



## Main Street and N Howard Avenue Final Report



*City of*  
**Tampa**  
Florida

**saed**  
usf school of architecture  
+ community design



UNIVERSITY of  
**SOUTH FLORIDA**  
College of The Arts



**Main Street and N Howard Avenue Site Analysis**

# Site Visit Analysis: West Tampa

## Mapping the Walk Audit

State: Florida

County: United States

City/Town: Tampa

Zip Code: 33607

Street Name: N Howard Ave. and Main St.

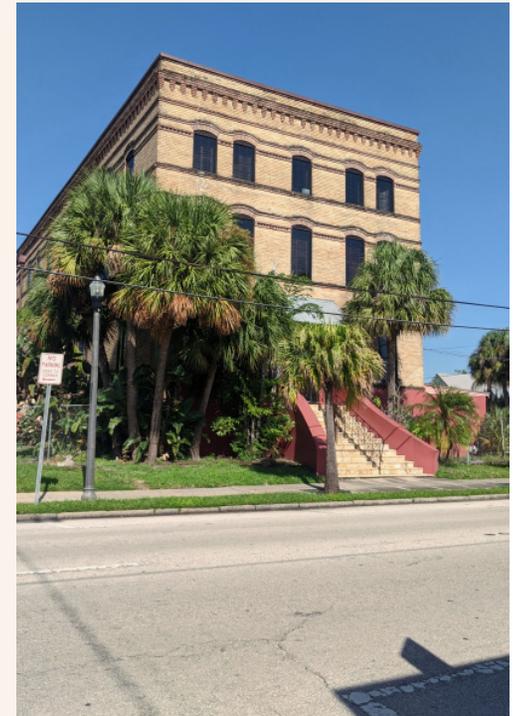


# Rythm and Built Form

Excellent | Good | **Fair** | Poor

N Howard Ave has a rich variety of building types, but these do not form a pleasant rythmn in terms of heights, location of access, and their relationships to the spaces at grade. Vehicular access such as parking lots and alleyways dominate the streetscape and break the possibility of any rythmn.

- how can activity in alleyways enrich the streets, such as bbq. and reduce criminal activity
- awnings of buildings provide shading, but lack of consistency within the built form creates lack of comfort
- business such as restaurants and cafes stand alone, no connectivity between different programs
- residential buildings alongside N Howard Ave. lack maintenance and facades do not maintain the interest of the street
- Some buildings lacked activity

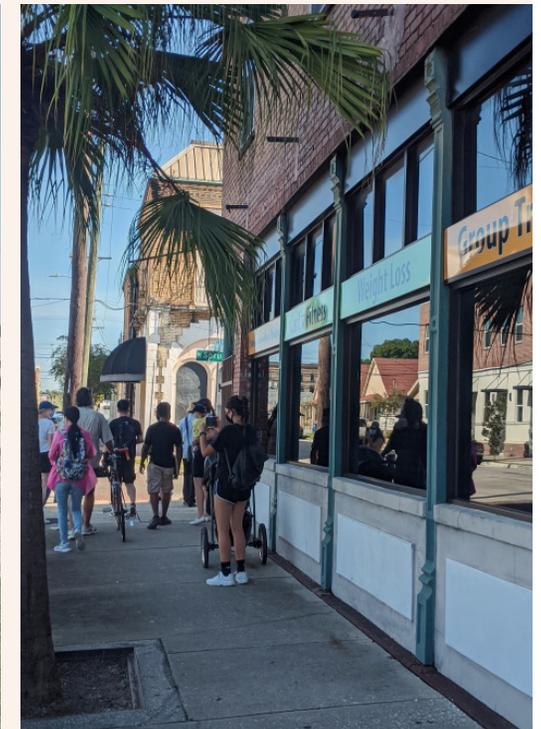


# Sidewalks

Excellent | Good | **Fair** | Poor

Sidewalks are more comfortable in terms of width. There is more space for activity and shading provided by building's awnings aid to the comfort aspect of walkability. A portion of the sidewalks were in poor condition and the greenery was not maintained. Unlike Bay to Bay, N Howard Ave. provided a green buffer between cars and pedestrians.

- interest is added to the walk by the historic character of sidewalks
- width of sidewalk adds to the physical comfort of the walk
- street clutter such as lighting posts and street signs on sidewalks
- no connection between sidewalks and some green spaces along N Howard Ave. and Main St. due to fencing



# Walkability:

Safe, Comfortable, Interesting and a Reason

Excellent | Good | Fair | **Poor**

A good number of buildings lacked architectural components to shade pedestrians from sunlight, making the walk uncomfortable. Although not there was not a significant car presence, cars at the intersection by the post office, were using excessive speed. In addition to a lack of pedestrian activity, N Howard Ave. had a poor safety level.

- Interest of walkability due to sidewalk materiality and historical buildings
- A good variety of businesses
- what is the anchor of N Howard Ave and Main St? There are open spaces at the corner of these two streets. Recreational anchors?

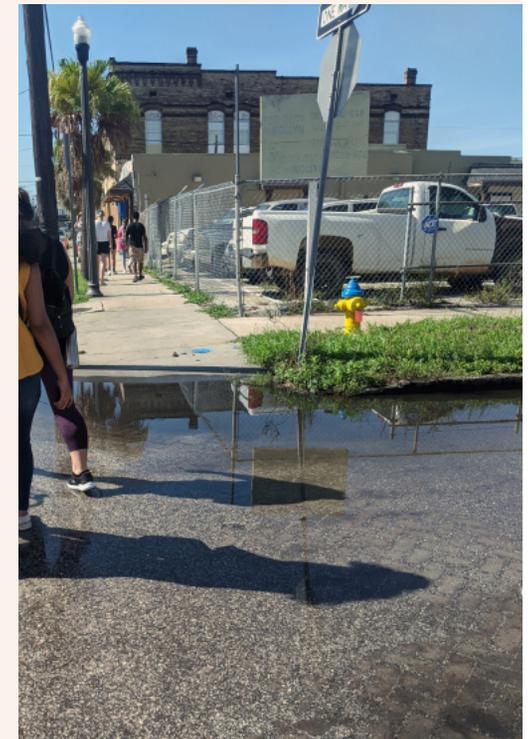
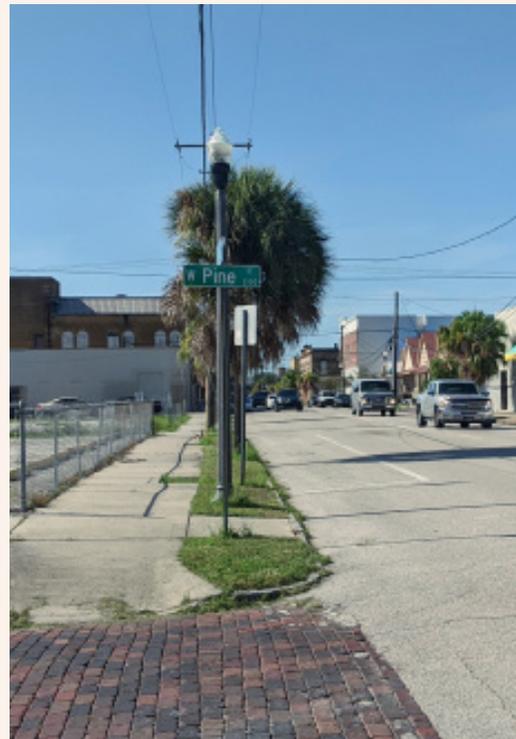


# Safety

Excellent | Good | Fair | **Poor**

The little to no activity of some of the historic buildings, takes away from the “eyes on the street” component. As most of these historic buildings are larger in height. The lack of pedestrian street activity, seems to indicate a level of crime that is aided by alleyways. Some safety factors are added by the on street parking, serving as an additional buffer from the driving lanes.

- ▣ street lighting is not consistent/lacking
- ▣ some sidewalks are in poor condition
- ▣ small buffer between street and sidewalk





**N Howard Avenue Diagram**

**1 Diversity of Uses:** built form exists, but lacks activity of program

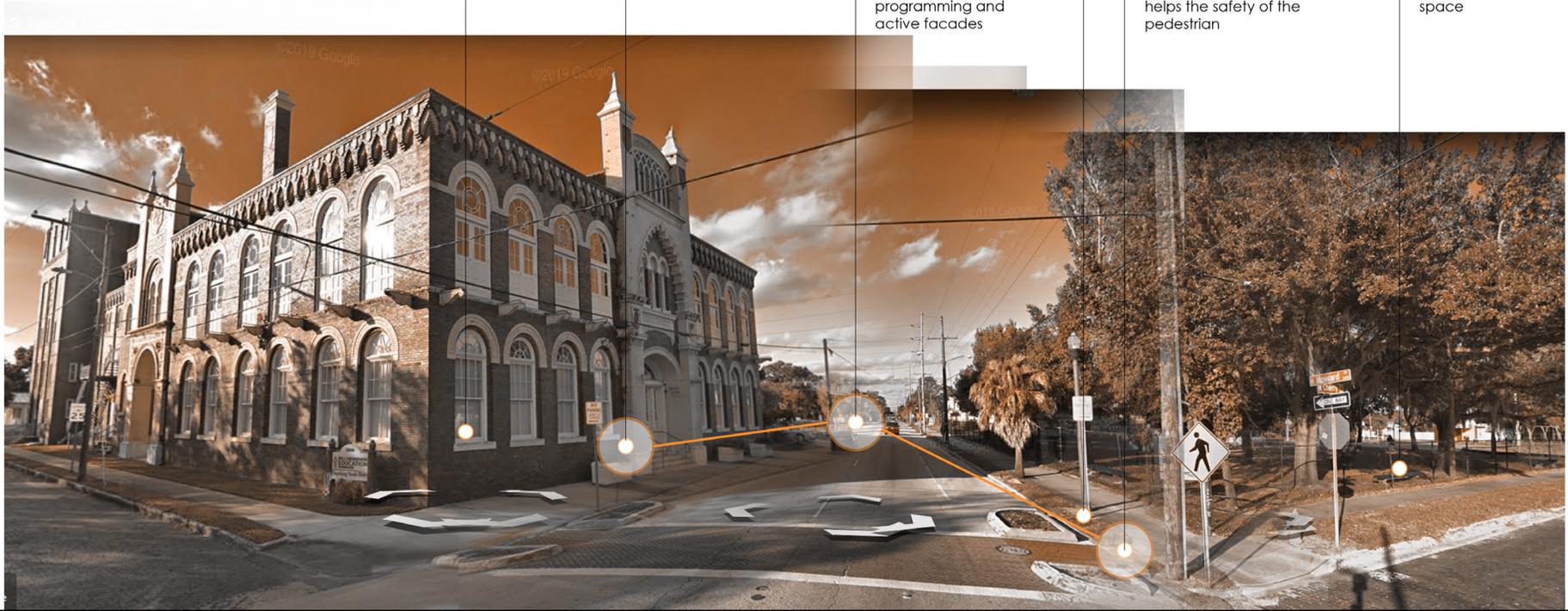
**2 Active Facades:** contributes to attractiveness of urban design, visually interesting

