarding ground floor uses and frontage standards along key streets. Figure 4 outlines the dimensional regulations for each of the 10 zoning districts within the Ybor CRA 2, as well as the IG and PD zoning districts along Adamo Drive.

Several streets within and adjacent to the Ybor CRA 2 have special street setbacks established in the City of Tampa Zoning Ordinance, Article V-Application of Area, Height, and Placement Regulations. These streets and setback requirements are provided below:

- Adamo Drive between 13<sup>th</sup> Street and US 41 – 86 feet
- 14<sup>th</sup> Street/Avenida Republica de Cuba between Nuccio Parkway and Lake – 28 feet
- 4<sup>th</sup> Avenue between 13<sup>th</sup> Street and 34<sup>th</sup> Street – 34 feet
- 13<sup>th</sup> Street between 4<sup>th</sup> Avenue and 7<sup>th</sup> Avenue (Streetcar right-of-way) – 34 feet
- 15<sup>th</sup> Street between 4<sup>th</sup> Avenue and Nuccio Parkway – 42 feet
- 15<sup>th</sup> Street between Nuccio Parkway and Lake – 28 feet
- 19<sup>th</sup> Street between 8<sup>th</sup> Avenue and 12<sup>th</sup> Avenue – 30 feet
- 21<sup>st</sup> Street from 800 feet south of Adamo Drive to I-4 – 28 feet
- 22<sup>nd</sup> Street between 2<sup>nd</sup> Avenue and Sligh – 46 feet

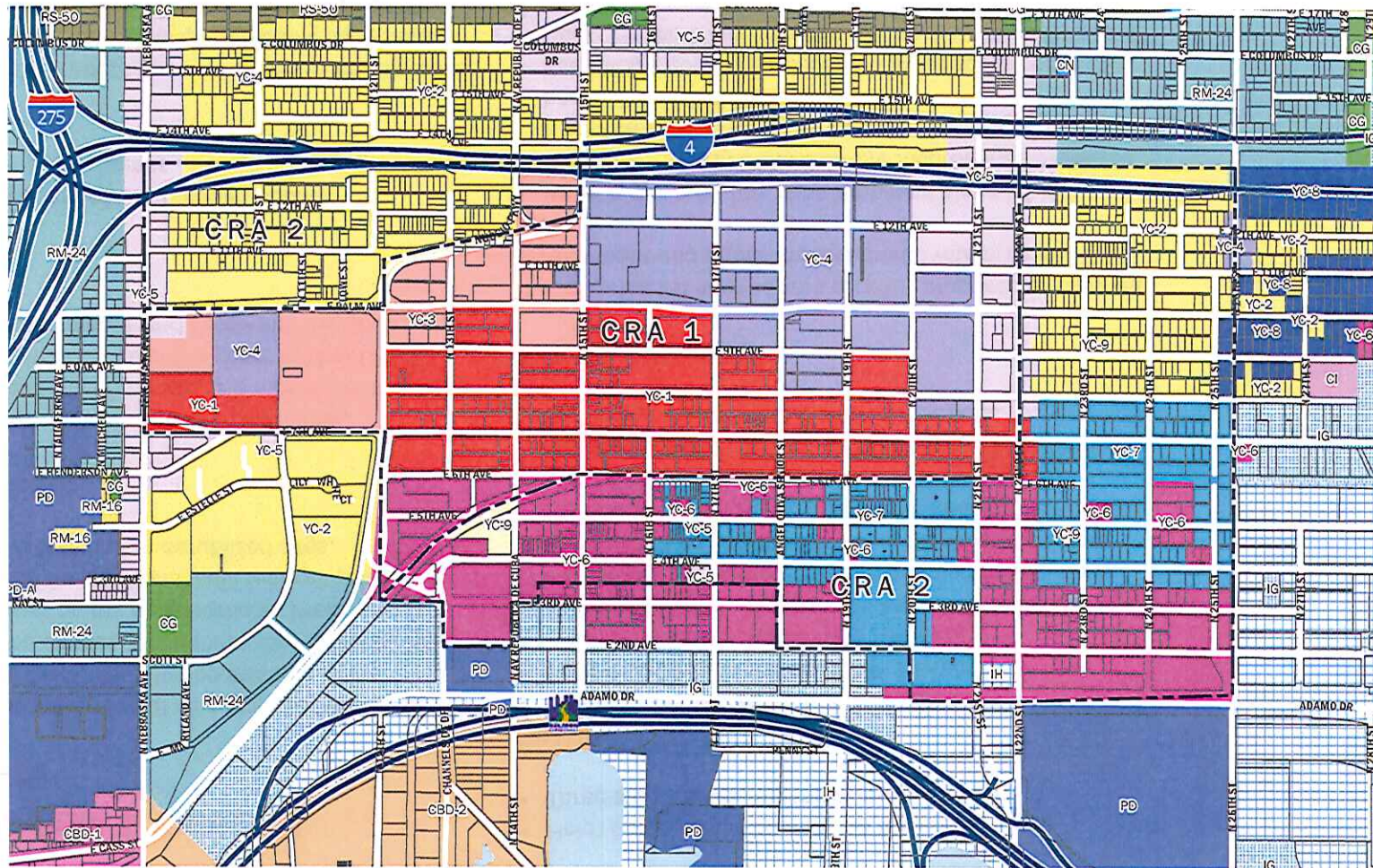
**Figure 4. Zoning District Dimensional Regulations**

Zoning District	Minimum Lot Size	Minimum Setback	Intensity (FAR)	Max. Height
YC-1 Central Commercial Core	20' width 1,900 sf	Front: 0' Side: 0' Rear: 0'	3.25	45'
YC-2 Residential	25' width 2,500 sf	Front: 10' Side: 3' Rear: 10'	n/a	35'
YC-3 Hillsborough Community College	70' width 6,650 sf	Front: 0' Side: 0' Rear: 0'	2.0	45'
YC-4 Mixed Use Redevelopment	17' width 1,600 sf	Front: 0' Side: 0' Rear: 0'	2.0	45'
YC-5 General Commercial	50' width 4,700 sf	Front: 0' Side: 0' Rear: 10'	2.0	45'
YC-6 Community Commercial	30' width 2,850 sf	Front: 0' Side: 0' Rear: 0'	1.5	60'
YC-7 Mixed Use	25' width 2,500 sf	Front: 0' Side: 0' Rear: 0'	2.0	45'
YC-8 Residential	40' width 4,356 sf	Front: 10' Side: 5' Rear: 20'	n/a	35'
YC-9 Site Plan Controlled	*	*	*	*
IG Industrial General	5,000 sf		0.75	60'
IH Industrial - Heavy	5,000 sf		0.75	
PD Planned Development	*	*	*	*

\* City Council Approved Site Plan  
Source: City of Tampa, Zoning Ordinance



Map 10. Zoning



- |         |        |        |      |          |          |        |         |         |         |          |          |         |        |        |        |
|---------|--------|--------|------|----------|----------|--------|---------|---------|---------|----------|----------|---------|--------|--------|--------|
| ■ A     | ■ CC   | ■ CD-1 | ■ CN | ■ IH     | ■ M-AP-3 | ■ OP-1 | ■ R-3MH | ■ RM-16 | ■ RM-35 | ■ RD     | ■ RS-150 | ■ RS-75 | ■ YC-2 | ■ YC-5 | ■ YC-8 |
| ■ CBD-1 | ■ CD-1 | ■ CG   | ■ CU | ■ M-AP-1 | ■ M-AP-4 | ■ PD   | ■ RD-1  | ■ RM-18 | ■ RM-50 | ■ RD-1   | ■ RS-50  | ■ UC    | ■ YC-3 | ■ YC-6 | ■ YC-9 |
| ■ CBD-2 | ■ CD-2 | ■ CI   | ■ IG | ■ M-AP-2 | ■ OP     | ■ PD-A | ■ RM-12 | ■ RM-24 | ■ RM-75 | ■ RS-100 | ■ RS-60  | ■ YC-1  | ■ YC-4 | ■ YC-7 |        |



Map prepared for the Hillsborough County City-County Planning Commission by HDR, Inc.



## Recent, Planned & Potential Development

Within the past decade, several new projects have been completed within Ybor CRA 2 that contributes to the revitalization of the district. While these new projects have made a large impact on the neighborhood, there remains significant potential for additional infill redevelopment on the area's many vacant and underutilized sites.

### RECENT DEVELOPMENT

Several new infill projects, including institutional, commercial, residential, and mixed use developments, have been completed within the past five years in Ybor CRA 2. The completed projects are listed below and are shown on Figure 5.

#### Northwest Ybor

- The Children's Board of Hillsborough County
- Palm Avenue – 3 townhomes

#### Historic Ybor

- Box Factory Lofts – adaptive reuse of 49 residential units
- Lions Eye Institute – 2008 rehab of historic cigar factory
- Villas at 5<sup>th</sup> Avenue – 29 residential and 5 retail units
- Ybor Village Lofts I and II – 20 residential units
- 4<sup>th</sup> Avenue at 17<sup>th</sup> Street – 7 residential infill units
- Las Ybor City Homes – 12 residential and retail units
- City Lofts – 5 townhomes
- Ybor City Lofts – 13 townhomes

- Heidt & Associates building on 5<sup>th</sup> Avenue
- Three-story casitas mid-block on 5<sup>th</sup> Avenue

#### East Ybor

- UTEK Corporate headquarters on 7<sup>th</sup> Avenue
- Cadrecha Design Interiors on 7<sup>th</sup> Avenue
- VPI Architects/KB Studio on 8<sup>th</sup> Avenue
- Relocated historic homes – Six historic homes that were impacted by the I-4 Reconstruction project have been relocated into the East Ybor neighborhood from Northwest Ybor. This includes two homes on 10<sup>th</sup> Avenue between 25<sup>th</sup> and 26<sup>th</sup> Streets, two homes on 11<sup>th</sup> Avenue between 23<sup>rd</sup> and 24<sup>th</sup> Streets, and two homes on 12<sup>th</sup> Avenue between 23<sup>rd</sup> and 24<sup>th</sup> Streets.

