

SUMMARY

Overall, the walk is comfortable enough due to shade and scale of the surrounding structures. It is also visually interesting due to historic facades, parks, awnings etc. However, there is a scope of improvement in the technicalities like sidewalk conditions, pedestrian signals etc. Alleyways pose a great potential to improve walkability and porosity of the space. Underutilized parks, inconsistent shading conditions are observed. There is a potential of improvement in the conditions. Corner lots are interestingly inviting and more of these can be achieved. Puddles, improper leveling, and curb cuts needs improvement. Storm water drainage appears to be an issue besides, consistent landscaping and street furniture. The area has a tremendous scope of improvement in terms of its character.



SIDEWALKS

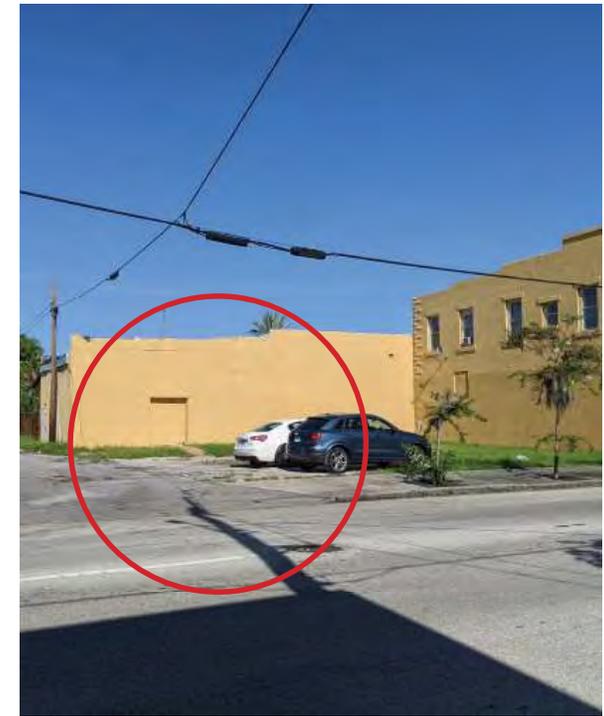
Problems for Pedestrians

- There are no sidewalks, paths or shoulders. -
- The sidewalks are not continuous (i.e., segments are missing). **X**
- The sidewalk isn't wide enough for two people to walk together side-by-side (minimum width needed: 5 feet). **X**
- The sidewalk is broken or cracked. **X**
- There's no buffer between traffic and the sidewalk. **X**
- The sidewalks are interrupted by driveways. **X**
- There are no ramps (i.e., curb cuts) or they're misplaced. (Note: There should be two curb cuts per corner.) **X**
- The curb cuts aren't textured or marked for people with visual impairments. **X**
- The sidewalk is blocked or interrupted by poles, signs, shrubs, dumpsters, low-hanging trees, etc. **X**
- Cars, trucks, vendors are blocking the sidewalk. -

Other issues and observations:

Overall Rating of the Sidewalks in the Survey Area:

Excellent Good Fair **Poor**



CROSSING STREETS AND INTERSECTIONS

Problems for Pedestrians

- The crossing doesn't have a pedestrian signal or audible signal. -
- The pedestrian signal doesn't give people walking at an average speed enough time to cross **X**
- The signal doesn't give slow walkers enough time to cross. -
- The location needs a traffic signal or crosswalk **X**
- A Push-to-Walk signal is not available/operating/accessible. -
- The crosswalk is not marked or is poorly marked. -
- People need to walk >300 feet for a safe place to cross the street. -
- The road is too wide to safely cross. -
- There's no median on a street with four or more lanes? -
- Parked cars or utility poles block the pedestrian view of traffic. -
- Paving/Route is inaccessible for wheelchairs and strollers. **X**

Refer Figure 1 and 2

WHO IS USING THE CROSSWALK?	NUMBER OF INDIVIDUALS OBSERVED (use hash marks //// for counting)	TOTAL #
People walking at an average speed		11
People walking slowly		1
People with children or baby strollers		1
People crossing against the signal		1
People using assistive devices (wheelchairs, canes, walkers, etc.)		
Bicyclists		
Skateboarders		
Other		

Overall Rating of the Street Crossing(s) in the Survey Area:

Excellent Good **Fair** Poor

Additional observations:

Pedestrian has to wait for longer to cross evident at few intersections



Figure 1



Figure 2

DRIVER BEHAVIOR

Problems for Pedestrians

- Drivers do not stop at stop signs. **X**
- Drivers do not obey traffic signals. **X**
- Drivers appear to be speeding. **X**
- Drivers don't yield to pedestrians, especially at right turns. -
- Drivers do not stop behind the crosswalk. **X**
- Drivers don't look when leaving or backing out of driveways **X**
- Drivers make unexpected turns/maneuvers. -

Overall Rating of the Driver Behavior in the Survey Area:

Excellent Good **Fair** Poor



SAFETY

Problems for Pedestrians

- Car speeds are too fast. -
- There's too much traffic. -
- Drivers are distracted. (e.g., they're using cellphones). -
- There's loitering or suspicious/criminal activity. **X** This is not observed but heard of.
- There are unleashed dogs. -
- The signage or directions for drivers/pedestrians are confusing. -

Overall Rating of Safety in the Survey Area:

Excellent **Good** Fair Poor

Additional observations:

Although, it is comparatively safe, there is scope of improvement.



COMFORT AND APPEAL

Problems for Pedestrians

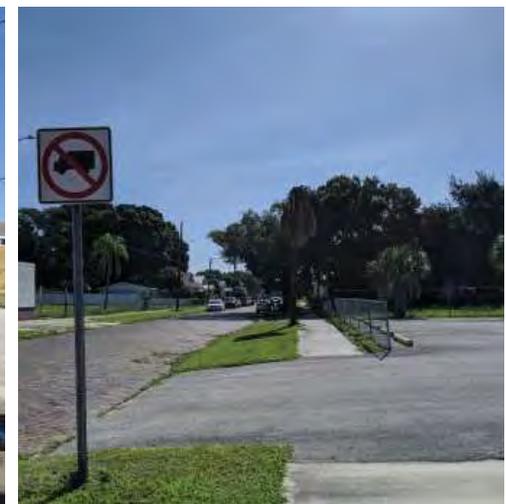
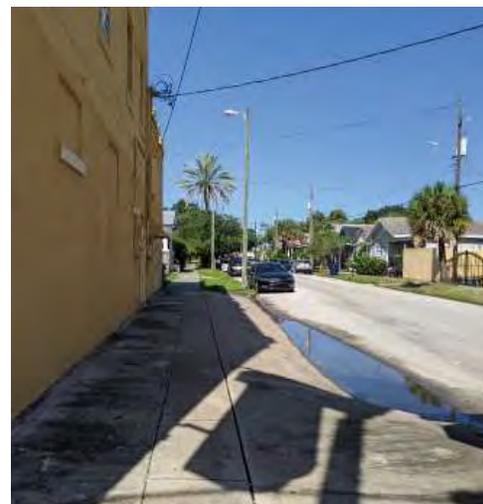
- The street needs shade trees. -
- No shade for rain. -
- The street needs grass, flowers and landscaping **X**
- The street needs benches and places to rest **X**
- The grass and/or landscaping needs maintenance **X**
- There are no water fountains and/or bathrooms **X**
- A sidewalk is needed to the bus stop. **X**
- Needs a better bus stop including shelter. **X**
- The bus stop doesn't provide shelter **X**
- The bus stop doesn't have adequate lighting **X**
- There's graffiti or vacant or rundown buildings. -
- There's too much trash or litter. -