**3 Local Identity and Stimulating the Local Economy:** strong historic identity, but lacks the programming and active facades

**4 Lighting**

**5 Human Scale and Complete Streets:** safe crossings aided by pedestrian walkway design and buffers helps the safety of the pedestrian

**6 Social Dimension and Urban Vitality, Green Areas:** lacks social dimension, does not generate use of space

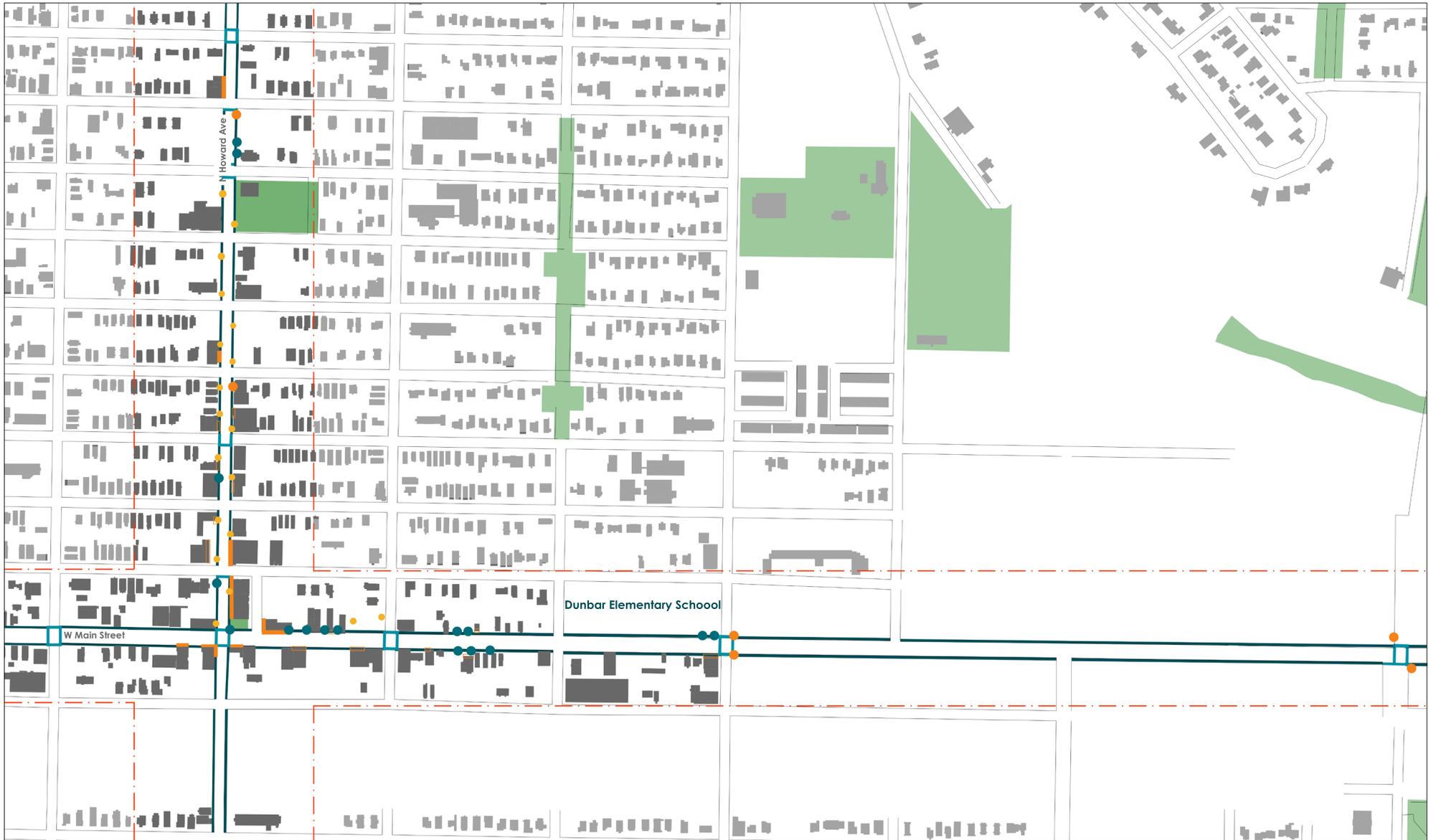


Sidewalk 4'	Green Buffer 1-2'	Driving Lane 10'	Driving Lane 10'	Green Buffer 1-2'	Sidewalk 4'
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**N Howard Avenue Street Diagram: Principles for Connecting People**



**Main Street and N Howard Avenue Mappings**



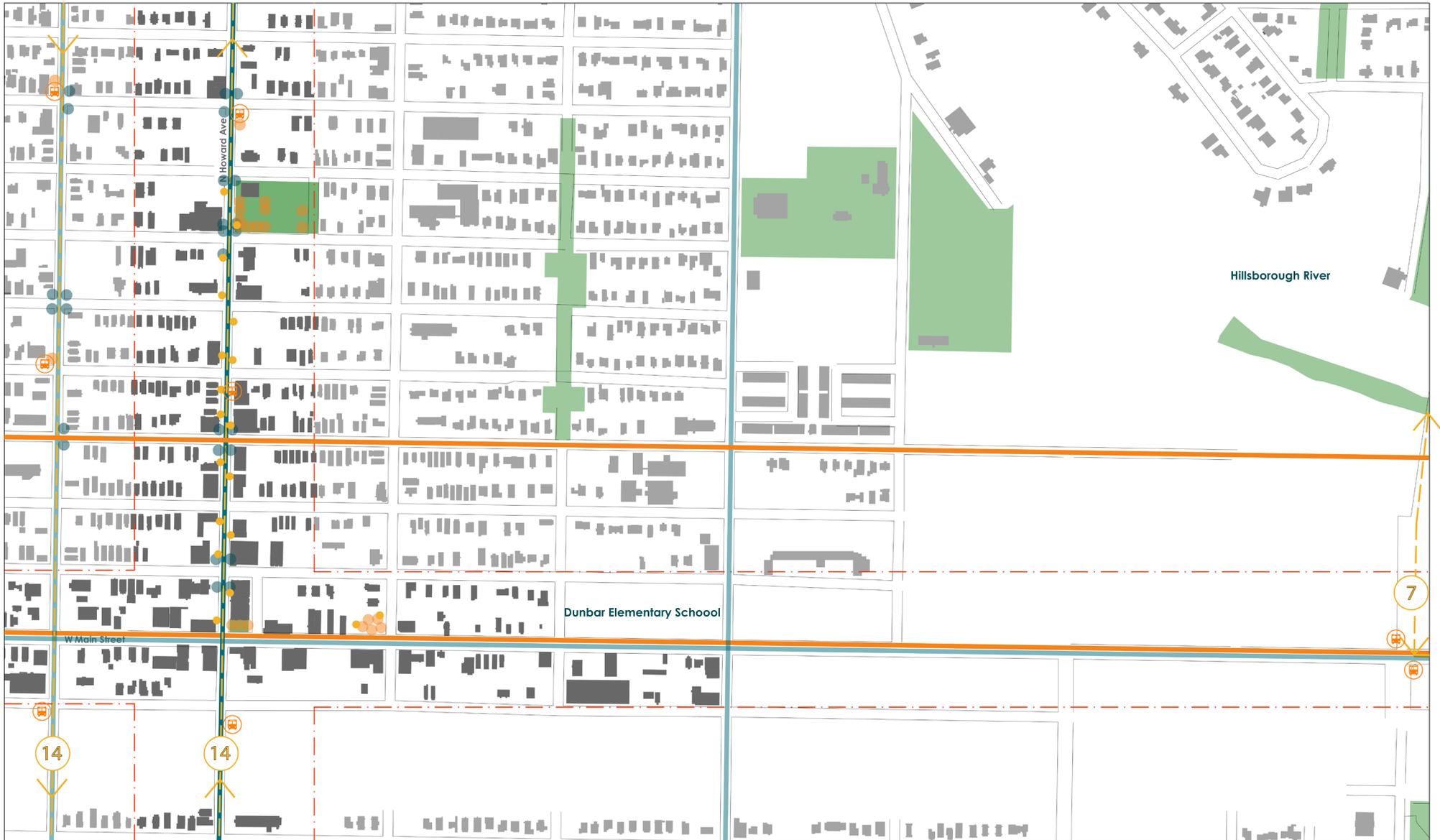
Source: City of Tampa and Hillsborough County