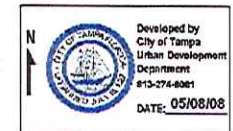
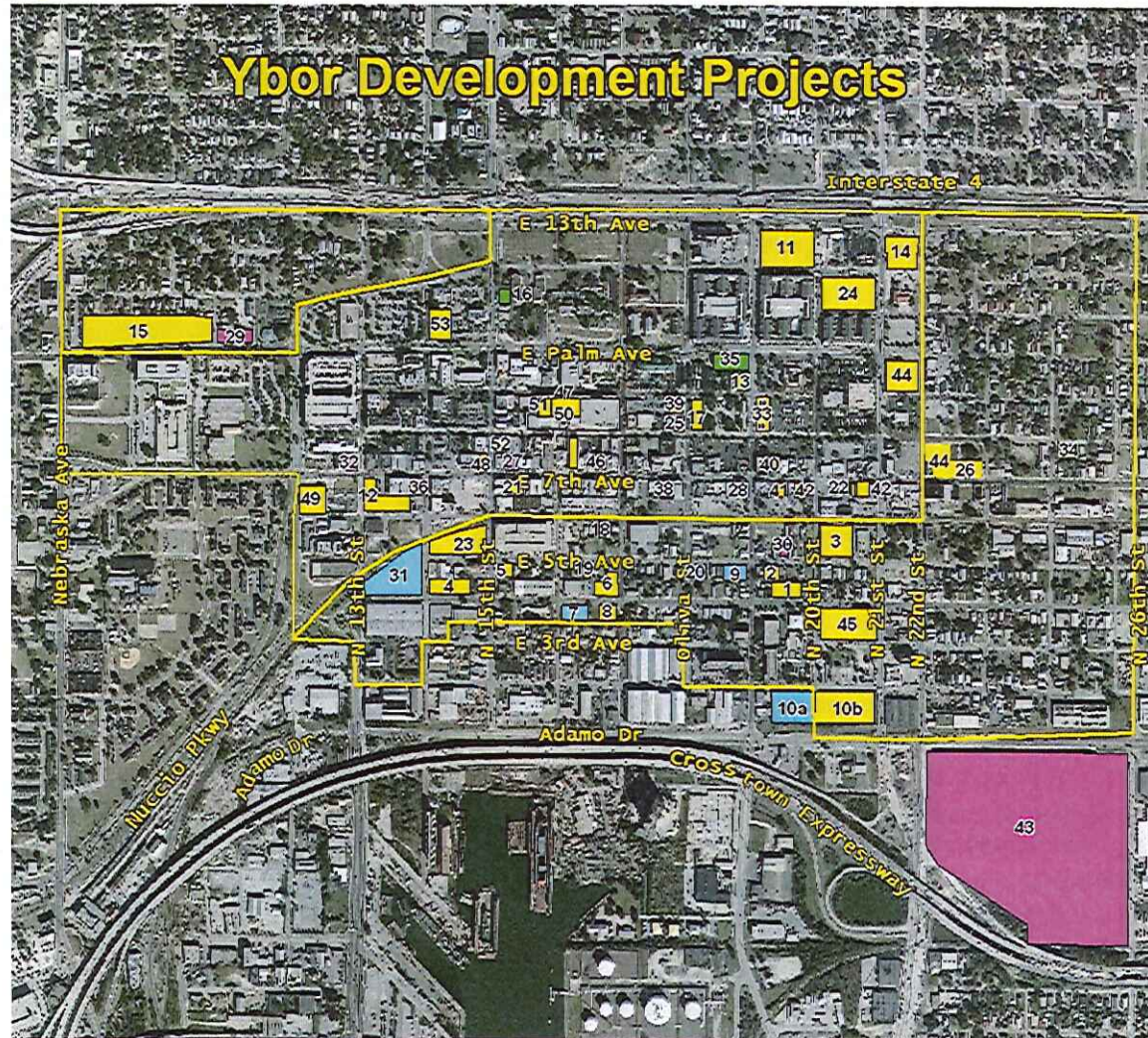
### PLANNED DEVELOPMENT

The following list summarizes recently proposed or planned development and public improvements within Ybor CRA 2:

- **Parks.** A dog park has been proposed along I-4 in Northwest Ybor and the Lion Eye Institute has proposed a new park on a vacant lot between 2<sup>nd</sup> and 3<sup>rd</sup> Avenues and 20<sup>th</sup> and 21<sup>st</sup> Streets.
- **Hotel Site.** A hotel is proposed on a site south of the CSX tracks on the block between 13<sup>th</sup> and 14<sup>th</sup> Streets and 4<sup>th</sup> and 5<sup>th</sup> Avenues.
- **Hillsborough Community College Expansion.** HCC purchased the Heidt & Associates Building on 15<sup>th</sup> Street for its continuing education program.



Figure 5. Ybor City Recent Development Activity Map



- 01. Ybor Village Lofts II 8 condos
- 02. Ybor Village Lofts 12 condos
- 03. Villas at 5th Avenue 29 condos / 5 Retail
- 04. Ybor City Lofts 13 townhomes
- 05. City Lofts 5 townhomes
- 06. Residential Infill 7+ condos
- 07. 11 - 13 townhomes
- 08. Las Ybor City Homes 12 condos & retail
- 09. Casitas Homes 6 detached homes
- 10a. Offices
- 10b. Ybor Box Factory Lofts 49 residential units
- 11. Ybor Post Office
- 12. Ybor Hampton Inn
- 13. Las Casitas Retail Shops
- 14. McDonalds Restaurant
- 15. The Children's Board of Hillsborough County
- 16. Yellow House Office Dev
- 17. Ybor Arts Center
- 18. 1611 E. 6th Ave (3 condos)
- 19. Fourteen Townhomes
- 20. Commercial Retail Project
- 21. Club Code
- 22. YCDC Office
- 23. Heidt & Assoc. Offices
- 24. Wilson Miller Offices
- 25. Meina's Alaskan Tacos
- 26. Cadrecha Design Interiors
- 27. Office renovation 2nd floor
- 28. Restaurant Expansion 2nd Floor Office Renov. (20 suites)
- 29. Three Townhomes
- 30. Two Casitas, 3 story
- 31. Future Hotel Development
- 32. Walt Chancy Office Dev
- 33. Tre Amici at the Banker Coffee Shop
- 34. VPI Architects/ KB Studio
- 35. Oliva Cigar Factory Hotel
- 36. Tech Sherpas-Cafe Denhall
- 37. Rock and Sports Club
- 38. Le Creperia Restaurant
- 39. Roberts Communications
- 40. The Good Luck Cafe
- 41. El Puerto Argentina Grill
- 42. Jezabel's Retail Store
- 43. Ikea Furniture
- 44. UTEK Corp Headquarters
- 45. Lions Eye Institute
- 46. Supermarket on 7th
- 47. Tampa Bay Brewing Co. Restaurant Relocation
- 48. Silver Ring Restaurant
- 49. Hartline Offices
- 50. GROFX
- 51. Tampa Digital
- 52. Streetcar Charlies
- 53. HCC New Arts Bldg

- Completed
- Under Construction
- Entitled (in BLC Process)
- Planned



### VACANT & UNDERUTILIZED SITES

Using data from the Hillsborough County Property Appraiser, an analysis of existing land uses was conducted to determine the location of vacant and underutilized sites. All properties that were not in public ownership with building values less than \$25,000 were determined to be vacant or underutilized.

Within the Ybor CRA 2, there are approximately 1,000 individual parcels in Ybor CRA 2—156 of those are individual condo parcels within a larger common area parcel. The total number of vacant and underutilized sites in Ybor CRA 2 is 314 parcels on 37.4 acres.



*Underutilized site on 3<sup>rd</sup> Avenue south of Ybor CRA 2 boundary north of Adamo Drive.*

The average parcel size is 0.12 acres and the largest parcel is 1.35 acres (block between 2<sup>nd</sup> and 3<sup>rd</sup> Avenues and 20<sup>th</sup> and 21<sup>st</sup> Streets). Other large consolidations of vacant or underutilized sites include blocks between 21<sup>st</sup> and 22<sup>nd</sup> Streets south of the CSX tracks, west of 22<sup>nd</sup> Street between 5<sup>th</sup> and 9<sup>th</sup> Avenues, along 7<sup>th</sup> Avenue east of 22<sup>nd</sup> Street, west of 14<sup>th</sup> Street south of the CSX tracks, 4<sup>th</sup> Avenue west of 18<sup>th</sup> Street, and 5<sup>th</sup> Avenue between 16<sup>th</sup> and 18<sup>th</sup> Streets.

Vacant or underutilized land in public ownership with development potential is limited. In recent years, City-owned property has been used to relocate houses affected by the I-4 expansion. Other large tracts of public land in CRA 2 include interstate and railroad rights-of-way, unimproved street rights-of-way, school sites, utilities, and surface parking lots.