Overall Rating of Comfort and Appeal in the Survey Area:

Excellent Good Fair **Poor**

Additional observations:

- No shade
- Discontinuous facades
- Potential of utilizing in-between spaces.
- More Street furniture with shade
- Consistent Street lights and shade by trees
- Improvements in street facades can enhance the street character.



WALKABILITY

Safety score:

Excellent **Good** Fair Poor

Comfort score:

Excellent Good Fair **Poor**

- What is the Ratio of the Street Room? *Varies*
- How does it impact the pedestrian? *Affects pedestrian comfort due to change in shade.*
- How does it impact the vehicle? *Vehicles tend to speed more in less height to width ratio.*

Interest score:

Excellent **Good** Fair Poor

Notes: *Historic houses, storefronts, pavement patterns form an element of interest at irregular intervals. Elements of imageability present.*

Destination score (reason to be there):

Excellent **Good** Fair Poor

Notes: *Can be improved*

Overall Rating of the Walkability:

Excellent **Good** Fair Poor

Notes: *Potential of improvement*



POROSITY

Facade typology:

Notes: Historic-one or two storey, varies with street
Mixed Residential and commercial.

Awnings and shade:

Excellent Good **Fair** Poor

Notes: Potential of improvement

Delivery Vehicle Accessibility:

Are delivery vehicles impeding pedestrian or bike pathways?

Where: No observations

Do they have street side access or alleyway access?

Where: Yes. In the middle of each block for most parts.

Rhythm of Blocks:

Length of blocks: Approx 630'

Overall: Rhythm observed in fragments

Width: Approx 200'

Consistency: Fairly Consistent

Variance: Variance observed in experience. Physicality is consistent.



Right of Way:

Right of Way Width: W Howard Ave: 59.33'; W Main St: 57'

Consistency: Fairly Consistent

Variance: Not dominant

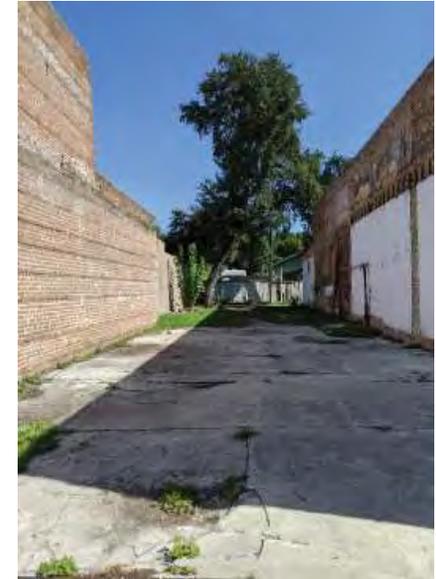
Pedestrian Designated width: Ranges from 4' to 6'

Bike Designated width: No Bike lane

Vehicular Designated width: 10'-11'

Overall Rating of the R.O.W.:

Excellent Good **Fair** Poor



Other issues and observations:

Potential of utilising alleyways as pedestrian walkways.



RATINGS AND OBSERVATIONS

	Excellent	Good	Fair	Poor
Streets and Intersections			-	
Sidewalks				-
Driver Behavior			-	
Safety		-		
Comfort and Appeal				-
Total		1	2	2

Overall rating of the entire walk audit area:

Excellent Good Fair **Poor**

Additional comments about what works well and what needs improvement:

The shade on the streets due to awnings on the storefront and the buildings make the area walkable. However, there is tremendous potential of improvement. The zero setback lines provide elements of interest and establish a facade continuity along with shade. There is also a scope of revitalizing alleyways and pocket lots.

QUESTIONS

How often are bikes used in the neighbourhood?

Who uses bikes and where are the trips to?

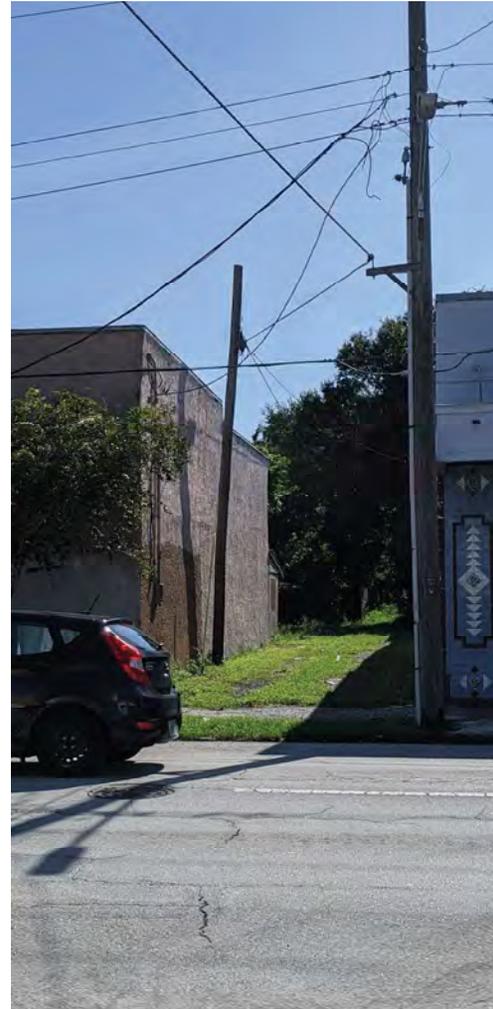
What are the conditions of street lights?