# W. MAIN STREET

## Walkability





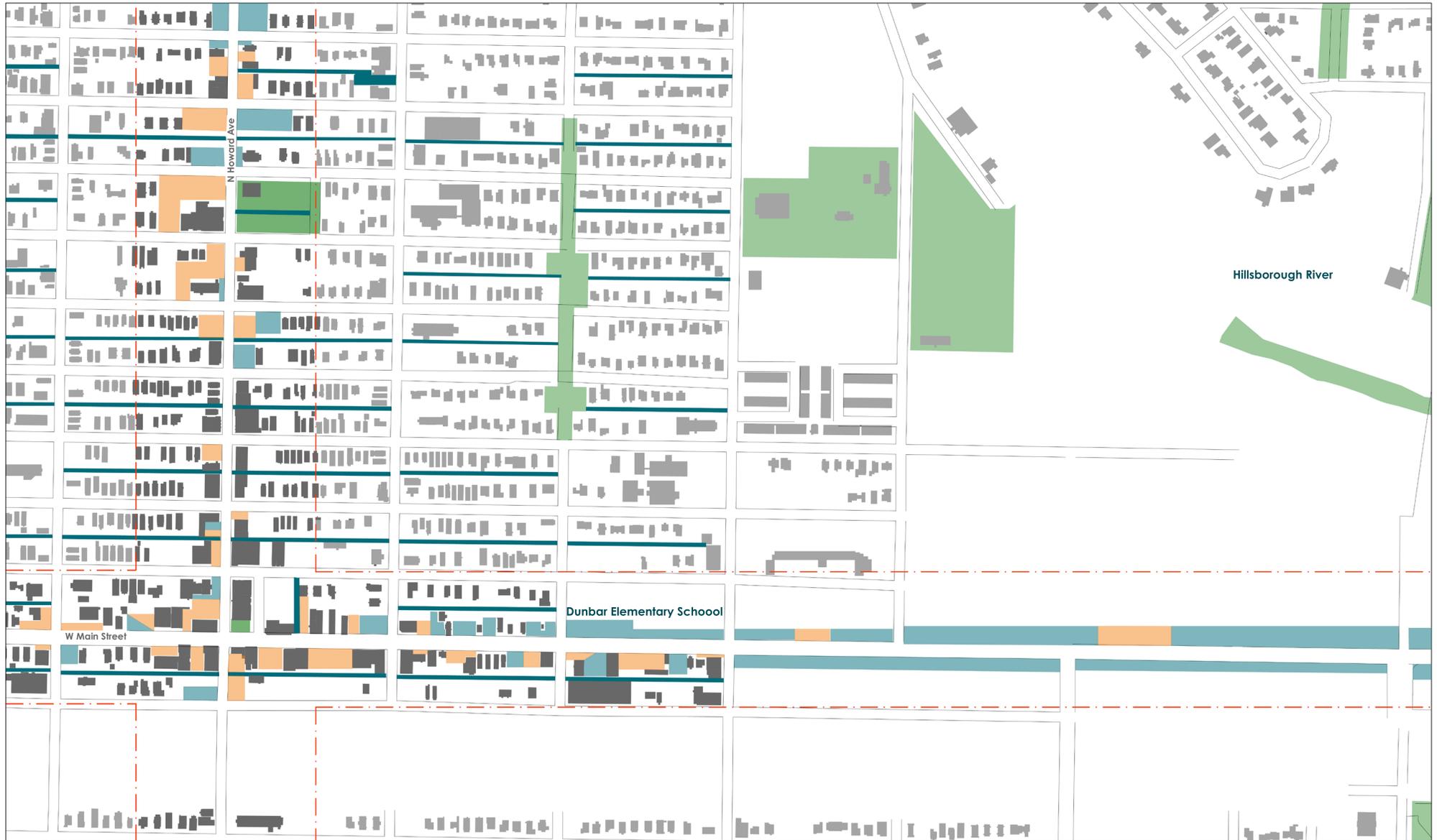
Source: City of Tampa and Hillsborough County



# W. MAIN STREET Connectivity

- Area of interest
- Building footprints
- Public open spaces
- Bike route- shared lane markings
- Bike route- wide outside lane
- HART bus route
- HART bus stop icon HART bus stop
- Impediments for bikers
- Pedestrian seating
- Possible path to river
- Streetlights





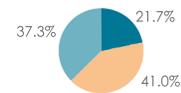
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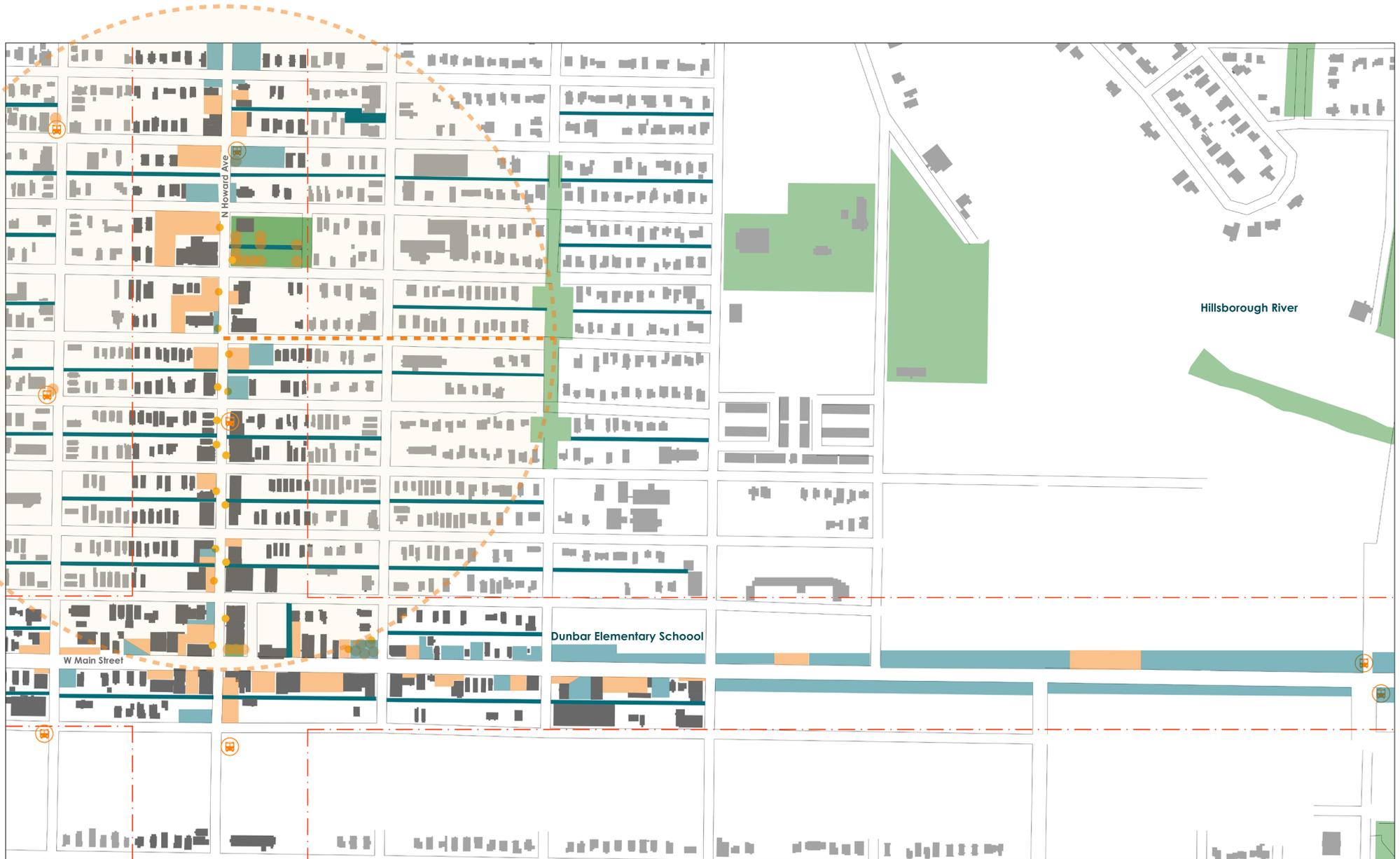


# W. MAIN STREET

## Space in Between

- - - Area of interest
- Building footprints
- Public open spaces
- Alleyway
- Green unused space between buildings
- Space between buildings used for parking





Source: City of Tampa and Hillsborough County



# W. MAIN STREET

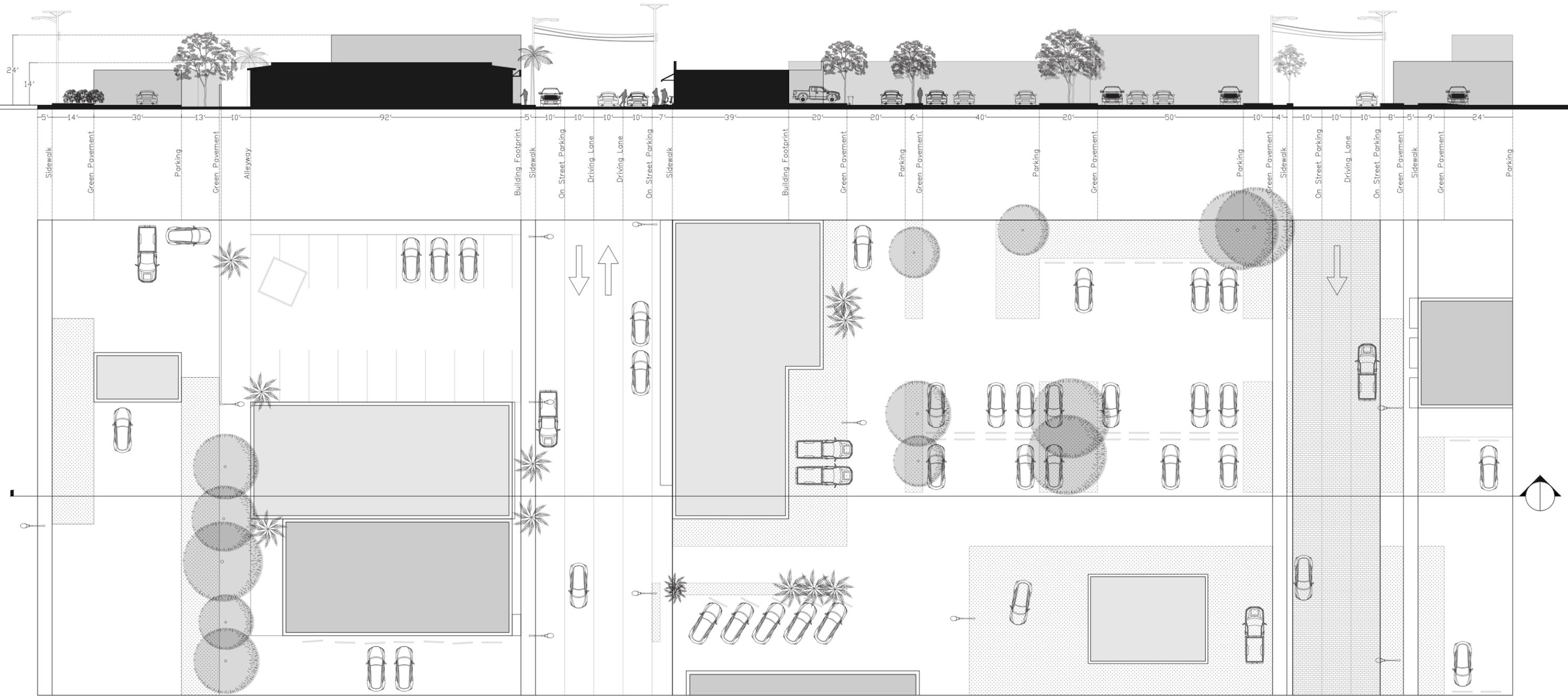
## Space in Between & Connectivity

- - - Area of interest
- Building footprints
- Unused Green space between buildings
- Public open spaces
- Alleyway
- Space between buildings used for parking
- Pedestrian Seating
- Streetlights
- HART Bus Stop HART Bus Stop