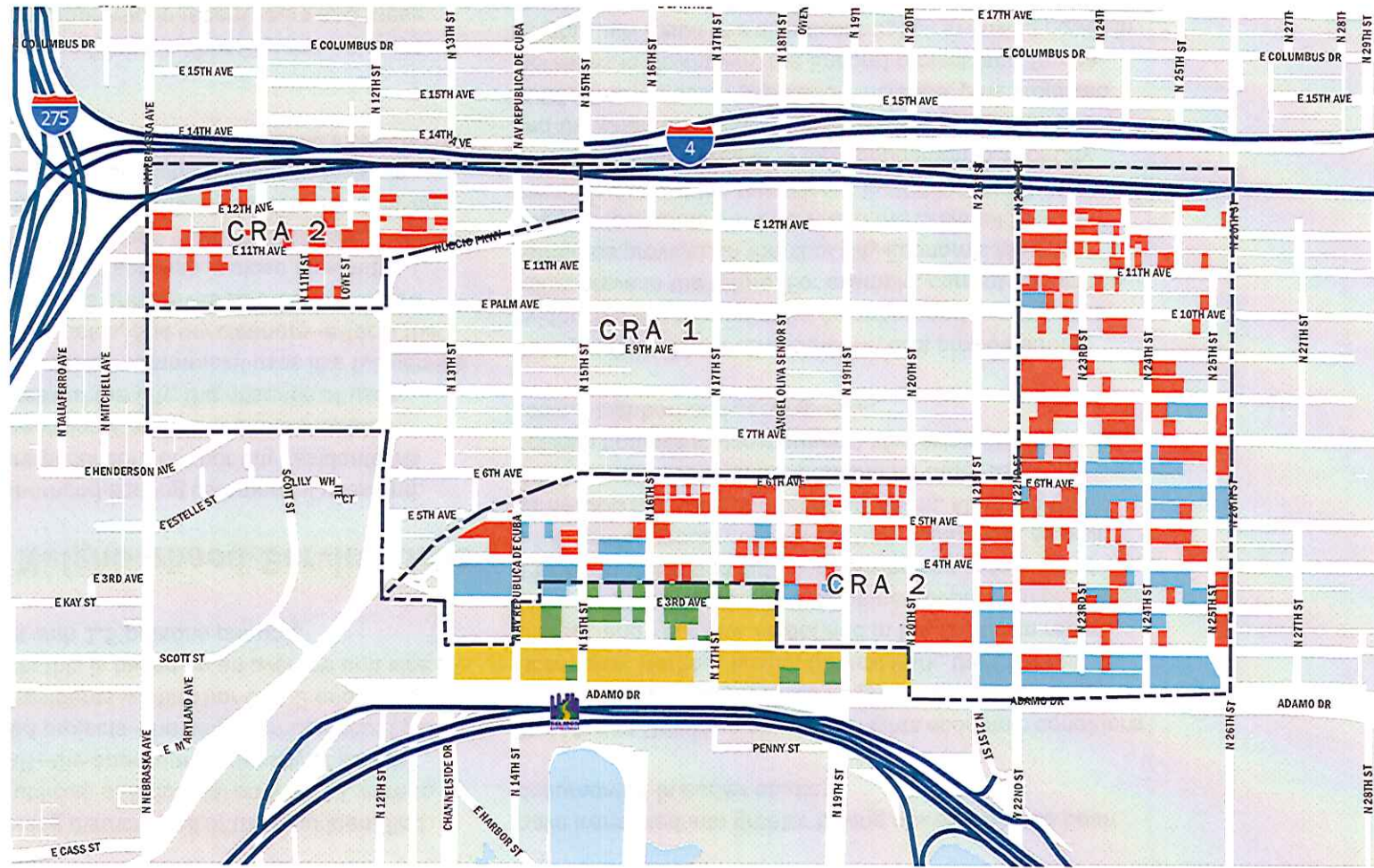
### DEVELOPMENT POTENTIAL

Building on the analysis of existing land uses and vacant and underutilized sites, land with development potential within the Ybor CRA 2 was identified, including vacant and underutilized sites and sites with existing industrial uses in the Ybor CRA 2 and the area between the Ybor CRA 2, Channelside Drive, and Adamo Drive. A total of 403 parcels on 71.34 acres were identified as having development potential and is shown on Map 11.

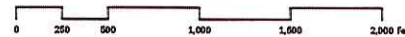
Density for residential uses and intensity for non-residential uses is determined by the a maximum number of dwelling units per acre or a floor area ratio (FAR) established for each future land use category in the City's Comprehensive



Map 11. Land with Development Potential



- Adamo Industrial
- Adamo Vacant or Underutilized (Building value < \$25,000)
- CRA 2 Industrial
- CRA 2 Vacant or Underutilized (Building value < \$25,000)



Map prepared for the Hillsborough County City-County Planning Commission by HDR, Inc.



Plan and each zoning district. If all of the land identified as vacant, underutilized, or industrial on Map 11 were to develop at 1.0 FAR—the approximate density of several recently completed projects—the neighborhood could gain up to 5,000 new residents within Ybor CRA 2 and along Adamo Drive. Note: this is based on an average unit size of 1,000 square feet with 1.5 persons per unit.

## Market for Neighborhood-Serving Uses

The lack of neighborhood-serving commercial uses and amenities is a central concern of Ybor City residents. As documented in the Vision Plan and in plans prepared for surrounding areas of the City, the absence of uses catering to local residents—commercial uses like full-service grocery stores, pharmacies, and dry cleaners—affects the lives of existing residents and serves as a barrier to new investment. Without basic services in close proximity, residents are required to spend more time and incur higher costs traveling outside the neighborhood to meet daily and weekly needs, and potential residents have to factor in this lack of convenience in their relocation and investment decisions.

Fortunately, market conditions in Ybor City and adjacent neighborhoods have improved in recent years and these improvements are well documented in the *Neighborhood Market Drilldown* (Drilldown) report prepared in 2008 by The Social Compact, Inc. As shown in the report, a number of the City's urban neighborhoods have experienced significant increases in population, home values, and personal income in recent years, and these increases

have translated into greater buying power than had been documented in earlier studies.

The Market Drilldown report highlights economic conditions in the City's centrally-located neighborhoods, including Downtown, Harbour Island, Central Park, the Channel District, and Ybor City. As defined in the Drilldown report, these neighborhoods had a combined population of almost 11,000 in 2008 and sufficient buying power to support a full-service grocery of over 55,000 square feet as well as 34,000 square feet of apparel stores. Although the Drilldown did not estimate demand for other uses, the positive findings suggest support also exists for smaller-scale, neighborhood-serving uses.

Data presented in several other reports provide strong evidence that the market for neighborhood-serving uses will improve in the future. For example, current population estimates provided in the Ybor City Economic Market Analysis (completed in 2004) and the Channel District Strategic Action Plan (completed in 2006) indicate the potential for an increase in total population in Ybor City and the Channel District of over 18,000 residents by 2025. This projected population increase, plus projected increases in Downtown, the Encore! project, and Tampa Heights, will result in a significant uptick in buying power in close proximity to 21<sup>st</sup>/22<sup>nd</sup> Streets and Adamo Drive—two corridors within or adjacent to CRA 2 with high visibility, excellent regional access, and several large sites in single-ownership.



# IV. Framework Plan & Strategies

This section of the Vision Plan Amendment offers a review of the vision statement and guiding principles from the 2005 Vision Plan, a review of the Ybor CRA 2 Framework Plan that offers general guidance for stakeholders and policy makers, and a list of more detailed recommendations addressing important issues and opportunities.

## Vision Plan Foundation

Recommendations for Ybor CRA 2 build on the vision statement and guiding principles presented in the Ybor City Vision Plan. These statements, provided below, serve as the basis for decisions affecting the entirety of Ybor City and as well as the foundation for Ybor CRA 2-specific plans and proposals.

### VISION STATEMENT

*Ybor City, a National Landmark Historic District, is a unique urban community melding beautiful historic architecture, a celebrated multi-cultural heritage, a bustling “main street,” creative businesses, and livable neighborhoods into one of Tampa Bay’s most desirable places to live, work, visit, and be entertained.*

### GUIDING PRINCIPLES

- 1. Any new development or redevelopment should be compatible with the historic urban form. This is not limited to structures, but also applies to the basic street grid. For example, midblock alleys should be maintained or reinstated as service and access ways, and the closure of streets and consolidation of several blocks into superblocks should be actively discouraged.*
- 2. Land use mix should strive for a maximum diversity and integration of disparate uses, with a view to creating a round-the-clock activity cycle. In particular, creative and artistic enterprises should be targeted for growth.*
- 3. Central management and authority should be strengthened. Tightly integrated, dense, and multi-functional urban districts function best when activities are coordinated. Certain services such as parking management, retail merchandising, marketing, etc. can be more effectively delivered by ceding individual authority to a larger entity.*
- 4. Pedestrian and transit activity should be emphasized. Vehicular traffic should be carefully directed and controlled, with a view to making the historic core more pedestrian-friendly.*

5. *The character of the district should continue to build on its multi-cultural heritage, emphasizing its history as the Latin Quarter of Tampa.*
6. *Balance. The diverse, funky mix of activities is Ybor City's principal strength, but the overall mix of activities should be carefully monitored to ensure that no one element dominates at the expense of the others*
7. *Economic Viability. Future investments in Ybor City should be based on a sound economic strategy that will enhance the value of the properties and businesses in the district.*

## Ybor CRA 2 Framework Plan

The Vision Plan Amendment is designed to build on recent successes and ensure policies and programs implemented over the next 20 years respect the neighborhood's history and heritage, leverage planned investments in transit and road improvements, accelerate the pace of preservation and infill development, and attract projects and amenities that reinforce Ybor City's unique character and identity.