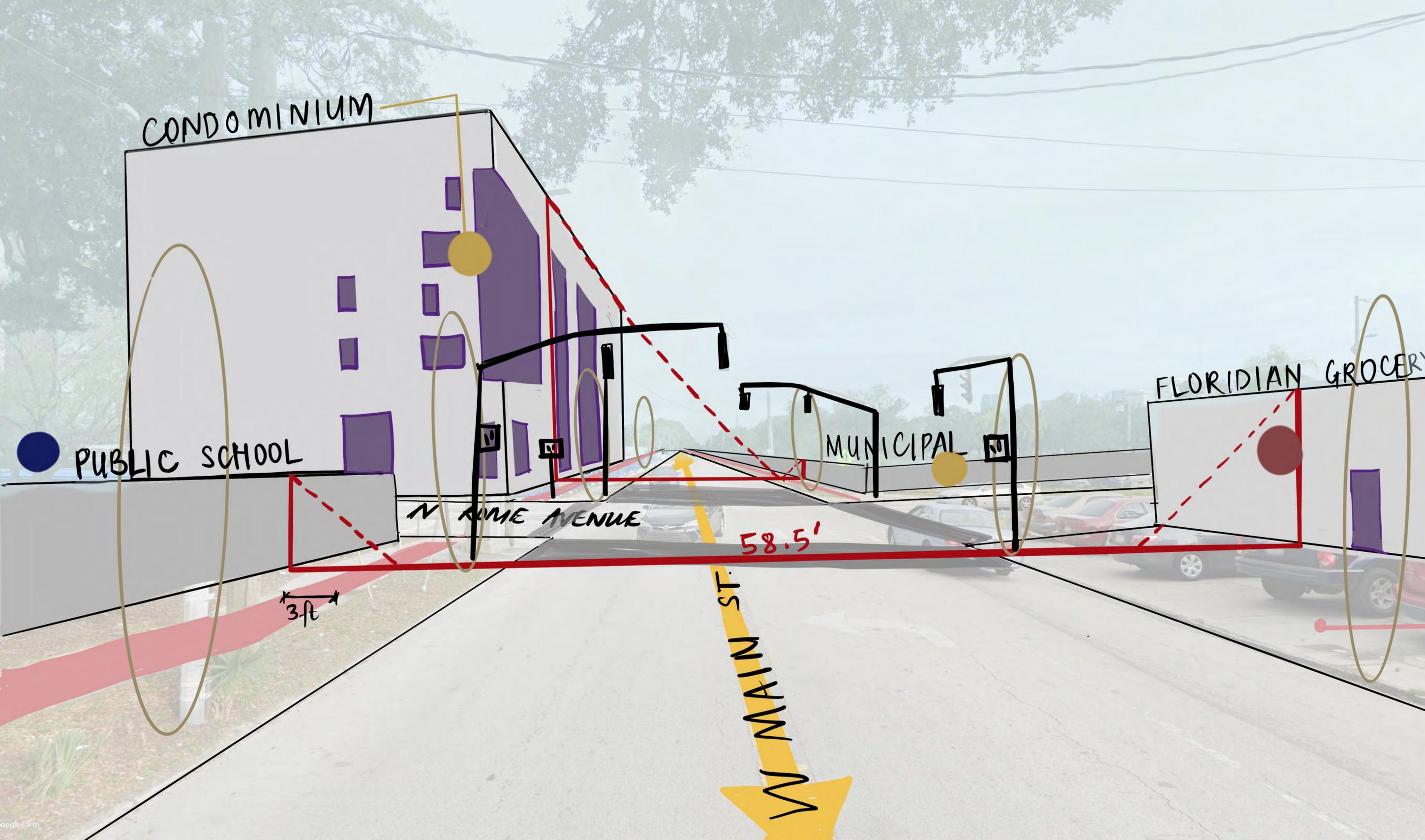
What kind of issues do the residents face? Needs of the residents?

What kind of issues do the store owners face?

Any significant accident prone spot?

Which area is mostly water logged?





- DIVERSITY OF USES ✓
- INSTITUTIONAL (SCHOOL)
- MIXED-USE
- RESIDENTIAL
- ACTIVE FACADES.
- HEIGHT TO WIDTH RATIO. UNRELATABLE HUMAN SCALE.
- EFFICIENT LIGHTING MISSING RENDERING IT UNSAFE
- MIX OF USES - STRENGTH STIMULATES LOCAL ECONOMY
- LACK OF SIGNAGE, STREET FURNITURE, BIKE LANES [NOT A COMPLETE STREET].
- LACK OF BUFFER ZONE / GREEN AREAS / SHADE / AESTHETICS.
- NO SIDEWALK?
- NARROW WHERE EXISTS.
- ABSENT OR UNIDENTIFIABLE BIKE PATH
- TRAFFIC LIGHTS & PEDESTRIAN SIGNALS PRESENT.
- UNSAFE CROSSING



W. MAIN STREET Activity



Source: City of Tampa and Hillsborough County



① West Tampa Library



② Old West Studio Lofts (Left)
Inactive Building (Right)



③ Hillsborough Education Foundation



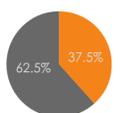
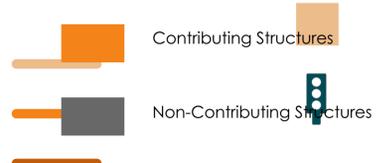
④ Bay Cannon Beer Company