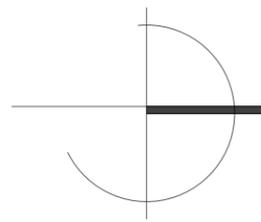


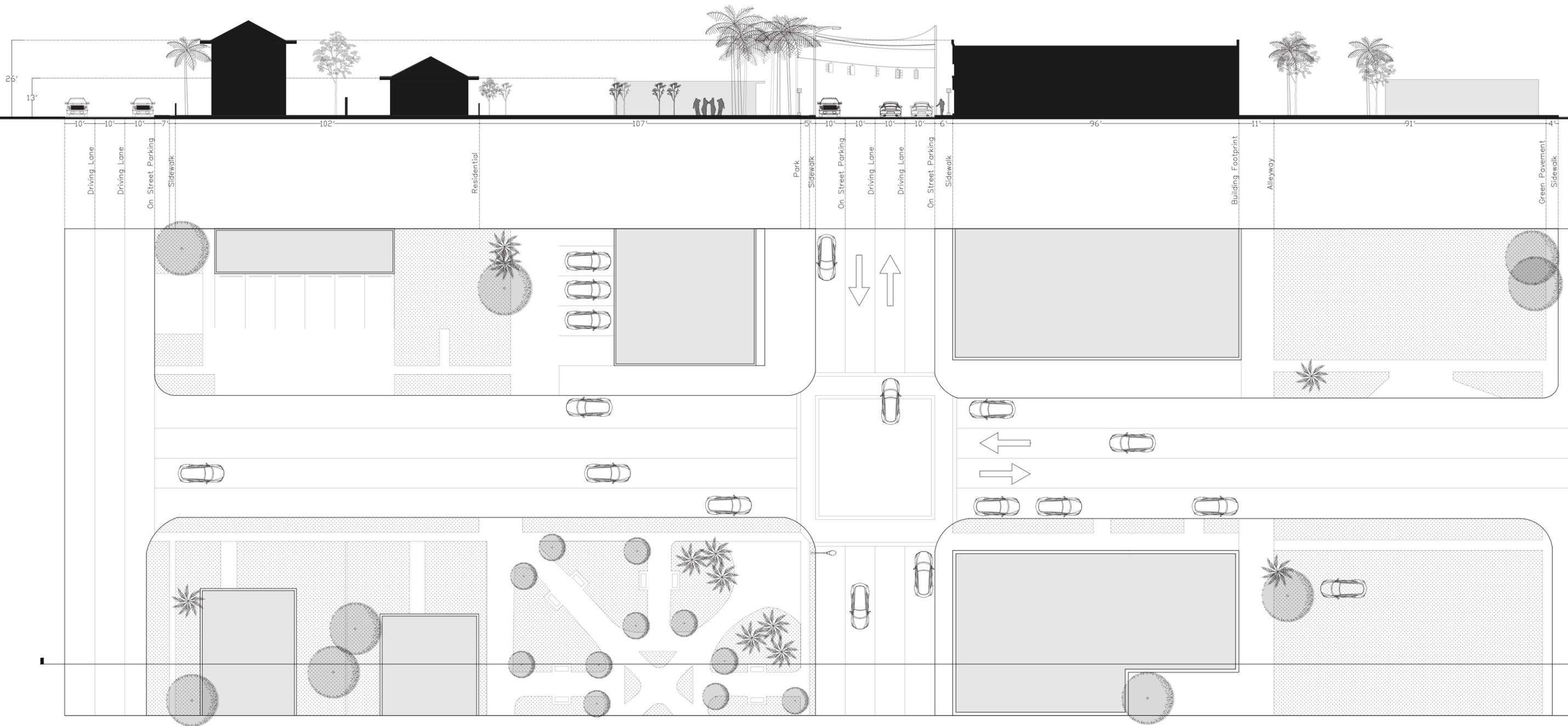


**Main Street and N Howard Avenue Existing Sections**

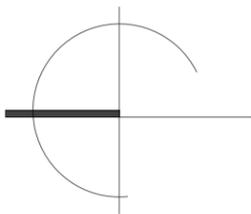


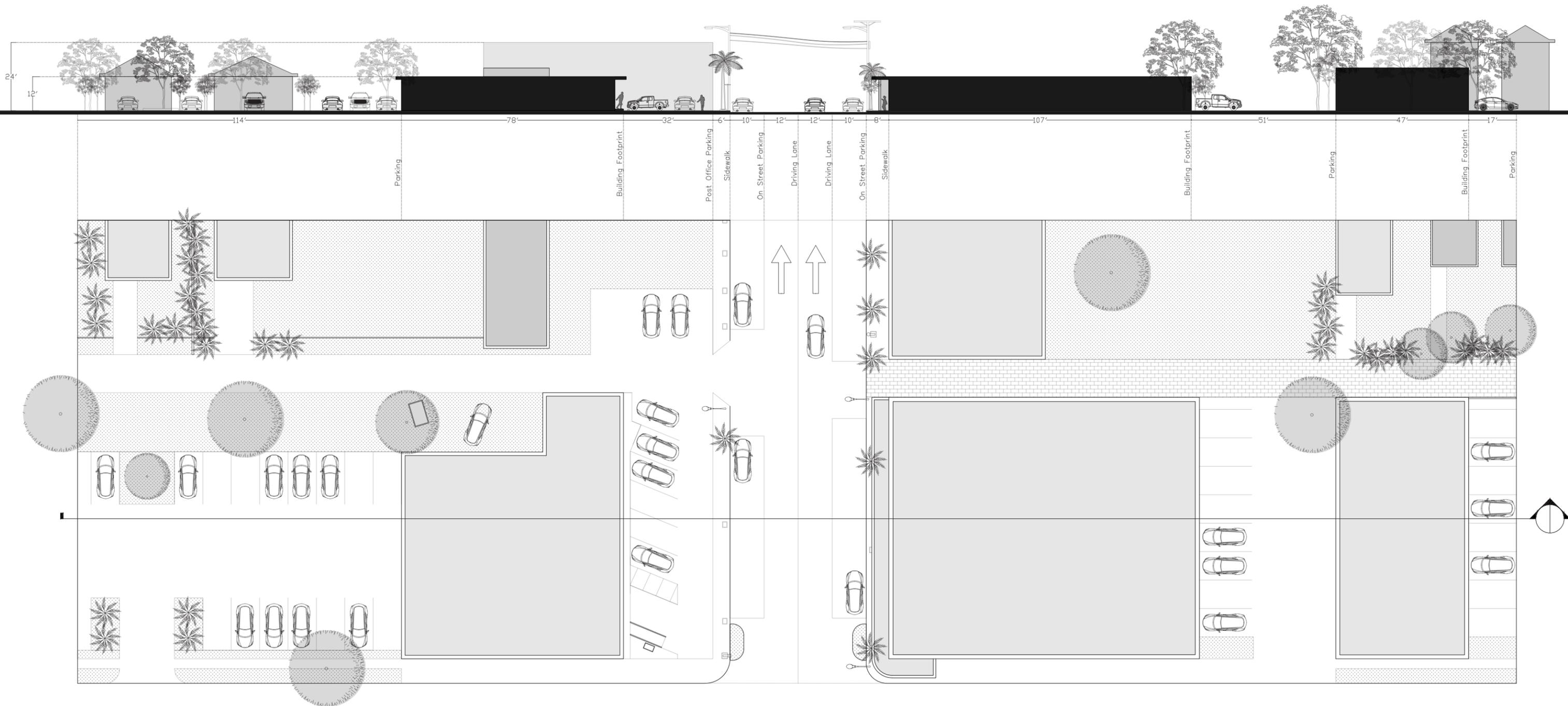
Existing Main Street Section and Plan: Looking Towards N Howard Avenue  
 Scale: 1/16"=1'-0"