### YBOR CRA 2 PLANNING PRINCIPLES

In addition to the Ybor City Vision Statement and Guiding Principles above, decisions regarding the future of Ybor CRA 2 will be guided by the following general principles:

- **Promote Preservation & Reinvestment.** Recommendations in the Vision Plan Amendment reinforce the basic premise that preserving the neighborhood's history, heritage, and culture is critical to success and that a preservation ethic should serve as the primary driver of decisions affecting the neighborhood. Ensuring new investments, projects, and uses "fit" within the neighborhood's unique historic context remains a central concern of the community.
- **Enhance Livability.** The livability of urban neighborhoods is strongly influenced by a number of interrelated factors—the mix and intensity of land uses, the availability of amenities and services, and perceptions of safety and security. To improve livability, the Vision Plan Amendment focuses on ways to attract neighborhood-serving uses; manage transitions among diverse uses; encourage preservation, reinvestment, and appropriate forms of infill and redevelopment; and ensure safety and security.
- **Improve Streets & Public Spaces.** Building on Vision Plan recommendations emphasizing the importance of a pedestrian-friendly environment, the Vision Plan Amendment offers recommendations for the improvement of streets, streetscapes, and crosswalks, including the redesign of 21<sup>st</sup> and 22<sup>nd</sup> Streets; stronger connections between the east and west sides of the district; and the creation of new public spaces serving the needs of existing and future residents.
- **Leverage Transit & Trail Investments.** Leveraging the potential of planned investments in new transit service and trail connections is an important focus of the Vision Plan Amendment. With careful planning, enhanced transit service (LRT, BRT, and improved local bus service) along with improved bicycle and pedestrian linkages have the potential to change the market position of the neighborhood, accelerate the pace of preservation and reinvestment, and greatly improve local and regional connectivity.



## YBOR CRA 2 FRAMEWORK MAP

The Ybor CRA 2 Framework Map (Map 12) provides an overview of planning strategies by subarea within Ybor CRA 2. The map, designed as a supplement to Figure 4.1 on page IV-3 of the Vision Plan, offers a general overview of issues and opportunities affecting different subareas.

### Northwest Ybor Subarea

For this area of the district, the Vision Plan Amendment calls for a continued focus on code enforcement, housing stabilization, rehabilitation, and appropriate infill development. Recommendations anticipate this subarea will maintain its character as a predominantly low- to moderate-density area of single family houses south of I-4 and institutional buildings fronting Nebraska and Palm Avenues. Specific improvements include streetscape upgrades and the construction of a new park and dog run south of I-4 between 12<sup>th</sup> and 13<sup>th</sup> Streets. In addition, the Vision Plan Amendment calls for the on-going monitoring of plans for I-4 and proposed HSR to ensure potential impacts are mitigated.

### South of 6th Subarea

Managing the impact of infill development and redevelopment in the mixed use district south of 6<sup>th</sup> Avenue will continue to be a priority. The high concentration of vacant and underutilized sites, combined with an improving real estate market and the potential effects of LRT service make this area increasingly attractive for investment. The Vision Plan Amendment includes recommendations to

ensure new projects fit the neighborhood's diverse mix of uses and building types and reinforce the existing pattern and character of development.

Recommendations in the Vision Plan Amendment call for improving the quality of streets and streetscapes, especially along industrial and commercial frontages; constructing a new public space designed to serve neighborhood needs (play areas, dog run, and passive recreation); and improving existing and restricting the development of new commercial parking lots. The Vision Plan Amendment also recommends completion of drainage improvements to address flooding at 5<sup>th</sup> Avenue and 17<sup>th</sup> Street.

### East Ybor Subarea

For East Ybor, the Vision Plan Amendment calls for continued focus on housing stabilization, rehabilitation, and appropriate infill development; aggressive code enforcement; streetscape and drainage improvements, and the management of impacts of industrial uses on neighborhood livability. Completion of the 7<sup>th</sup> Avenue streetscape improvements eastward to 26<sup>th</sup> Street is an especially high priority as is the need to improve the condition of private parking lots north and south of 7<sup>th</sup> Avenue.

Additional recommendations for this area are designed to ensure zoning controls reinforce the existing patterns of development and promote effective transitions in scale and intensity from potential mixed use redevelopment along 22<sup>nd</sup> Street, 7<sup>th</sup> Avenue, and Adamo Drive; improve sidewalk and streetscape conditions in locations with discontinuous





sidewalks and open curb cuts; improve drainage systems to effectively serve existing and planned development west of 22<sup>nd</sup> Street; and explore the potential for new public space between 7<sup>th</sup> Avenue and Adamo Drive to serve residents south of 7<sup>th</sup> Avenue.

### **21<sup>st</sup>/22<sup>nd</sup> Streets Corridor Subarea**

As highlighted in the Vision Plan, the rerouting of heavy commercial traffic from 21<sup>st</sup> and 22<sup>nd</sup> Streets to the I-4/Selmon Expressway Connector opens up new opportunities to improve conditions in the district. With fewer trucks and lower traffic volumes, these important streets can be redesigned to better accommodate pedestrians and bicyclists, provide more attractive frontages for retail and commercial uses, and bridge the long-standing divide between the west and east sides of the neighborhood.

The Vision Plan Amendment offers recommendations to ensure planned street and streetscape improvements support community objectives to slow traffic, improve crossing conditions, and enhance aesthetics.

### **Adamo Drive Corridor Subarea**

Though not fully within the boundaries of Ybor CRA 2, development along the Adamo Drive Corridor strongly affects livability in Ybor City. With proper planning and design, development along Adamo Drive could bring new amenities and services to the neighborhood, provide spaces for neighborhood-serving uses like a grocery store, pharmacy, dry cleaners, or professional services, and be

designed in ways to resolve long-standing conflicts between residential and industrial uses along the southern edge of the district.

## **Ybor CRA 2 Plan Strategies**

Based on a review of existing conditions, planned improvements, and the Vision Plan's Guiding Principles, the following plan strategies were prepared and refined during a series of meetings with the YCDC Planning & Infrastructure Committee and neighborhood stakeholders. The plan strategies are organized around the following general categories:

- Preservation & Quality Development
- Neighborhood Livability
- Streetscapes & Public Spaces
- Connectivity & Mobility
- Infrastructure

### **PRESERVATION & QUALITY DEVELOPMENT**

**Preservation Programs and Incentives.** The Vision Plan Amendment calls for continued focus on the preservation, stabilization, rehabilitation, and adaptive reuse of historic resources in the district. Specific strategies include the following:

- Continued work with the City's Department of Land Development Coordination, the Historic Preservation Commission, the BLC, and the Planning Commission to ensure existing regulations and land use plans

are effectively and consistently applied and the neighborhood continues to have opportunities to review and comment on proposed projects.

- Continued work to promote the availability and use of existing and future incentive programs to promote stabilization and preservation of historic sites.
- Identification of key threatened properties like the Ferlita Macaroni Factory and establishment of targeted incentives, potentially using CRA 2 funds, to promote stabilization and rehabilitation.

**Infill Development.** The Vision Plan Amendment also recommends that the City evaluate the potential to add form-based zoning standards to existing YC Districts to promote compatible infill development and a higher level of consistency in frontage conditions and building forms. Although a diverse mix of uses and building types exists, the neighborhood exhibits a fairly consistent pattern of residential uses and building frontages (porches and stoops) along east-west streets and commercial uses and building frontages (storefronts with canopies, awnings and galleries) along the main streets of 7<sup>th</sup> Avenue and 21<sup>st</sup>/22<sup>nd</sup> Streets, and at corner locations and along a few key frontages in primarily residential areas of the district, including along portions of 17<sup>th</sup> and 20<sup>th</sup> Streets.

Despite the presence of non-conforming industrial uses and warehouses throughout the district, this general pattern is fairly consistent and has been reinforced by the design of several newer, mixed use projects. Ensuring zoning controls reinforce these historic existing patterns as well as provide transitions in scale between existing and new projects may

require adding a simple set of form-based standards to the existing regulations.