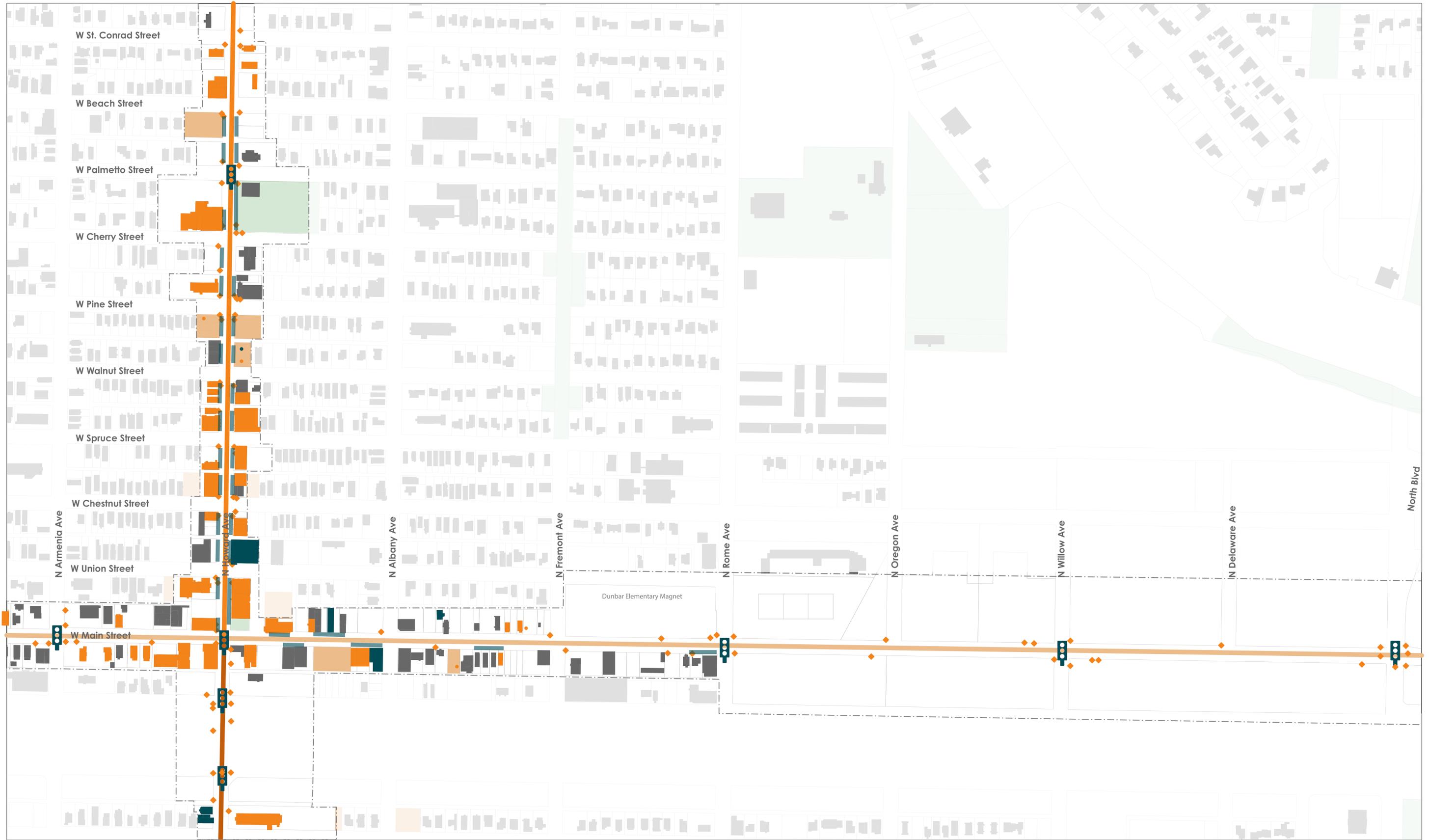
Source: City of Tampa and Hillsborough County



W. MAIN STREET

Historic Structures





Source: City of Tampa and Hillsborough County



W. MAIN STREET

Vehicular control map

Speed Limits

- 25 mph
- 30 mph
- 40 mph

Commercial Parking Lots

Traffic Lights

Right of Way - 60 ft (W. Main Street and N Howard Avenue)