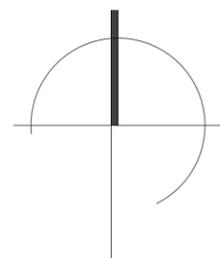


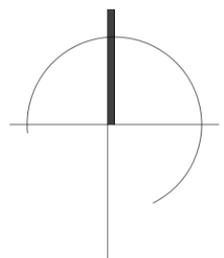
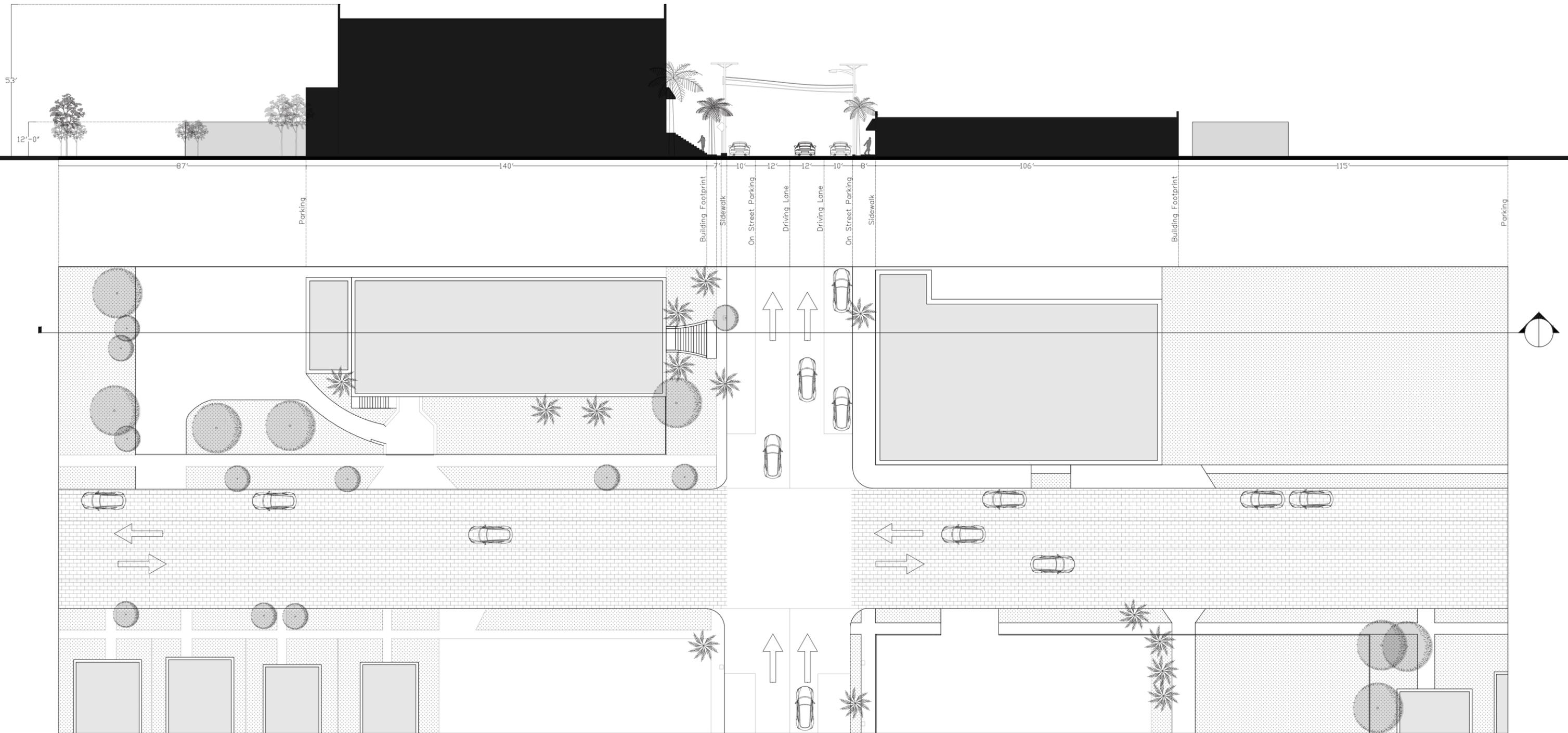
Existing Main Street Section and Plan: Main Street and N Albany Avenue Intersection  
 Scale: 1/16"=1'-0"





Existing N Howard Avenue Section and Plan: Looking Towards W Columbus Drive  
 Scale: 1/16"=1'-0"





Existing N Howard Avenue Section and Plan: N Howard Avenue and W Pine Street Intersection  
 Scale: 1/16"=1'-0"



## Main Street and N Howard Avenue Vision and Framework

**Typical Street Classification:** Neighborhood Main Street

*Neighborhood main streets are a nexus of neighborhood life, with high pedestrian volumes, frequent parking turnover, key transit routes, and bicyclist all vying for limited space- NACTO*

**1. Active Facades:** Creating a greater connection between the ground level of the buildings, the sidewalk and the street. Most of the existing conditions this relationship are accommodating the car rather than the pedestrian, through drive-through conditions, parking lots disrupting the rhythm of facades. By converting on street parking spaces into public open space, this would activate streets, create a more vibrant neighborhood and promote economic vitality.

- Introducing Parklets Along On Street Parking**
- Add Awnings on Existing Buildings**
- Balancing The Number Of Active Doors Per Block Throughout The Day**

**2. Social Dimension and Urban Vitality:** To generate a positive use of space and increase urban vitality, Main Street and N Howard Ave. are in need of urban furniture, some storefront utilize desk chairs for visitors and pedestrians to socialize. Main Street has adequate bones, such as tree planters, safe crosswalks signage and wide accessible corner parks, these can be enhanced by adding elements such as dedicated bike lane/paths and curb extensions.

- **Including More Pedestrian Signage**
- **Introduce Urban Furniture along Sidewalk**
- **Dedicate a Section of the Street for Bike Lanes**
- **Introduce Curb Extensions: These visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees.**

**3. Human Scale:** The existing scale of both streets is adequate along with the street to building ratio. But the walkability of both streets does not take into consideration the human scale. Pedestrians would feel considered in the planning process of the streets by activating the existing alleyways, having shading and lighting structures to the scale of the pedestrian, and bus stops that have seating.

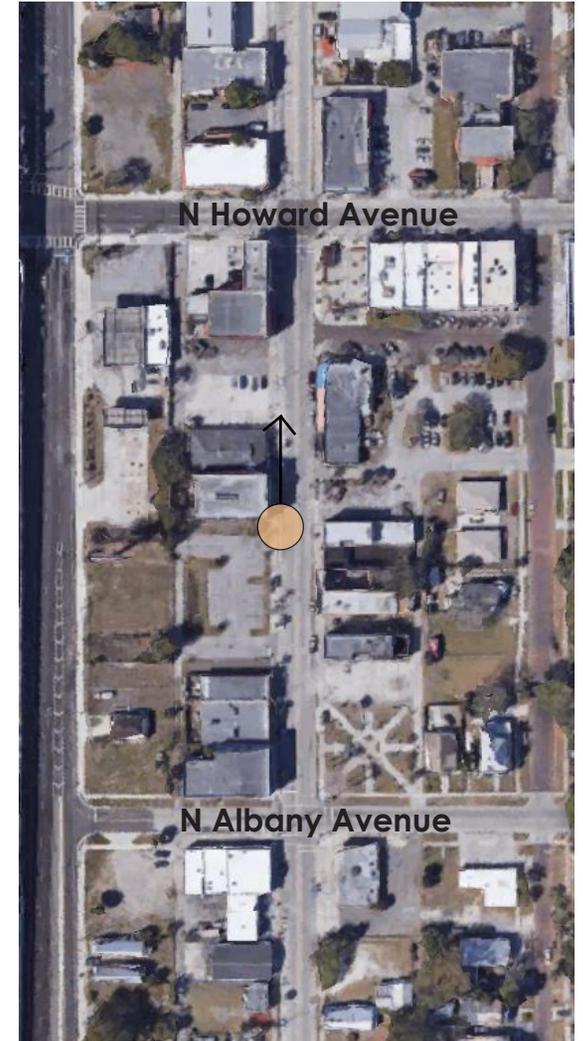
- Activate existing alleyways: This would create a livelier and more active environment.**
- Introduce Pedestrian scale shading and lighting**
- Include Pedestrian accommodations at bus stops**