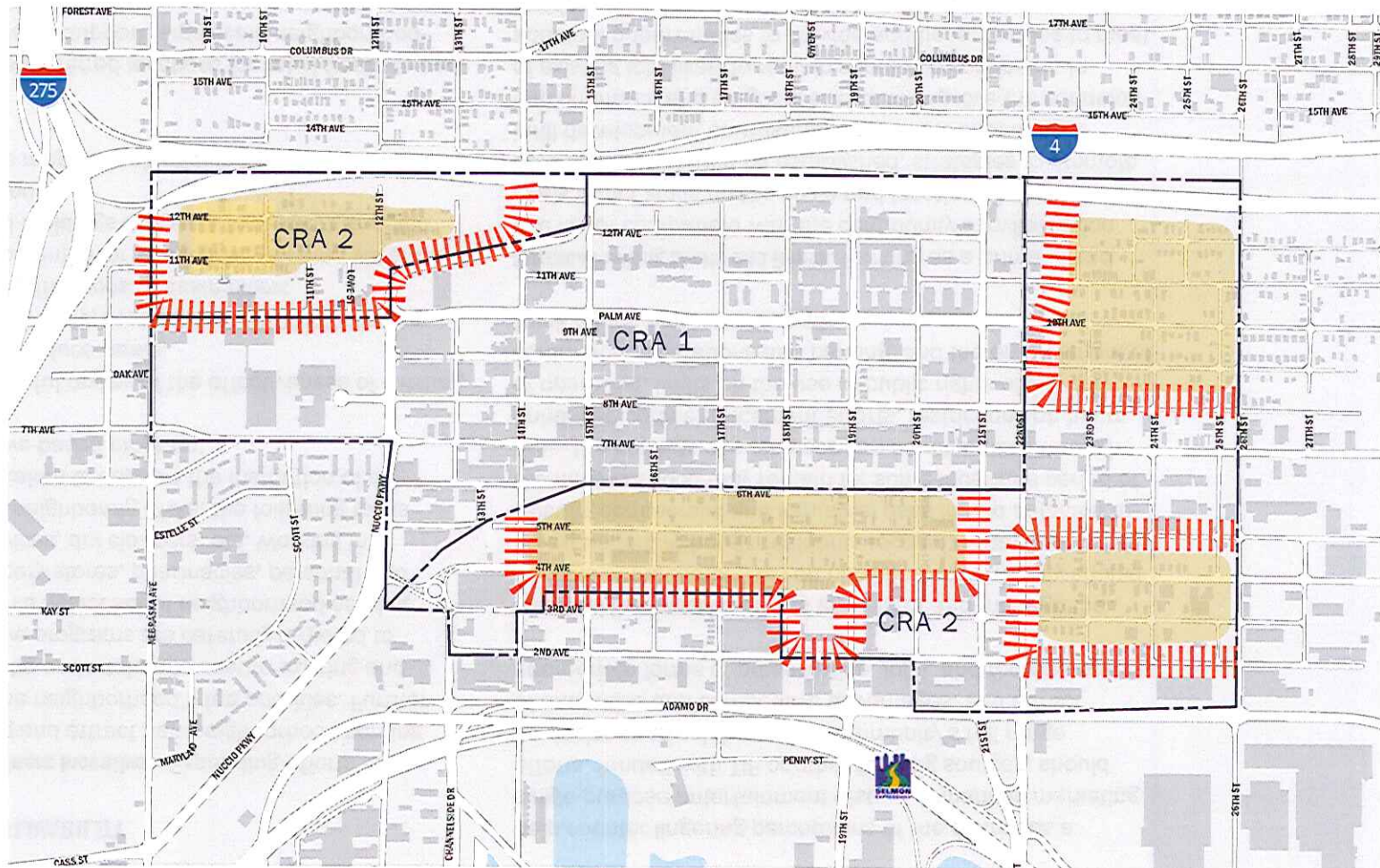
**Adamo Corridor Redevelopment.** The Vision Plan Amendment also calls for the continuation of efforts to promote quality redevelopment of industrial sites and uses along Adamo Drive Corridor. Quality mixed use development along the corridor, designed with effective transitions in scale to the neighborhood, has the potential to bring much-needed neighborhood-serving commercial uses to the district as well as market support for the continued rehabilitation and improvement of properties with the district.

**Land Use Transitions.** As redevelopment of commercial corridors in and adjacent to the district continues, it will become increasingly important to ensure effective transitions between residential land uses and mixed use projects along 7<sup>th</sup> Avenue, 21<sup>st</sup>/22<sup>nd</sup> Streets, and Adamo Drive. To ease the transition, the potential for enhanced requirements for buffers, landscaping, lighting, and visual screening should be explored. Map 13 identifies areas that are predominantly residential and the location of land use transitions.

**Targeted Code Enforcement.** Continued, aggressive code enforcement, along with efforts to promote investment in older and historically-significant properties, remain important priorities of the neighborhood. The Vision Plan Amendment calls for continued support for enhanced code enforcement activities as well as efforts to attract additional funding to assist property owners improve properties, reduce energy use through efficiency retrofits, and ensure code compliance.



Map 13. Land Use Transitions



Predominantly Residential Area  
 Transition Area

0 250 500 1,000 1,500 2,000 Feet

Map prepared for the Hillsborough County City-County Planning Commission by HDR, Inc.

## NEIGHBORHOOD LIVABILITY

**Neighborhood Business Incentives.** Expanding efforts to maintain existing and attract new neighborhood-serving uses is among the neighborhood's top priorities. Further research should be undertaken to ensure existing and potential incentive programs are carefully targeted to attract and retain a select set of neighborhood-serving businesses—grocery stores, pharmacies, personal and professional services, dry cleaners, etc. Working in partnership with neighboring CRAs, the following tasks should be undertaken to support the institution of an effective, incentive-based program:

- complete a careful review of the effectiveness of existing incentives and inducements;
- expand on analyses presented in the 2008 Drilldown focused on specific types of businesses;
- evaluate the potential for strategically-located vacant and underutilized buildings and sites to support targeted businesses; and
- explore a wide range of potential incentives and inducements.

Map 14 indicates preferred locations for retail frontage and sites with potential to support large-scale neighborhood-serving retail uses.

**Neighborhood Marketing.** Efforts to promote Ybor City as a lively urban quarter and a complete urban neighborhood should be continued. Marketing the neighborhood as a unique and attractive place to live and do business will

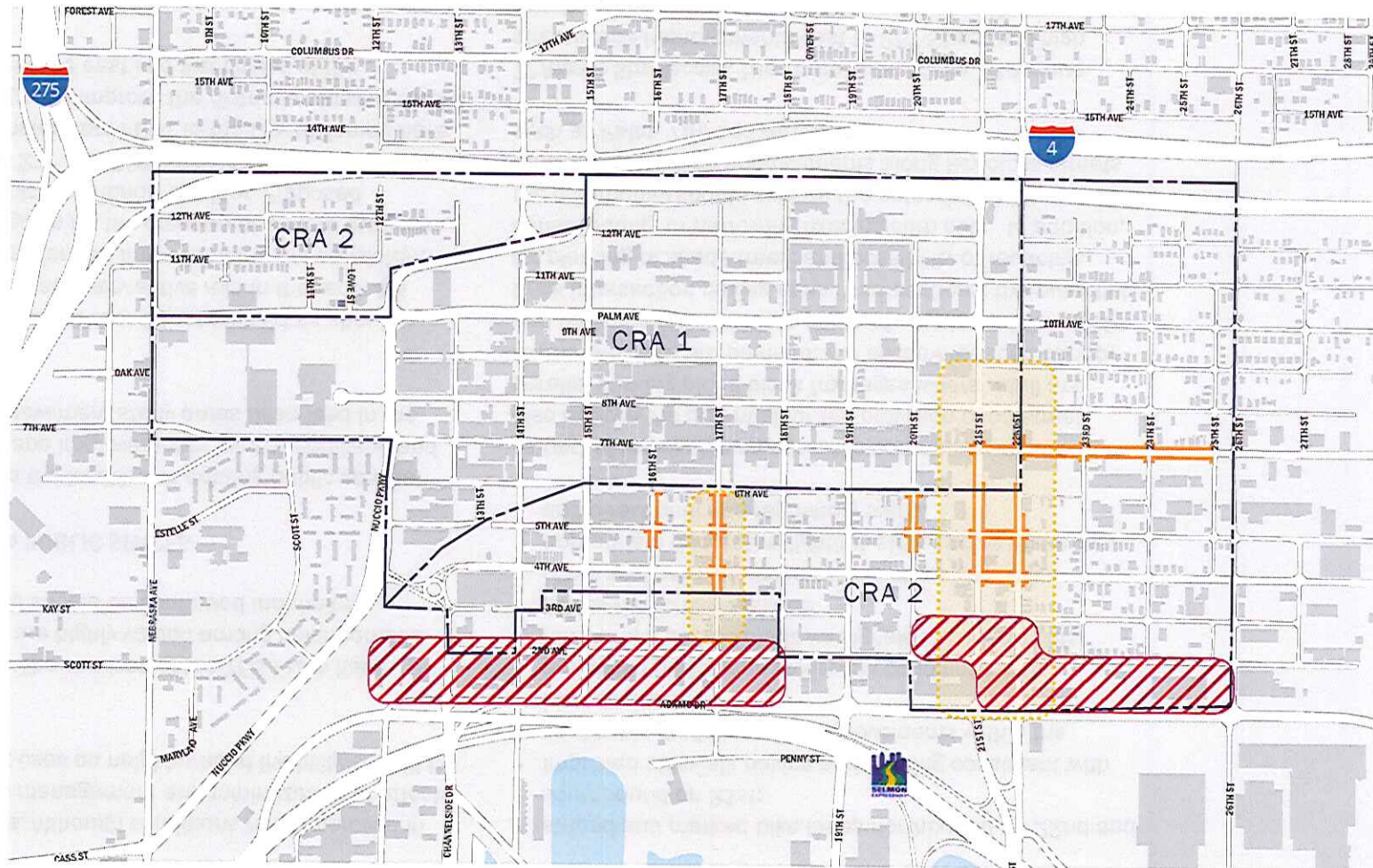
help counter lingering perceptions of the district as a single-purpose entertainment district. Enhanced marketing efforts, funded with TIF or other funding sources, should be designed to celebrate the community's full range of amenities and competitive advantages, and attract appropriate forms of preservation, infill, and redevelopment.