On-Street Parking

Street Signage



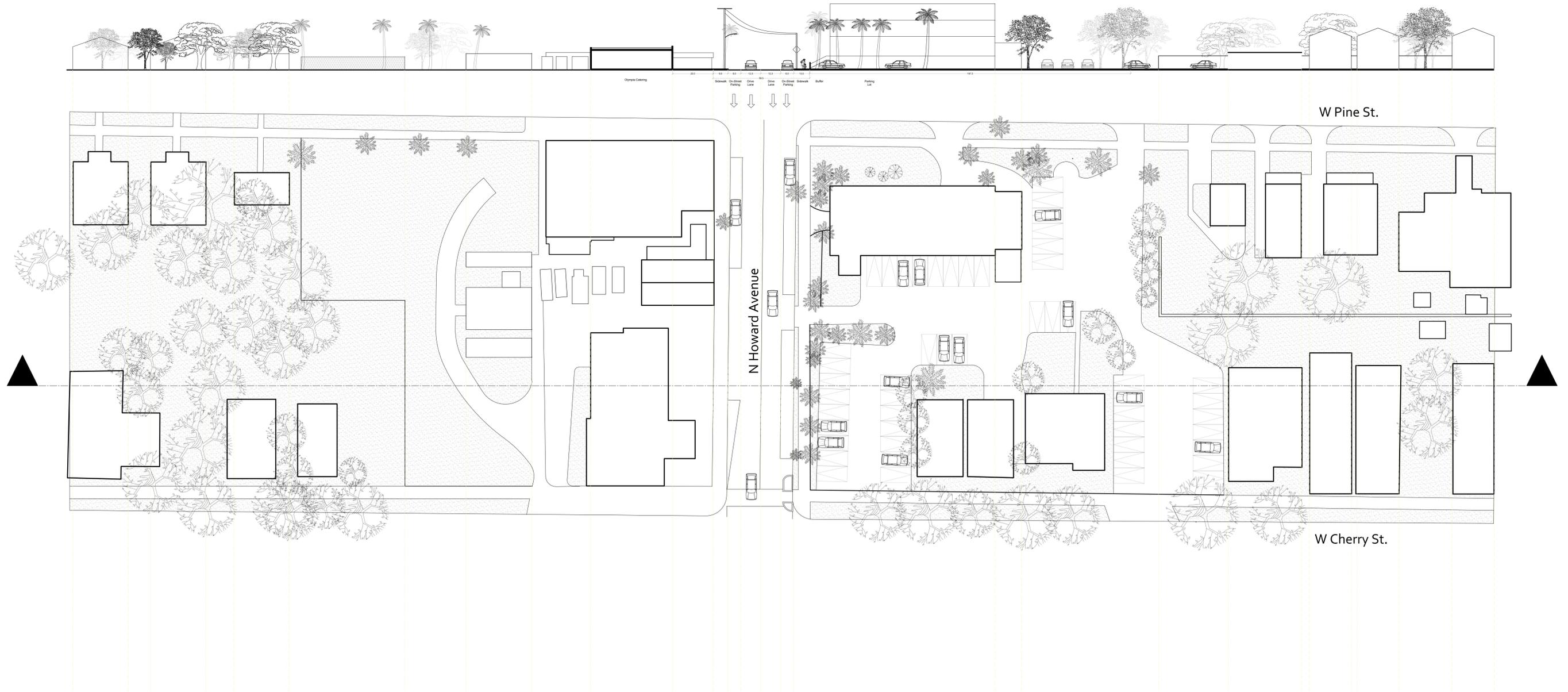


Source: City of Tampa and Hillsborough County



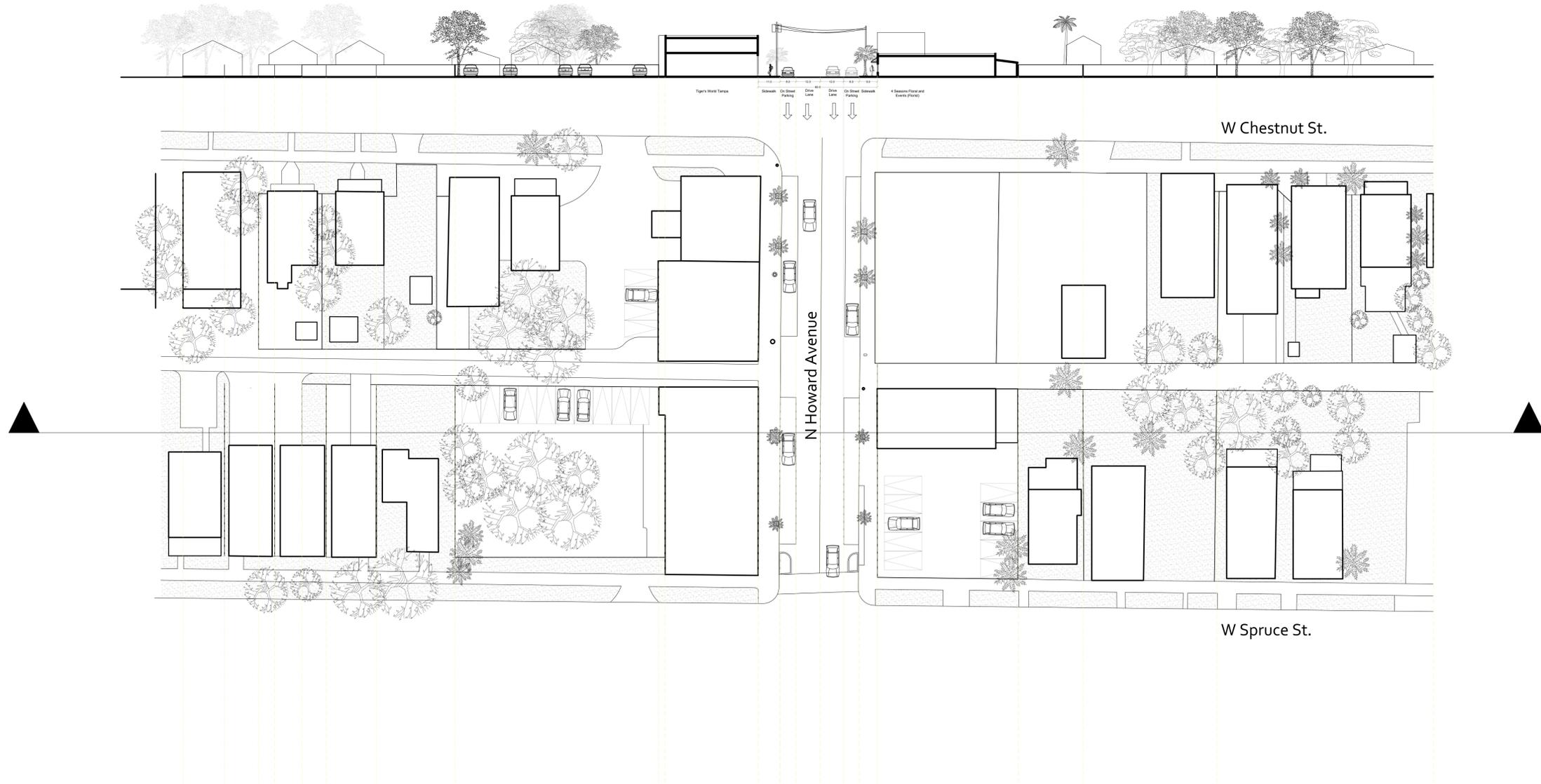
W. MAIN STREET
Base Map





N HOWARD AVENUE TOWARDS W MAIN STREET
 Scale 1 Inch = 30 units

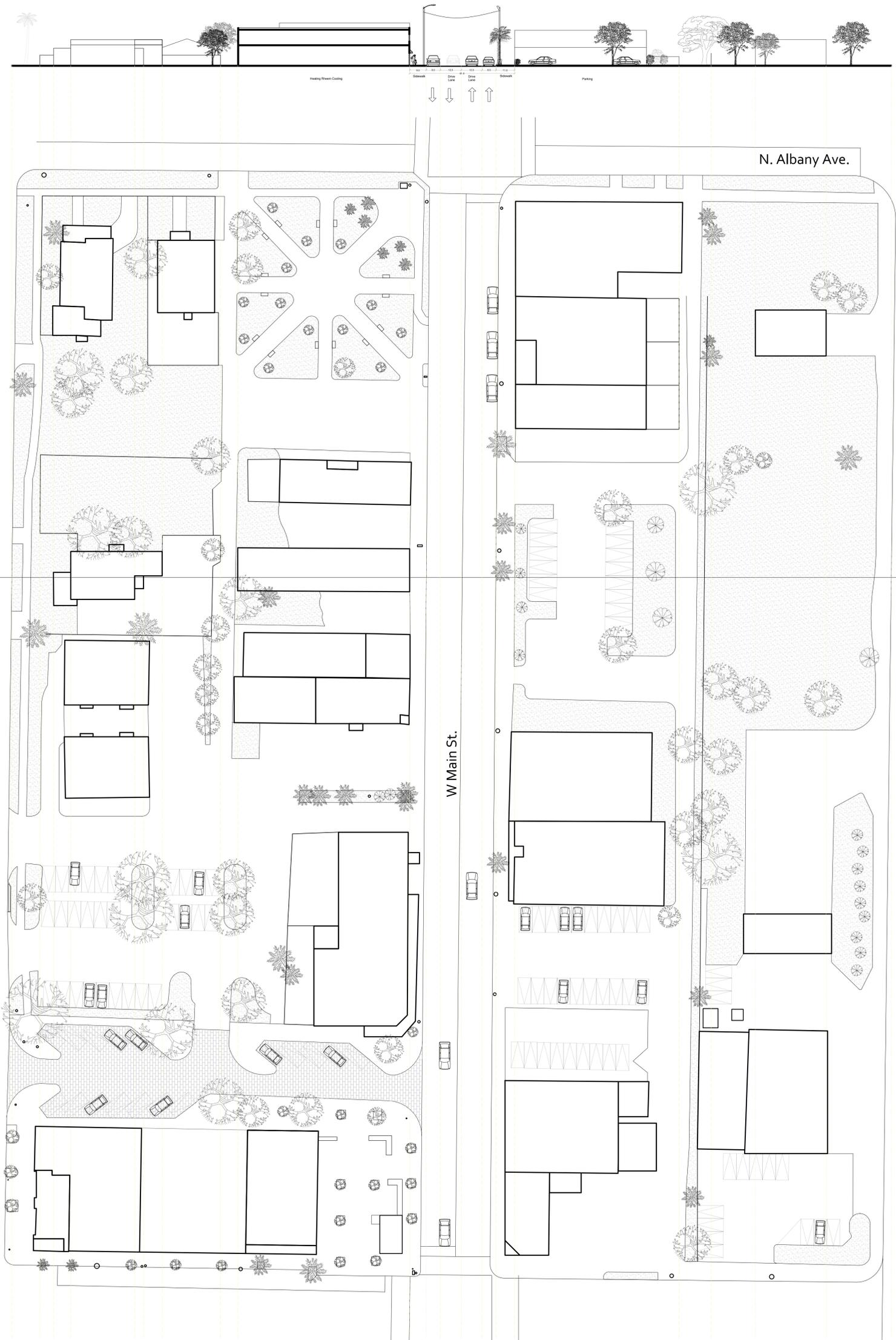




N HOWARD AVENUE TOWARDS W MAIN STREET

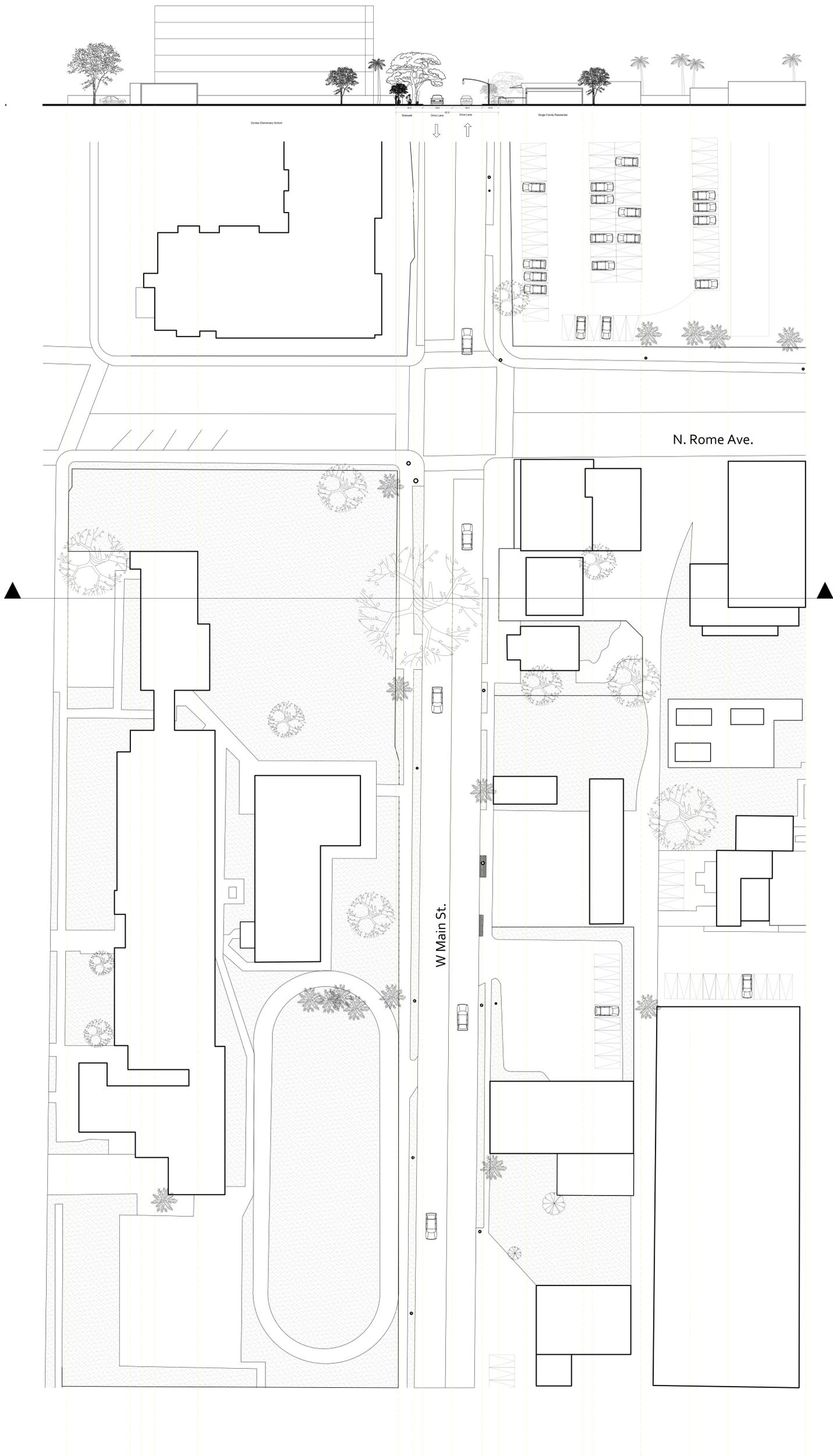
Scale: 1 Inch = 30 Units





W MAIN STREET AWAY FROM N HOWARD AVENUE
 Scale: 1 Inch = 30 Units





W MAIN STREET AWAY FROM N HOWARD AVENUE
 Scale: 1 Inch = 30 Units



VISION AND FRAMEWORK

N Howard Avenue and W Main Street, Old West Tampa

- 1. Local identity:** Based on the community survey, the most pressing public safety concern was crime with 67.92% of people upvoting for it. Currently, N Howard Avenue and West Main Street, despite possessing the treasure of the City of Tampa's rich History, are like any other commercial streets in Tampa. Several Historic structures on these streets are defunct. Non-functional landscaping, absence of rhythm in streetlights, lack of spots to pause and appreciate the heritage, undefined crossings, electric poles are some of the other concerns pertaining to these streets. These issues can be addressed by having 'eyes on the street' constantly. Besides, a mixed-use and multigenerational zoning, creating a local identity can attract varied users, thus promoting safety. It has tremendous potential to be a 'place'. Enhancing local identity can invite more people and businesses, thereby helping boost local economy.
 - Traffic signal box artwork-Historic photos
 - Signage
 - Painted curb ramp and street crosswalks.
 - Intersections
 - Wayfinding with public art
 - Functional art (Bicycle racks, lights, historical marker, street furniture, fences, waste bins).
 - Strategic bump-outs, buildouts, landscaping and designated areas for buses to pull-off.
 - Lighting
 - Street Landscaping
 - Using Ysolino Street for weekly flee market, street programs.
 - Local shops, bakeries, restaurants, ice-cream parlors.
- 2. Diversity of uses:** North Howard Avenue and West Main Street possess a different character. While North Howard has a mix of offices, gyms, salons, restaurants; W Main Street has restaurants at the intersection of N Howard followed by 'Dunbar Elementary School' and Neighborhood Mixed Use-35 Zoning. The main issue seen here is the on and off patterns of activities, that too, at only specific spots and times. However, there is an absence of rhythm in patterns of activity, which are currently not enough to keep the whole street active during most times of the day. A variety in terms of active times of the day is most important. Blending various uses will attract people of different age groups, gender,

type, thereby making the streets friendlier and safe. To support future high density of 'Neighborhood Mixed Use -35', on the West Main Street, local essential stores, farmer's market, or/and institutional and recreational anchors can provide great support.