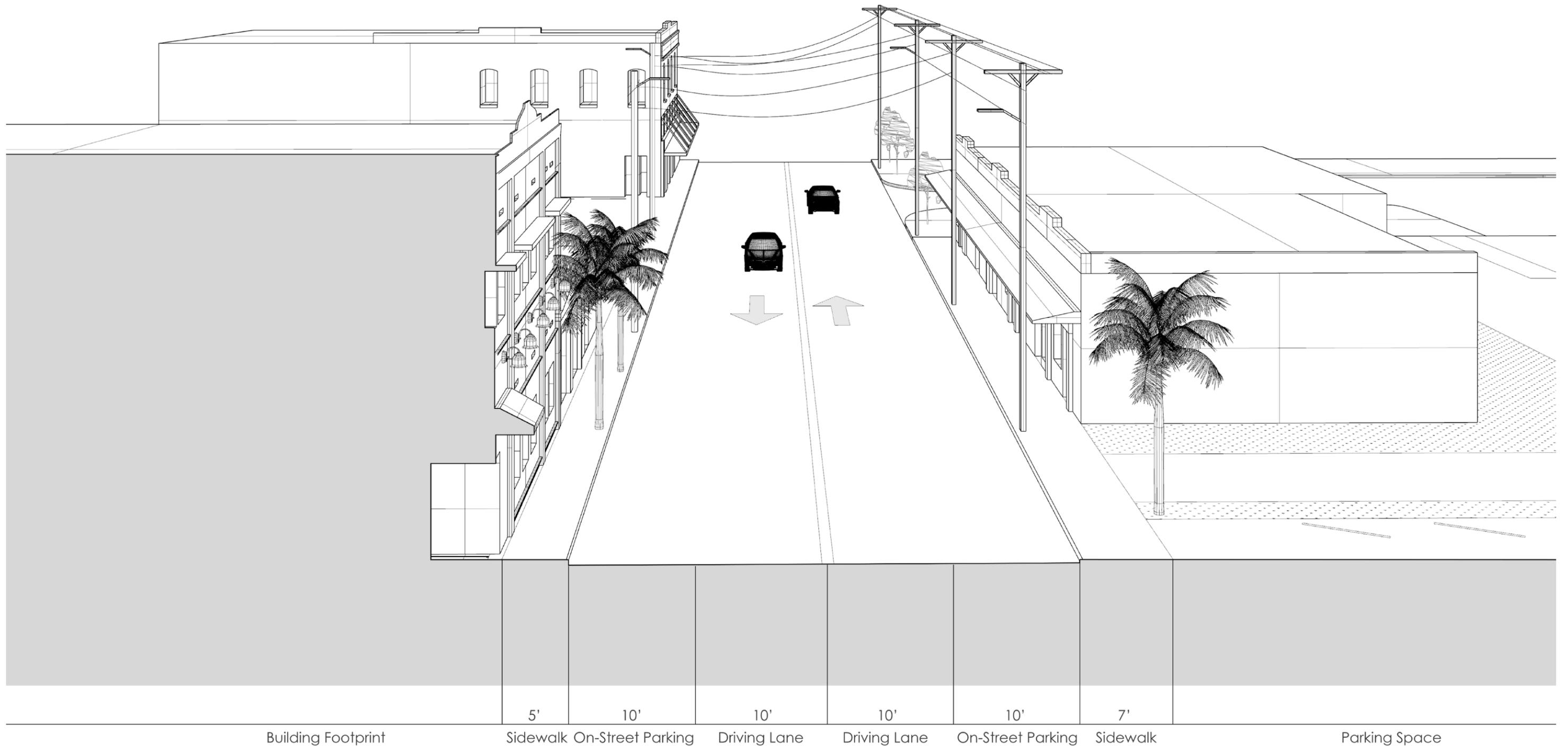


**Main Street and N Howard Avenue Illustrations**

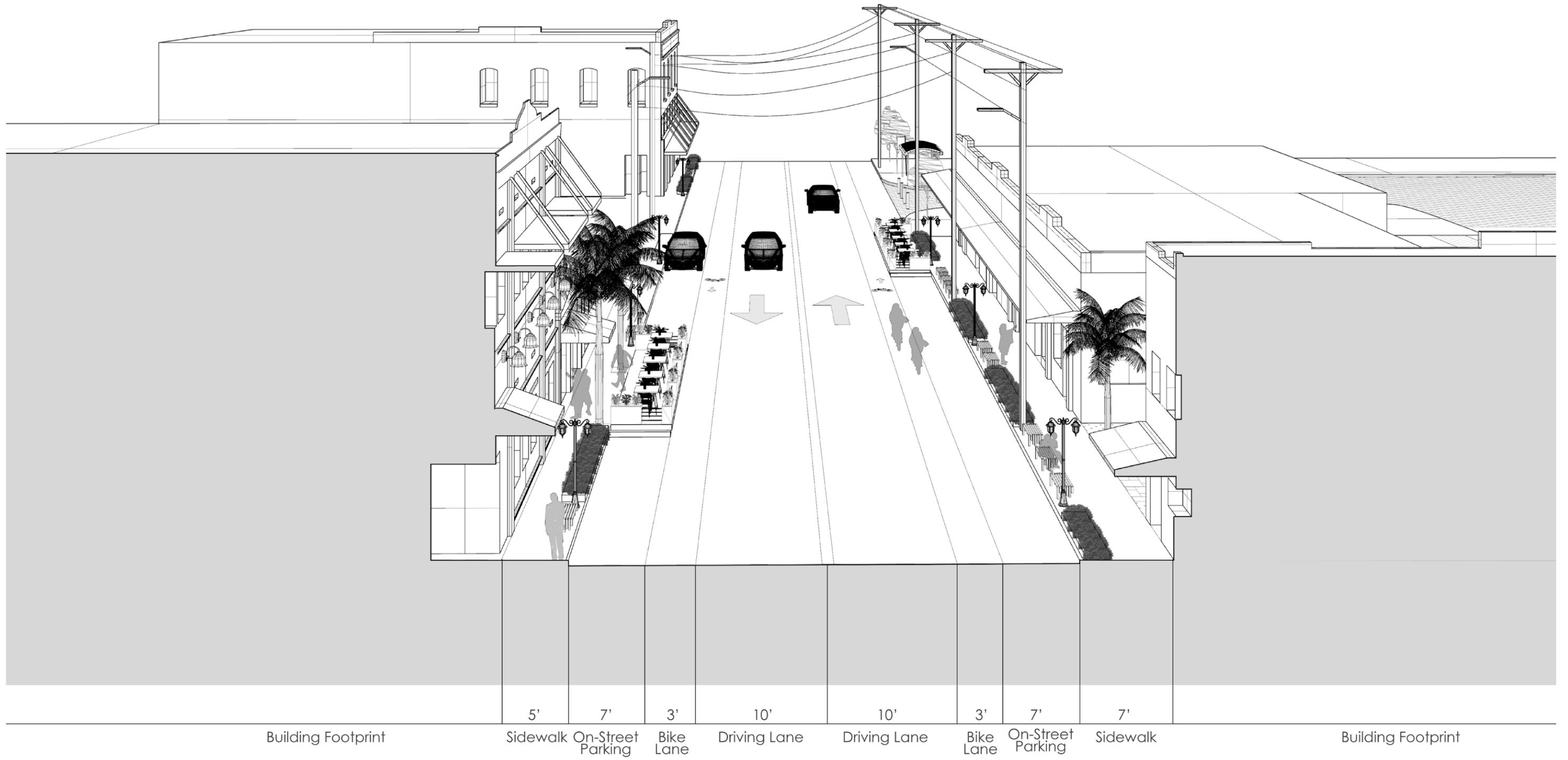


Existing Main Street Section: Looking Towards N Howard Avenue





Existing Main Street Section: Looking Towards N Howard Avenue

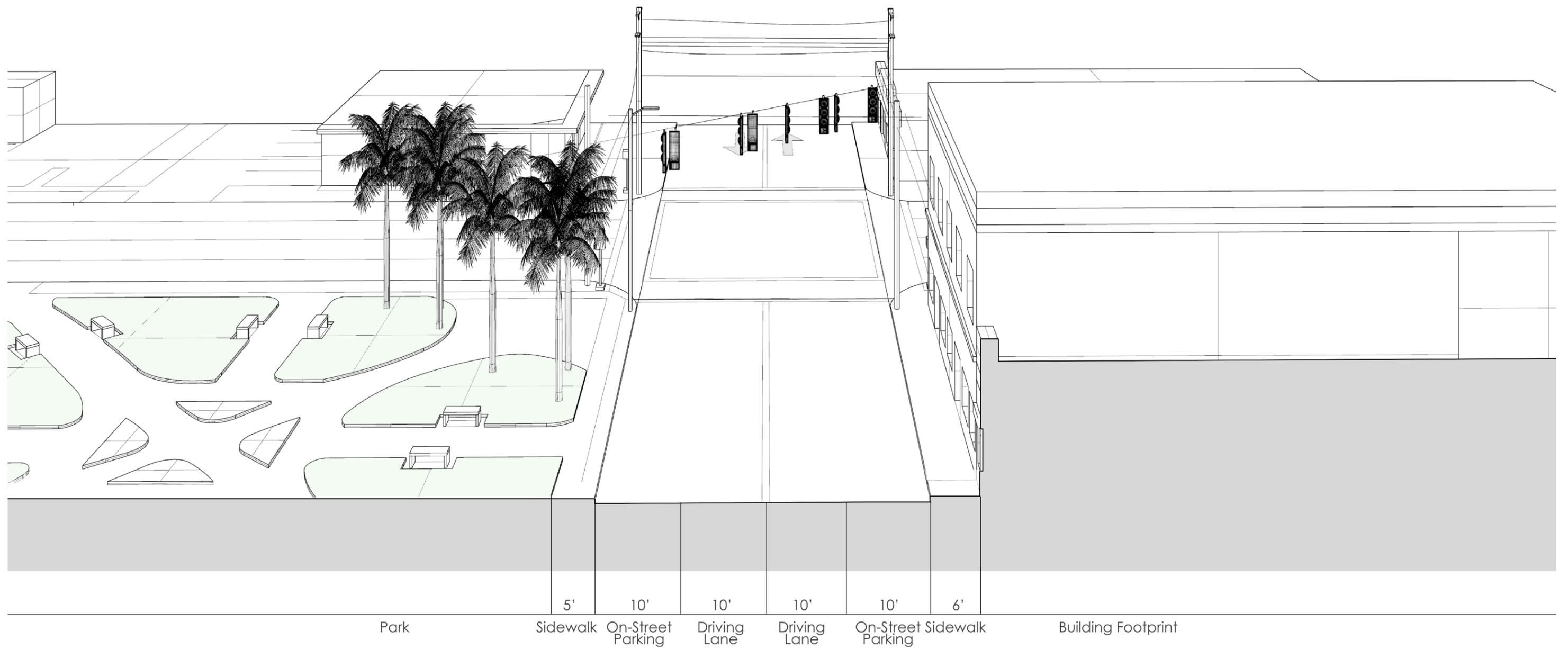