**Industrial Use Impacts.** Efforts to monitor and manage the impacts of industrial uses on neighborhood livability should be expanded. Although residents recognize that many of the existing commercial and industrial uses in and adjacent to the neighborhood may remain for some indefinite period of time, the impacts of such uses can be minimized through enhanced code enforcement efforts, restrictions on hours of operation, limits on the use of public rights-of-way for commercial operations and parking, and the enforcement of truck routes and travel speeds.

**Surface Parking Limits and Reuse.** Parking as a primary land use is not compatible with the community's revitalization goals. Strict limits on the scale and location of surface parking areas should be established, strategies to promote infill development on existing surface lots should be implemented, and on-going efforts to improve the condition of existing lots likely to remain should be continued. In addition, opportunities to provide additional parking to meet residential needs, support housing affordability, and ease demand on existing on-street spaces should be explored. Such parking could be located on-street by maximizing the use of curb-side space or in small lots in mid-block locations accessed via alleys.



Map 14. Retail Development Potential



- Preferred Retail Frontage
- Sites for Larger-Scale Neighborhood Serving Retail
- Neighborhood-Serving Retail Cluster



Map prepared for the Hillsborough County City-County Planning Commission by HDR, Inc.

**Entertainment Uses.** Although conditions have improved in recent years, the management and minimization of effects of entertainment uses on neighborhood livability should be continued.

**YES Team Services.** The services of the YES Team have proven effective, are highly valued among neighborhood stakeholders, and should be continued indefinitely.

### STREETSCAPES & PUBLIC SPACES

Map 15 identifies the location of existing public spaces, planned streetscape improvements, and streetscape and public space improvement study areas described in the following text.

**21<sup>st</sup>/22<sup>nd</sup> Street Redesign.** Ybor City stakeholders should take an immediate and very active role in the redesign process, ensuring planned improvements are consistent with community goals for the creation of a more attractive, pedestrian- and bicycle-friendly corridor. Proposed improvements to 21<sup>st</sup> and 22<sup>nd</sup> Streets in advance of the jurisdictional transfer from FDOT to the City of Tampa have the potential to greatly improve the district's attractiveness and better connect the east and west sides of the neighborhood.

As called for in the concept plans presented by FDOT to the City of Tampa in March 2009, improvements may include the following:

- reduction in the number of travel lanes from 3 to 2 to support lower traffic volumes and vehicle speeds;

- striped and marked bike lanes northbound on 22nd and southbound on 21st;
- improved sidewalk paving and curbing consistent with applicable guidelines for improvements within the historic district;
- enhanced pedestrian crosswalk conditions with ADA ramps and count-down signals to support safe pedestrian crossings; and
- other aesthetic improvements such as Ybor City-appropriate decorative lighting, signal poles and arms, and directional and regulatory signs.

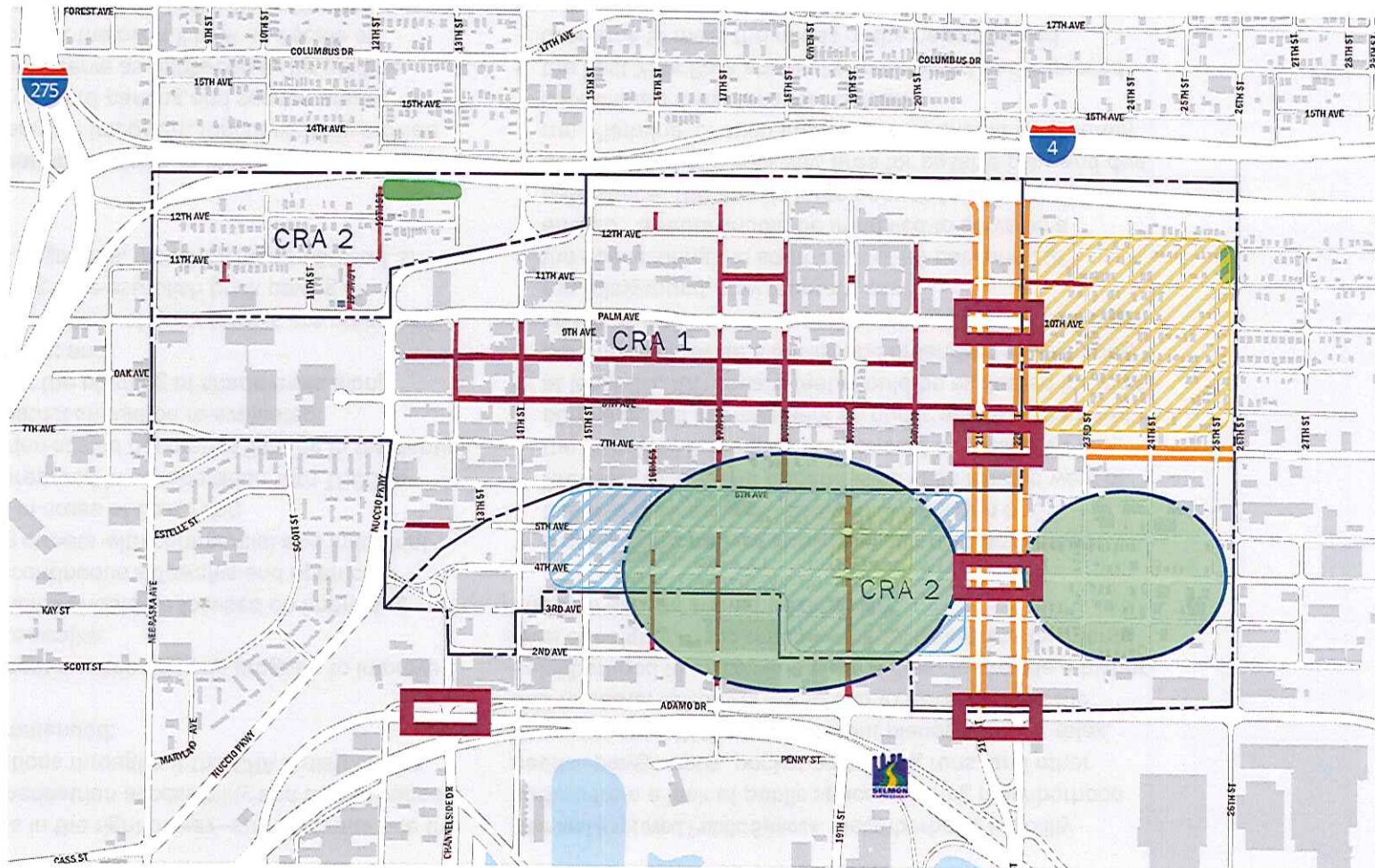
As part of the design process, the community should also explore the potential for the provision of on-street parallel parking along block frontages where retail and restaurant uses are planned; the accommodation canopy and gallery projections into rights-of-way; the provision of brick intersection paving at key intersections; the potential for planting of shade trees; and possibility of reducing, consolidating, or narrowing existing curb cuts. In addition, the community should explore the potential for City or YCDC-funded streetscape improvements along key cross streets such as Palm, 7th, and 4th Avenues.

**7<sup>th</sup> Avenue Streetscape.** The completion of the 7<sup>th</sup> Avenue streetscape improvements east to 26<sup>th</sup> Street is a high priority of the neighborhood. The east end of 7<sup>th</sup> Avenue has the potential to help bridge the gap between the east and west sides of the neighborhood and support new neighborhood-serving businesses.

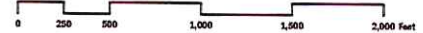
**Streetscape Improvements.** Streetscape conditions—the conditions of curbing, crosswalks, sidewalks, and



Map 15. Streetscapes & Public Spaces



- Park
- Sidewalk Improvement Area
- Pocket Park Study Area
- Brick Street
- Industrial Use Streetscape Improvement Area
- Planned Streetscape Improvements
- Special Intersection Treatment



Map prepared for the Hillsborough County City-County Planning Commission by HDR, Inc.



landscaped areas in the right-of-way—strongly influence the neighborhood’s pedestrian accessibility and attractiveness. To improve conditions throughout the CRA 2 district, the following is recommended:

- YCDC should continue the ongoing program to improve pedestrian crosswalks;
- future investments should be focused on improving areas with discontinuous sidewalks and open curb cuts, including streets with commercial and industrial frontages and in areas of East Ybor;
- earlier plans prepared in collaboration with TECO to install pedestrian-scaled decorative lighting in residential areas of the district should be re-evaluated;
- seek funding for the planting of shade trees along residential streets; and
- ensure existing sections of brick streets are preserved and seek funding to re-establish brick paving on discontinuous segments, including along 16<sup>th</sup> and 17<sup>th</sup> Streets.

**Alley Preservation and Improvement.** In more urban settings, alleys can serve several important functions; they provide direct access to rear yard parking and service areas, have the potential to serve as rights-of-way for utilities and services, and limit the overall bulk and scale of new development. As called for in the *Ybor City Design Standards*, Ybor City alleys should be maintained, improved where possible, and vacated only in cases where a proposed project or improvement is found to provide public benefits sufficient to compensate for the loss of the alley right-of-way.