- Multigenerational uses
- Utilization of pocket lots for weekly markets
- Night school
- Local shops, bakeries, restaurants, ice-cream parlors etc. which can invite multigenerational uses and be active most of the times during the day.
- Flexible uses of certain lots. For example, ground or auditorium of schools can be used for external get-togethers, events etc.
- Parking lots can be shared.
- Seasonal uses like festivals, 'Cigar festival', 'art week', parades, seasonal fruit markets.
- Weekly uses like produce market, flea markets, etc.

3. Stimulating the local economy: Both the streets, with some additions, subtractions and alterations have a great potential of being quality public spaces. The vital assets here, are the historic structures. The presence of West Tampa branch library, Rey Park Community Center on Howard Avenue, Dunbar Elementary Magnet, the corner plaza and a corner park on West Main Street and the mid-block alleyways, besides other offices and eateries, offer people a number of reasons to visit the area. Enhancing the opportunities of access, can tremendously boost the local economy if the streets are safe, attractive, and has something for everyone. Besides, achieving pedestrian and bike connection over Hillsborough river to connect downtown Tampa and Old West Tampa can invite several local businesses. The eastern end of the W Main Street also has a potential of being a transit hub in longer future, inviting opportunities for transit-oriented development.

- Adaptive reuse of historic buildings
- N Armenia Avenue and N Howard Avenue, being twin pairs, currently do not act as one. N Howard can be a one-way street provided N Armenia possesses the same character as N Howard.
- Strategic bump-outs, buildouts, landscaping, and designated areas for bus to pull-off.
- Adding restaurants, bakeries, cafes, and ice cream shops.
- Including streateries
- Coordinating and organizing 'baseball' and Heritage 'Cigar' festival as in Ybor city on Ysolino Street.
- A pedestrian and bike bridge below I-275 over Hillsborough river (Short-term)
- A transit hub/ station in the Eastern end of W Main Street. (buses, railroads, street cars, bike and electric scooters)

- Reducing the parking lot sizes and introducing shaded stack parking. This can allow for more space for infill structures and/or green areas/ community spaces.
- 'West Tampa Art Market' can be introduced for residents as well as students, to sell hand made cards, coasters, paintings, crafts, artwork. This can help improving local economy, sense of belonging and community interaction.

4. Active facades: Increasing porosity of the storefronts, historic structures to achieve a connection with the sidewalk can invigorate a relationship between the users of private and public realm. This can again be related to having more eye contacts, fostering a sense of safety on both N Howard Avenue and W Main Street. According to Jane Jacobs, it is mainly streets and sidewalks that indicate how public space is perceived and used. A combination of alleyways and visually connecting facades on each block can be more inviting and welcoming, besides safe. It can also help boost local identity and economy.

- About 3 to 4 Active Doors per block on North Howard (Blockface length: 200 ft)
- About 8 to 12 Active Doors per block on West Main Street (Blockface length: 600 ft) with a pocket park or buffer space in between
- Increasing porosity on historic structures (for example restoring balconies and making it functional)
- Infill structures on empty parking lots
- Utilization of some empty lots as spill out spaces
- Retaining some historic facades for the visual continuity, order and rhythm on the streets but having common semi-open spaces, in the interiors for adjacent building functions (For example: A common semi-open seating area in between a restaurant and ice-cream shop).

5. Lighting: The present lighting on North Howard Avenue and W Main Street are occasionally of Human scale, mostly lacking a rhythm. Having rhythmic streetlights to provide for safe conditions for walking, biking and vehicular commute will also enhance the character of the streets. A strategic combination of human scale lights, foot lights, and accent lights can invite more eyes on the street, also fostering opportunities for enhancing local economy and local identity.

- Human scaled rhythmic streetlights
- Vehicular lights
- Strategic accent, decorative yet functional lighting on alleyways to be used for biking.
- Functional art
- Fence Lights wherever required.
- Accent lights on the corner plaza and park to achieve datum and a sense of connection/identity.

6. Social dimension and urban vitality: 'The trust of a city street is formed over time from many, many little public sidewalk contacts.'-Jane Jacobs in 'Death and Life of Great American Cities'. N Howard Avenue and W Main Street, with its existing functions, coupled with some improvements, already have a variety of anchors and can transform the social dimension of the area. Street furniture, porous facades, well-shaded parks and the corner plaza on both the streets can promote healthy interactions, thereby increasing urban vitality. Besides, some community programs associated with the existing anchors to maintain and strengthen the relationship to the area, can create a sense of belonging and trust, slowly rendering them safe and accessible.

- Heritage walk and information center that links to Hyde Park and Ybor city. Maybe a tourist car or bus?
- Efficient waste management programs.
- Local heritage education programs associated with West Tampa Library, Dunbar Elementary Magnet, Howard W. Blake High School, Stewart Middle Magnet School.
 - Partnering with schools to host a 'Heritage club' for hosting, organizing events like competitions, walks, games weaved around the heritage of the area.
- Interschool 'treasure hunt' events organized in the area, initiated from the corner plaza Ysolino Street and the corner park.
- Coordinate and organize Heritage Cigar festival of Ybor city on Ysolino Street.
- 'Know your walk' program, through strategic placement of interactive functional art and historical markers.
- Edible landscaping and trees along the sidewalks, and in parks, plazas.
 - Organizing harvest events and weekly produce markets.
 - Formation of 'Community care-takers group' for maintenance of landscaping.
 - Partnering with schools to host an 'Eco-club' for educating about the maintenance of landscape in the area.
- 'Art week' can be held once in an year to promote and celebrate community art, music, crafts, food on Ysolino street, the corner plaza and park.

7. Green areas: On both the streets, well maintained green elements are lacking. Beyond providing shade and visual calmness, water management, urban drainage and maintaining biodiversity can be an important issue that can be tackled through strategic provision of green areas. Beyond providing visual interest through other urban elements, green elements can create quality of space through functional improvements.

- Build outs
- Bump outs
- Perforated pavers for sidewalk

- Trees for shade framing the crosswalks
- Parklets
- Raingarden/ Bio-Basin
- Tree zone with stormwater filtration
- Edible landscaping and edible fruit trees along the sidewalks and in parks
- Pocket gardens/play area.