Proposed Main Street Section: Looking Towards N Howard Avenue

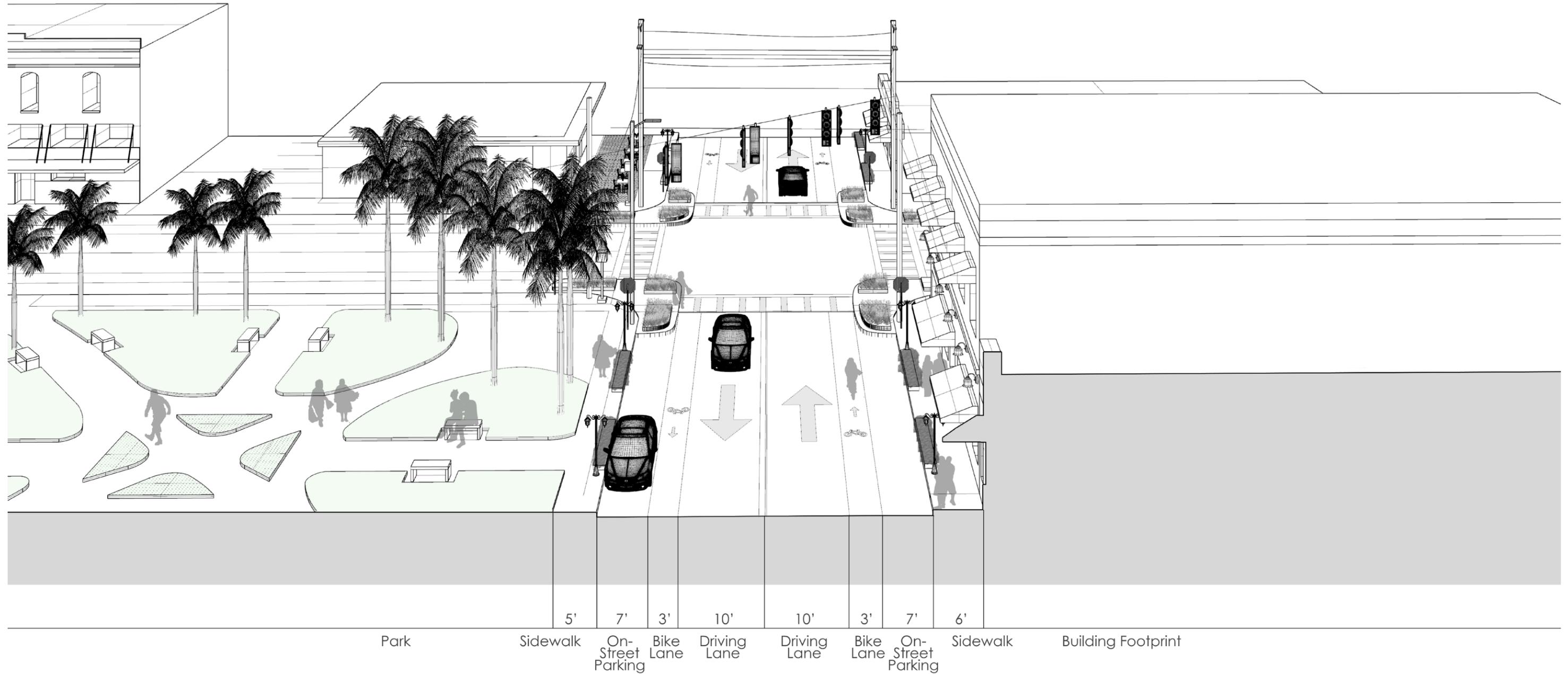


Existing Main Street Section: Main Street and N Albany Avenue Intersection





Existing Main Street Section: Main Street and N Albany Avenue Intersection

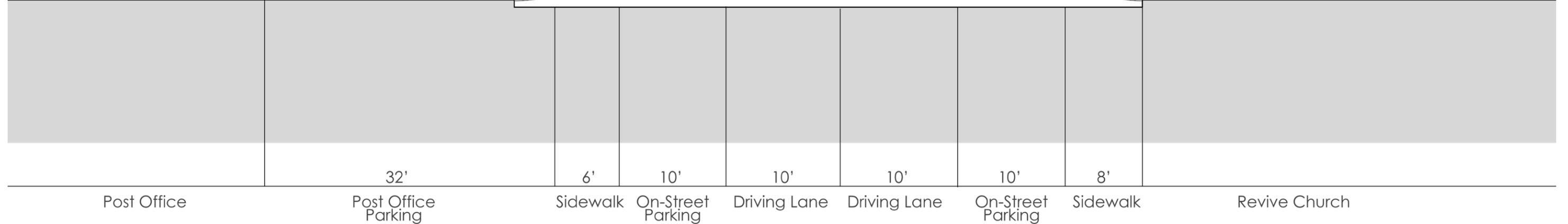
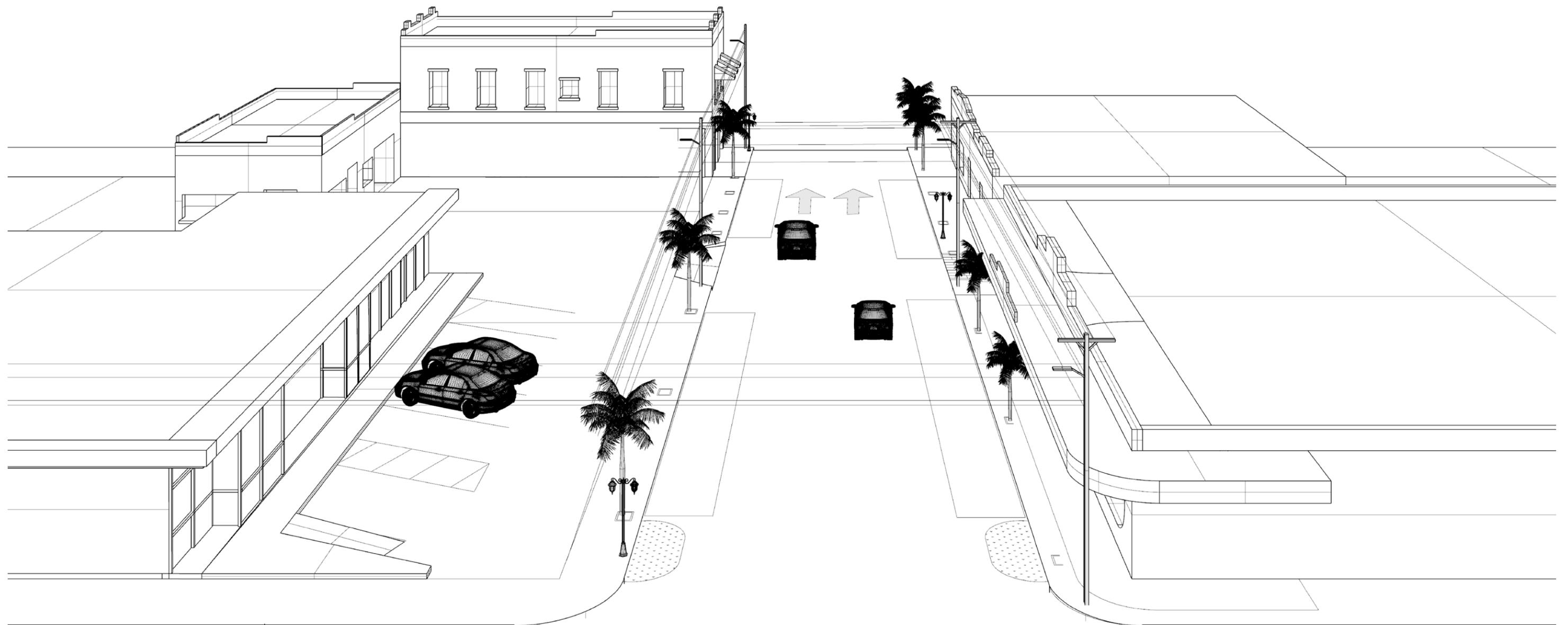