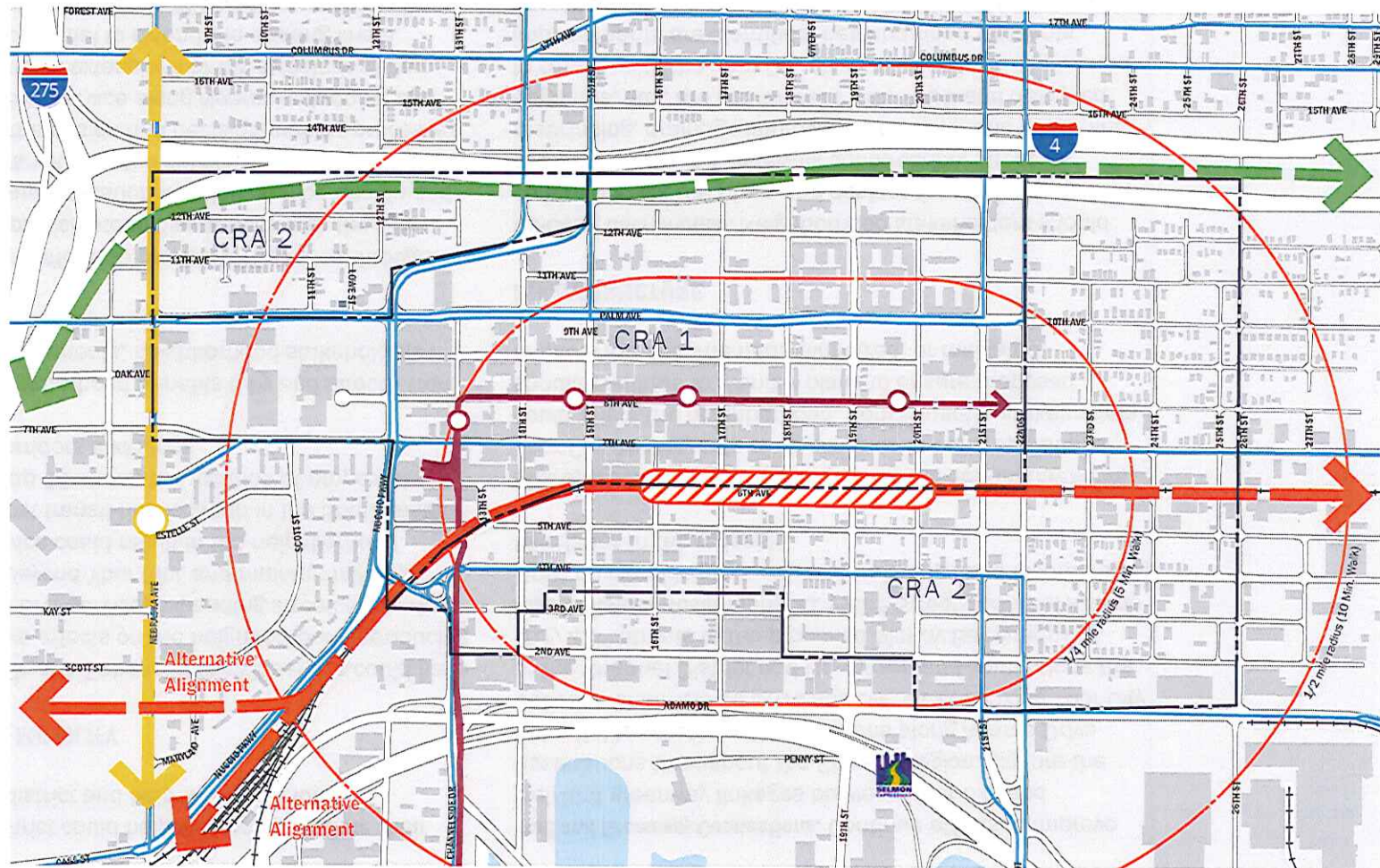
**New and Improved Public Spaces.** Neighborhood livability suffers from a lack of public spaces serving neighborhood needs—playgrounds, pocket parks, dog runs, and other improvements. Without convenient places to meet, relax, and recreate, residents are forced to travel outside the neighborhood to enjoy simple amenities. To provide a higher level of neighborhood amenity, the following improvements and new spaces should be provided:

- a new pocket park or public plaza should be created to serve the needs of residents living south of 6<sup>th</sup> Avenue. (Vacant and underutilized sites located west of the 21<sup>st</sup>/22<sup>nd</sup> Streets corridor should be evaluated for purchase and improvement as public spaces. Spaces of at least 20,000 square feet should be evaluated for their potential to provide a hardscape or landscape gathering space as well as a more active use areas such as a dog run, playground, play fountain, etc.);
- the space along the south side of I-4 between 12<sup>th</sup> and 13<sup>th</sup> Streets should be improved to serve as a park space. The area is large enough to support the development of a walkway, area for passive play, and dog run. Planning for such improvements should be carefully coordinated with plans for HSR; and
- the East Ybor Park should be maintained and improved over time to meet the needs of the neighborhood.

**Ybor Gateways.** The community should continue to explore the potential for gateway features at key locations along Adamo Drive and on 7<sup>th</sup> Avenue at 26<sup>th</sup> Street. Though the features need not be as elaborate as the gateway at 7<sup>th</sup> Avenue and Nuccio Parkway, a unique physical element announcing



Map 16. Connectivity & Mobility



- |                         |           |                         |                                |
|-------------------------|-----------|-------------------------|--------------------------------|
| <b>EXISTING SERVICE</b> |           | <b>PROPOSED SERVICE</b> |                                |
| Streetcar Route         | Bus Route | BRT Route               | LRT Route                      |
| Streetcar Stop          |           | BRT Stop                | Potential Location of LRT Stop |
|                         |           |                         | Streetcar Extension            |
|                         |           |                         | HSR Route                      |



Map prepared for the Hillsborough County City-County Planning Commission by HDR, Inc.



entry into the district could help visitors appreciate their proximity to the district and help with wayfinding.

### CONNECTIVITY & MOBILITY

**Plan for Enhanced Transit.** Enhanced transit service could have significant positive effects on the neighborhood. Introducing regional LRT and BRT service, expanding streetcar service both within and beyond Ybor City, and maintaining high levels of bus service could result in the neighborhood becoming the most transit-rich location in the Southeastern United States. Map 16 shows the location of proposed transit service corridors and stops.

To ensure the neighborhood benefits fully and directly from these planned investments, neighborhood stakeholders should undertake the following:

- support current efforts to provide LRT service through Ybor City and participate in discussions with the City and HART regarding station location, station design and access, and transit-oriented development;
- participate in the design and decision-making processes for proposed BRT service along Nebraska Avenue; and
- advocate for future extensions of the streetcar system, including the potential to extend the existing line a few blocks east to the 21<sup>st</sup>/22<sup>nd</sup> Streets corridor and to provide a full loop service extending north through downtown, connecting to the proposed HSR station, and looping back to Ybor City via Palm Avenue or another east-west route.

**Trail and Greenway Connections.** Continue efforts to improve trail and greenway linkages between Ybor City and destinations throughout the City and region. Explore the potential to create trail connections along Adamo Drive between Channelside Drive and 34<sup>th</sup> Street linking Ybor City to the Channel District and Downtown and south along the 21<sup>st</sup>/22<sup>nd</sup> Streets to the proposed McKay Bay Greenway. Also consider designating 21<sup>st</sup>/22<sup>nd</sup> Streets north of Adamo Drive on citywide greenway and trail maps and incorporating bike lanes in the redesign.

**High Speed Rail Impacts.** Although HSR will not directly serve Ybor City, the impacts of its construction and operations could affect the neighborhood. Consequently, stakeholders should continue to monitor plans to ensure proposed impacts are documented, minimized, or mitigated.

### INFRASTRUCTURE

**On-Going Coordination.** Neighborhood stakeholders should continue to ensure plans and designs for city-funded capital projects, e.g. sidewalk construction, street resurfacing, drainage improvements, water and sewer line upgrades, etc., are coordinated with YCDC and designed to comply with the *Ybor City Design Standards*. As planned improvements are identified, neighborhood residents should be offered appropriate opportunities to participate in the design and decision-making processes.



**Fair Share Allocation of Funds.** Ensure the “fair share” allocation of funds for improvements within Ybor CRA 2. Consistent with the Ybor CRA 2 Plan, CRA 2 funds should be used for neighborhood specific enhancements to projects rather than to replace conventional funding sources.

**Drainage Issues.** Plans to fund and construct drainage improvements to address flooding along 5<sup>th</sup> and 6<sup>th</sup> Avenues between 15<sup>th</sup> and 17<sup>th</sup> Streets should be finalized and improvements completed as quickly as possible. Should full funding not be available, an interim solution should be sought to minimize flooding of sites and structures. Also, efforts to improve drainage in East Ybor should continue, including plans to complete a comprehensive drainage study for areas east of 22<sup>nd</sup> Street without storm drains.

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# V. Action Plan

	Strategy	Lead Dept/ Agency	Priority	Status	Completion Date
<b>PRESERVATION &amp; QUALITY DEVELOPMENT</b>					
<b>1. Preservation Programs &amp; Incentives</b>	Continue to work with the City's Department of Land Development Coordination, the BLC, HPC, and the Planning Commission to ensure existing regulations and land use plans are effectively and consistently applied and the neighborhood continues to have opportunities to review and comment on proposed projects.	YCDC			Ongoing
	Continue to work to promote the availability and use of existing and future incentive programs to promote stabilization and preservation of historic sites.	YCDC; HPC/ BLC	High	New	
	Identify key threatened properties like the Ferlita Macaroni Factory and establishment of targeted incentives, potentially using Ybor CRA 2 funds, to promote stabilization and rehabilitation.	YCDC; HPC/ BLC	High	New	
<b>2. Infill Development</b>	Ensure zoning controls reinforce existing historic patterns as well as provide transitions in scale between existing and new projects. Evaluate the potential to add form-based zoning standards to existing YC Districts to promote compatible infill development and a higher level of consistency in frontage conditions and building forms.				
<b>3. Adamo Corridor Redevelopment</b>	Continue to promote quality redevelopment of industrial sites and uses along the Adamo Drive Corridor.				
<b>4. Land Use Transitions</b>	To ease the transitions between residential land uses and mixed use projects along 7 <sup>th</sup> Avenue, 21 <sup>st</sup> /22 <sup>nd</sup> Streets, and Adamo Drive, explore the potential for enhanced requirements for buffers, landscaping, lighting, and visual screening.				
<b>5. Targeted Code Enforcement</b>	Continue to support enhanced code enforcement activities as well as efforts to attract additional funding to assist property owners improve properties, reduce energy use through efficiency retrofits, and ensure code compliance.	YCDC; DCE			Ongoing

	Strategy	Lead Dept/ Agency	Priority	Status	Completion Date
<b>NEIGHBORHOOD LIVABILITY</b>					
<b>1. Neighborhood Business Incentives</b>	Expand efforts to maintain existing and attract new neighborhood-serving uses.	YCDC		Existing	
	Undertake further research to ensure existing and potential incentive programs are carefully targeted to attract and retain a select set of neighborhood-serving businesses—grocery stores, pharmacies, personal and professional services, dry cleaners, etc.	YCDC			
	Working in partnership with neighboring CRAs, undertake the following tasks to support the institution of an effective, neighborhood business incentive-based program: Complete a careful review of the effectiveness of existing incentives and inducements. Expand on analyses presented in the 2008 Market Drilldown report focused on specific types of businesses. Evaluate the potential for strategically-located vacant and underutilized buildings and sites to support targeted businesses. Explore a wide range of potential incentives and inducements.	YCDC; other CRAs			
<b>2. Neighborhood Marketing</b>	Continue efforts to promote Ybor City as a lively urban quarter and a complete urban neighborhood.				Ongoing
<b>3. Industrial Use Impacts</b>	Expand efforts to monitor and manage the impacts of industrial uses on neighborhood livability through enhanced code enforcement efforts, restrictions on hours of operation, limits on the use of public rights-of-way for commercial operations and parking, and the enforcement of truck routes and travel speeds.				
<b>4. Surface Parking</b>	Continue efforts improve the condition of existing surface parking and limit the development of new commercial lots in the district.	YCDC			Ongoing
	Expand efforts to promote infill development on existing commercial parking lots and explore the potential to create additional small-scale lots to serve residential parking needs.	YCDC			
<b>5. Entertainment Uses</b>	Although conditions have improved in recent years, continue the management and minimization of effects of entertainment uses on neighborhood livability.	YCDC			Ongoing
<b>6. YES Team Services</b>	Continue highly popular and successful YES Team services indefinitely.	YCDC		Existing	Ongoing



	Strategy	Lead Dept/ Agency	Priority	Status	Completion Date
<b>STREETSCAPES &amp; PUBLIC SPACES</b>					
1. 7 <sup>th</sup> Avenue Streetscape	Complete 7 <sup>th</sup> Avenue streetscape improvements east to 26 <sup>th</sup> Street.				
2. 21 <sup>st</sup> /22 <sup>nd</sup> Streets Redesign	Ybor City stakeholders should take a very active role in the design process of proposed improvements to 21 <sup>st</sup> and 22 <sup>nd</sup> Streets to ensure planned improvements are consistent with community goals for the creation a more attractive, pedestrian- and bicycle-friendly corridor.	YCDC; FDOT; DPW	H		2010-2014
3. Streetscape Improvements	Continue ongoing program to improve pedestrian crosswalks.	YCDC; DPW			Ongoing
	Focus future investments on improving areas with discontinuous sidewalks and open curb cuts, including along commercial and industrial frontages and in areas of East Ybor.	YCDC; DPW			
	Re-evaluate earlier plans prepared in collaboration with TECO to install pedestrian-scaled decorative lighting in residential areas of the district.	YCDC; DPW; TECO			
	Seek funding for the planting of shade trees along residential streets.	YCDC; DPW; P&R?			
	Ensure existing sections of brick streets are preserved and seek funding to reestablish brick paving on discontinuous segments, including along 16 <sup>th</sup> and 17 <sup>th</sup> Streets.	YCDC; DPW			
4. Alley Preservation & Improvement	As called for in the <i>Ybor City Design Standards</i> , Ybor City alleys should be maintained, improved where possible, and vacated only in cases where a proposed project or improvement is found to provide public benefits sufficient to compensate for the loss of the alley right-of-way.				
5. New & Improved Public Spaces	Create a new pocket park or public plaza to serve the needs of residents living south of 6 <sup>th</sup> Avenue. (Vacant and underutilized sites located west of the 21 <sup>st</sup> /22 <sup>nd</sup> Street corridor should be evaluated for purchase and improvement as public spaces. Spaces of at least 20,000 square feet should be evaluated for their potential to provide a hardscape or landscape gathering space as well as a more active use areas such as a dog run, playground, play fountain, or other active uses.)				
	Develop the space along the south side of I-4 between 12 <sup>th</sup> and 13 <sup>th</sup> Streets as a park space. Planning for such improvements should be carefully coordinated with plans for HSR.				
	Maintain and improve as needed the East Ybor Park to meet the needs of the neighborhood.				
6. Ybor Gateways	Continue to explore the potential for gateway features at key locations along Adamo Drive and on 7 <sup>th</sup> Avenue at 26 <sup>th</sup> Street.				



	Strategy	Lead Dept/ Agency	Priority	Status	Completion Date
<b>CONNECTIVITY &amp; MOBILITY</b>					
<b>1. Plan for Enhanced Transit</b>	Support current efforts to provide LRT service through Ybor City and participate in discussions with the City and HART regarding station location, station design and access, and transit-oriented development.				
	Participate in the design and decision-making processes for the proposed BRT service along Nebraska Avenue; and				
	Advocate for future extensions of the streetcar system, including the potential to extend the existing line a few blocks east to the 21 <sup>st</sup> /22 <sup>nd</sup> Streets corridor and to provide a full loop service extending north through downtown, connecting to the proposed HSR station, and looping back to Ybor City via Palm Avenue or another east-west route.	YCDC; HART			
<b>2. Trail &amp; Greenway Connections</b>	Continue efforts to improve trail and greenway linkages between Ybor City and destinations throughout the City and region.	P&R			
	Explore the potential to create trail connections along Adamo Drive between Channelside Drive and 34 <sup>th</sup> Street linking Ybor City to the Channel District and Downtown and south along the 21 <sup>st</sup> /22 <sup>nd</sup> Streets to the proposed McKay Bay Greenway.	P&R			
	Consider designating 21 <sup>st</sup> /22 <sup>nd</sup> Streets north of Adamo Drive on citywide greenway and trail maps and incorporating bike lanes in the redesign.	P&R; FDOT			
<b>3. High Speed Rail Impacts</b>	Although the proposed High Speed Rail will not directly serve Ybor City, the impacts of its construction and operations could affect the neighborhood. Consequently, stakeholders should continue to monitor plans to ensure proposed impacts are documented, minimized, or mitigated.				
<b>INFRASTRUCTURE</b>					
<b>1. On-Going Coordination</b>	Neighborhood stakeholders should continue to ensure plans and designs for city-funded capital projects, e.g. sidewalk construction, street resurfacing, drainage improvements, water and sewer line upgrades, etc., are coordinated with YCDC and are designed to comply with the <i>Ybor City Design Standards</i> . As planned improvements are identified, neighborhood residents should be offered appropriate opportunities to participate in the design and decision-making processes.				
<b>2. Fair Share Allocation of Funds</b>	Ensure the "fair share" allocation of funds for improvements within Ybor CRA 2. Consistent with the Ybor City 2 CRA Plan, Ybor CRA 2 funds should be used for neighborhood specific enhancements to projects rather than to replace conventional funding sources.				



3. Drainage Issues	Strategy	Lead Dept/ Agency	Priority	Status	Completion Date
	Finalize plans to fund and construct drainage improvements to address flooding along 5 <sup>th</sup> and 6th Avenues between 15 <sup>th</sup> and 17 <sup>th</sup> Streets. Should full funding not be available, an interim solution should be sought to minimize flooding of sites and structures.	YCDC; DPW			
	Continue efforts to improve drainage in East Ybor, including plans to complete a comprehensive drainage study for areas east of 22 <sup>nd</sup> Street without storm drains.	YCDC; DPW			
<p>Abbreviations:                      YCDC - Ybor City Development Corporation; Planning Commission - Hillsborough County City-County Planning Commission; DPW - City of Tampa Department of Public Works; DCE - City of Tampa Department of Code Enforcement; P&amp;R - City of Tampa Department of Parks &amp; Recreation; BLC/HPC - Barrio Latino Commission/Historic Preservation Commission; FDOT - Florida Department of Transportation                      Ybor City 2 Community Redevelopment Area Plan (Ybor City 2 CRA Plan)                      Ybor City Vision Plan (Vision Plan)                      High Speed Rail (HSR); Light Rail Transit (LRT); Bus Rapid Transit (BRT)</p>					