Proposed Main Street Section: Main Street and N Albany Avenue Intersection

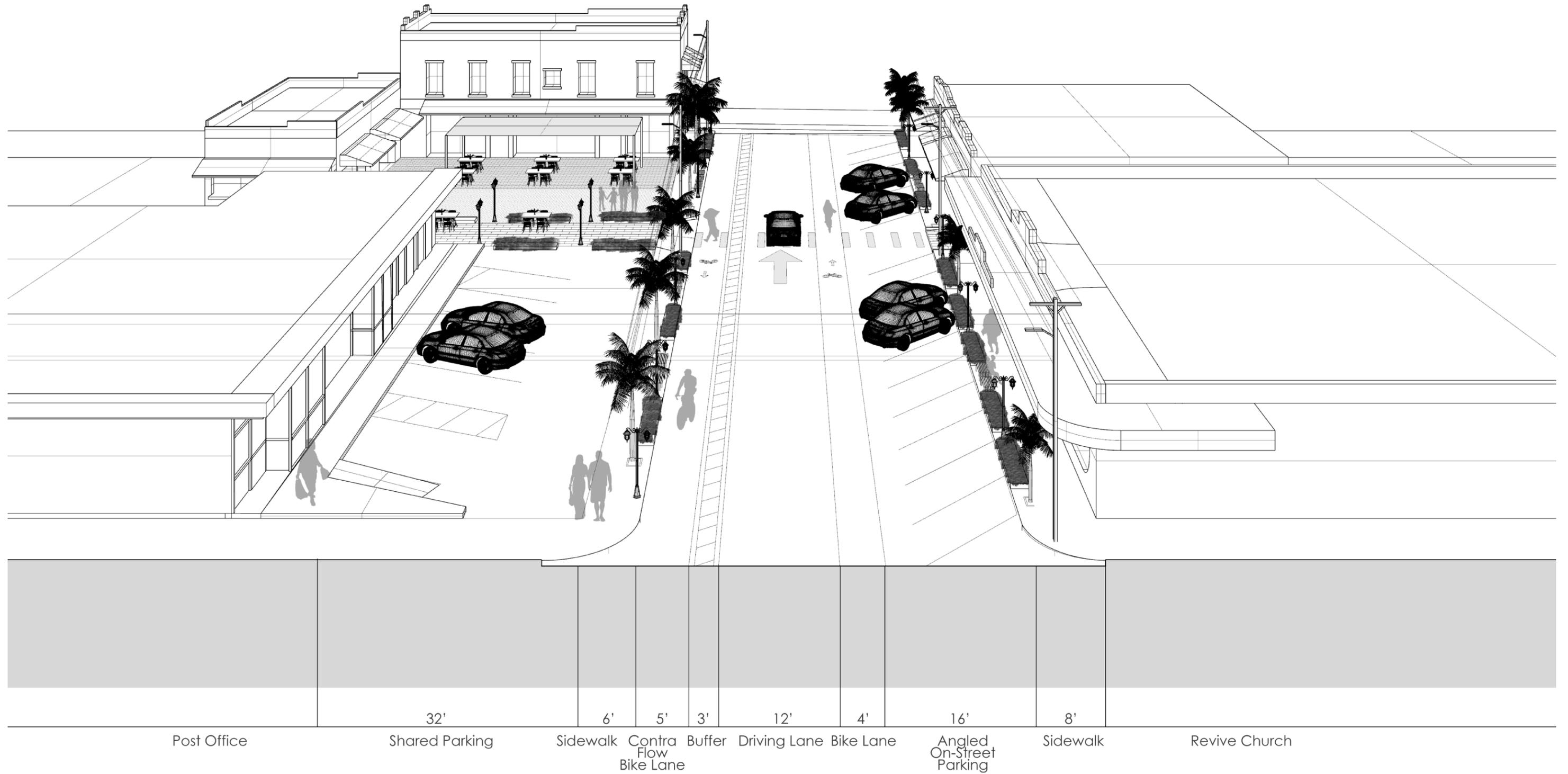


Existing N Howard Avenue Section: Looking Towards W Columbus Drive

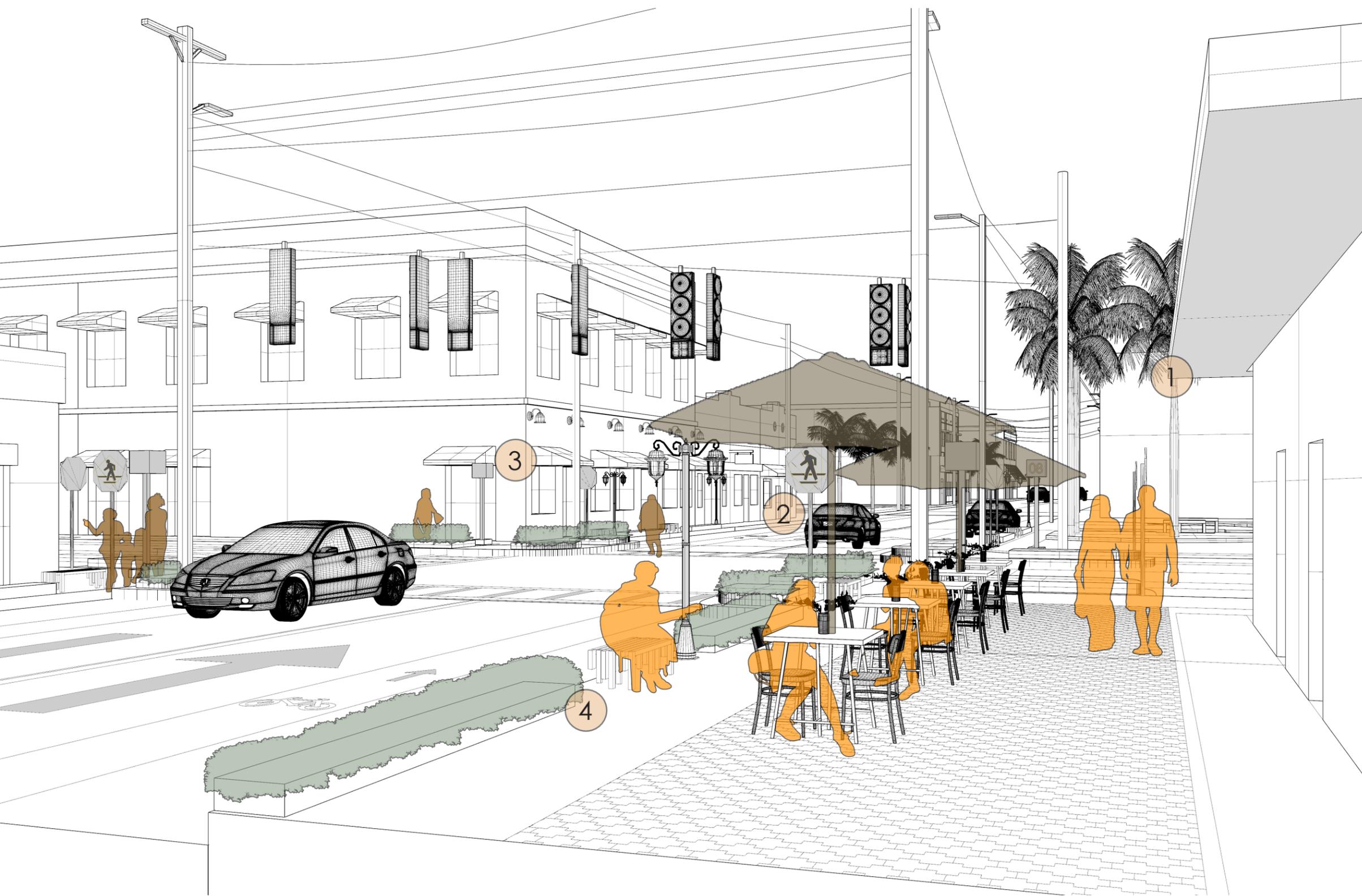




Existing N Howard Avenue Section: Looking Towards W Columbus Drive



Proposed N Howard Avenue Section: Looking Towards W Columbus Drive



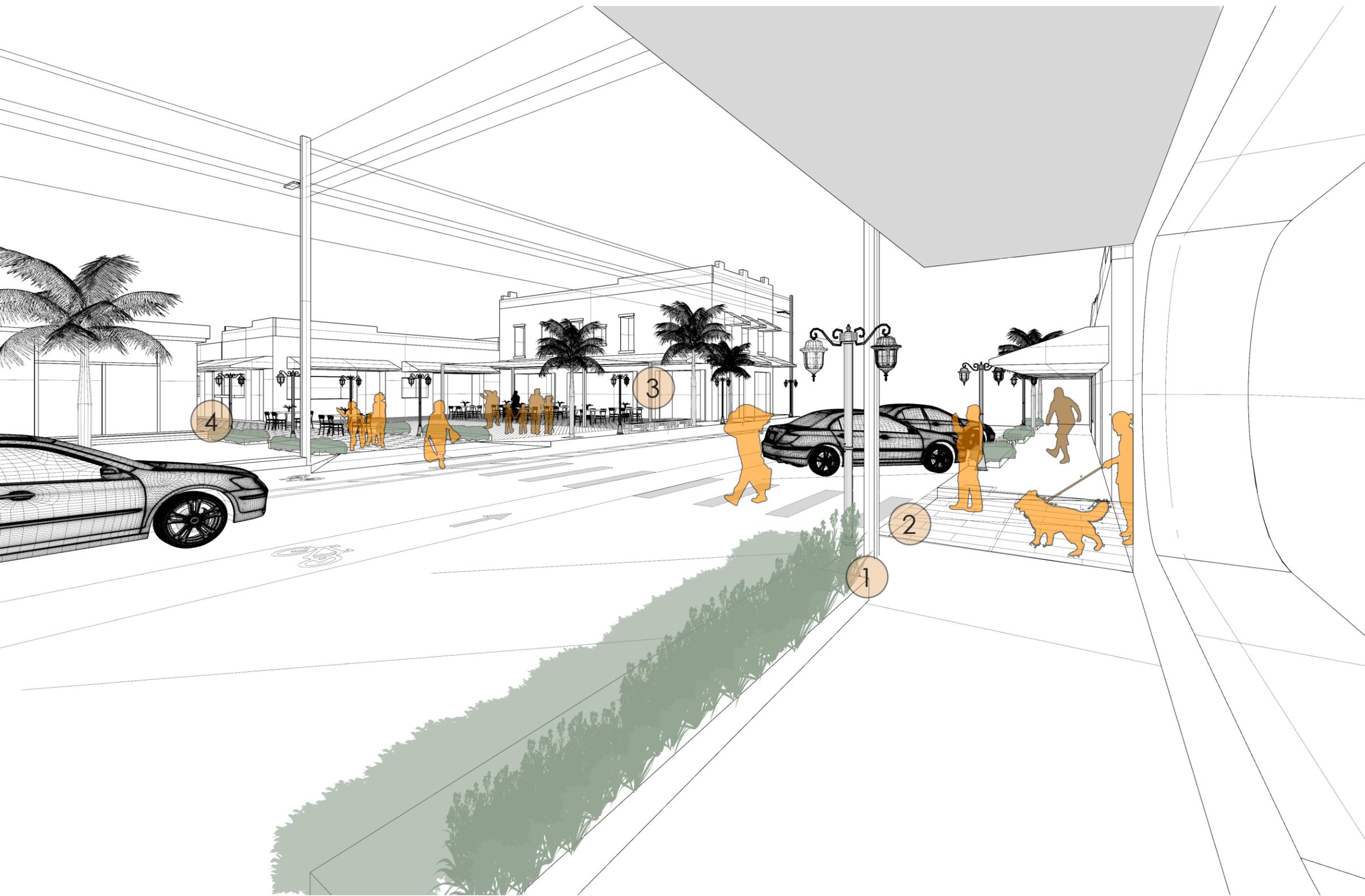
1 **Active Facades:** Most of the existing conditions are accommodating the car. Repurpose this space by creating pedestrian seating or street furniture zone, pedestrian through zone and frontage zone on the sidewalk.

2 **Social Dimension and Urban Vitality:** To generate a positive use of space and increase urban vitality, introduce more pedestrian signage and curb extensions for safe pedestrian crossing. These visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees

3 **Human Scale:** The walkability of Main Street depends on elements of shading and lighting. Pedestrians would feel considered in the planning process of the streets by having shading and lighting structures to their scale.

4 **Green Areas:** To contribute to the green aspect of the street room, these existing pervious strips could be expanded and maintained to capture and slow down runoff. Additionally, the introduction of pervious pavement is applied to sidewalks, street furniture zones to enhance the diversity of uses.

Proposed Main Street and N Albany Avenue Intersection Illustration



- 1 Green Areas:** Existing pervious strips could be expanded and maintained to capture and slow down runoff. Utilize a diversity of shrubs and plants to revitalize and replace the tree planters.
- 2 Human Scale:** Pedestrians would feel considered in the planning process of the streets by having amenities designed to their scale. Introducing mid block crossings aligned to alleyways, would simultaneously activate these existing alleyways, create a livelier and safer environment.
- 3 Local Identity:** N Howard has a strong historical character that is enabled by its buildings and its current uses. Enhance this local identity by encouraging development of local business, repurposing of unused parking lots for different activities through the day.
- 4 Diversity of Uses:** Promote the health and well-being of residents, by encouraging physical activity, alternate transportation, and greater social interaction. Activate existing alleyways by extending business activity outside the door: cafes, small bakeries, outdoor seating, community gardens that extend to residential part of alleyway.

Proposed N Howard Avenue Post Office and Revive Church Illustration