8. Complete streets: An efficient street as a public realm should provide something for everyone. Both the streets currently are enough to suffice some, if not all, needs of the commuter vehicles and few needs of pedestrians. However, having bikelanes along some alleyways, provisions for access to various modes of commuting, urban furniture, landscaping can prove more inviting, not only for humans but also for pets. This can assure sharing of the street by all age groups, genders, types of living beings and can then overarch all other aspects.

- Installing bike stations and bike racks strategically
- Shared bike lanes and alleyways as bike and walk trails strategically
- N Armenia Avenue and N Howard Avenue, being twin pairs, currently do not act as one. N Howard can be a one-way street provided N Armenia possesses the same character as N Howard.
- Installing electric scooter stations strategically
- Alleyways as electric scooter trails
- Landscaping on the buffer zone of the sidewalk
- Shade trees on the buffer zone of the sidewalk
- Provision of street furniture, historical markers, parking vending machines along the sidewalk
- On street parking
- Signage, lights, wayfinding elements
- Raingardens/ bioswales
- Shaded crosswalks

9. Human scale: This is one of the most vital aspects in terms of feeling 'safe'. W Main Street and N Howard Avenue both have inconsistencies in terms of visual order. The 'missing middle' structures can affect the human comfort throughout the street, rendering only few patches as safe and comfortable. Even if the structures are missing at certain spots, framing the streets to achieve a street room with functional art or trees can improve the quality of street.

- Introducing infill structures to create a comfortable street room wherever possible.
- Framing the streets with trees, functional art

- Designing the initial 20' of the facades adjacent to the sidewalks to respond to possible human interaction between inside and outside.
- Introducing continuous or rhythmic shade throughout most of the street via awnings or balconies/ terraces for the second floor.

10. Social participation: Local people are the primary consumers of the street. Involving residents, and shopkeepers in the West Tampa area in the pre-planning process to identify and understand their needs and expectations. Then, engaging them in the planning and maintaining process. Involving them in building a life for W Main Street and N Howard Avenue can be mutually beneficial to the planning and designing authorities as well as the community. Apart from that involving all age groups in the process, can prove meaningful post implementation.

- Community Charettes
- Eco-club for children
- Heritage-club for children
- Introducing community events like 'game day', 'community pot luck' where improvising strategies can be the theme.
- Maintenance credits or rewards can be introduced for schools as well as residents.
- Community surveys



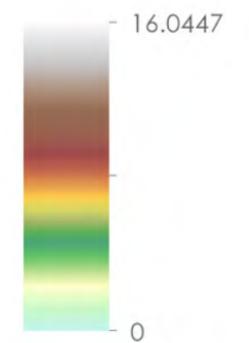
City of
Tampa
Florida

HILLSBOROUGH COUNTY

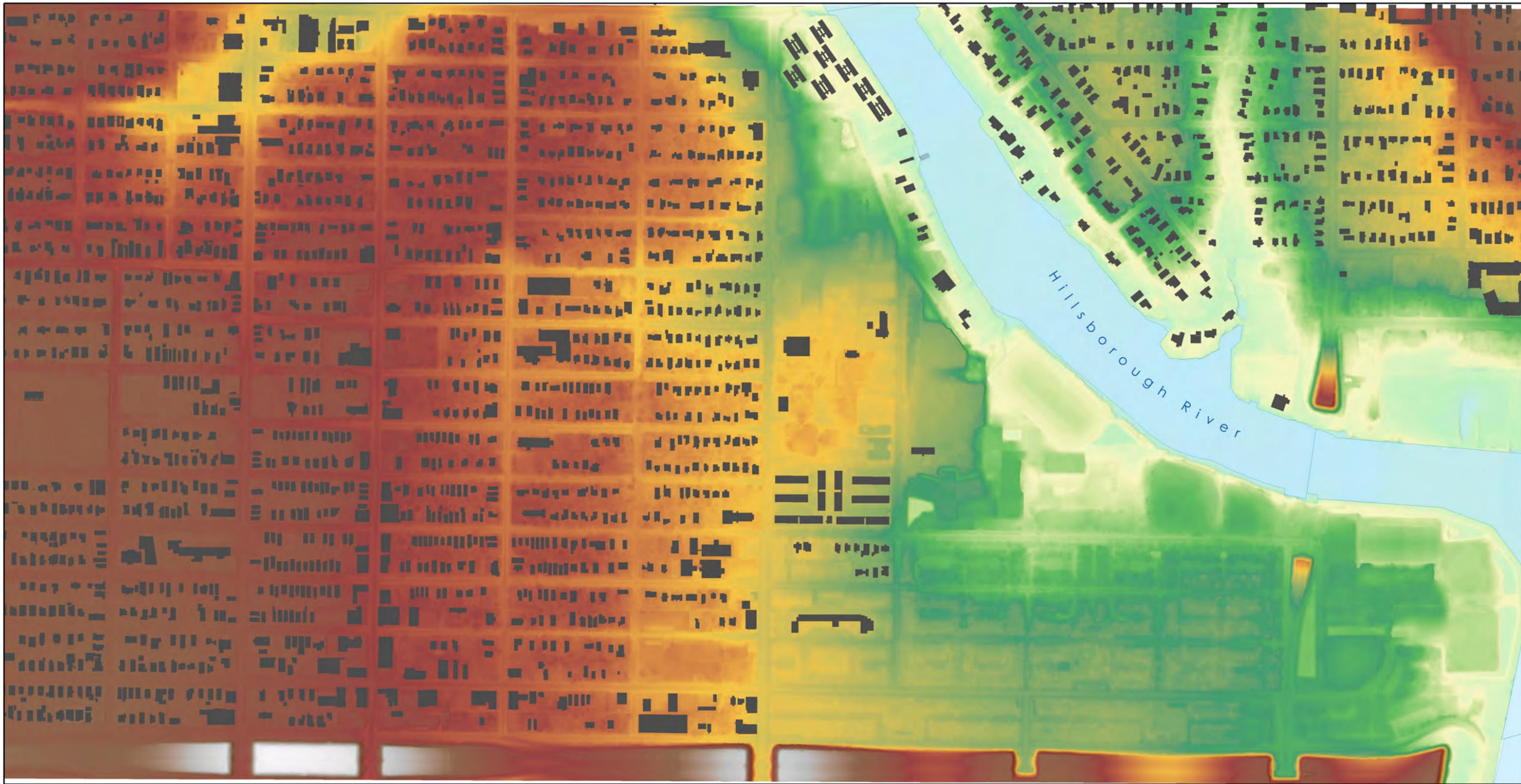
Digital Elevation Model (DEM) Map, Old West Tampa

 Building Footprints

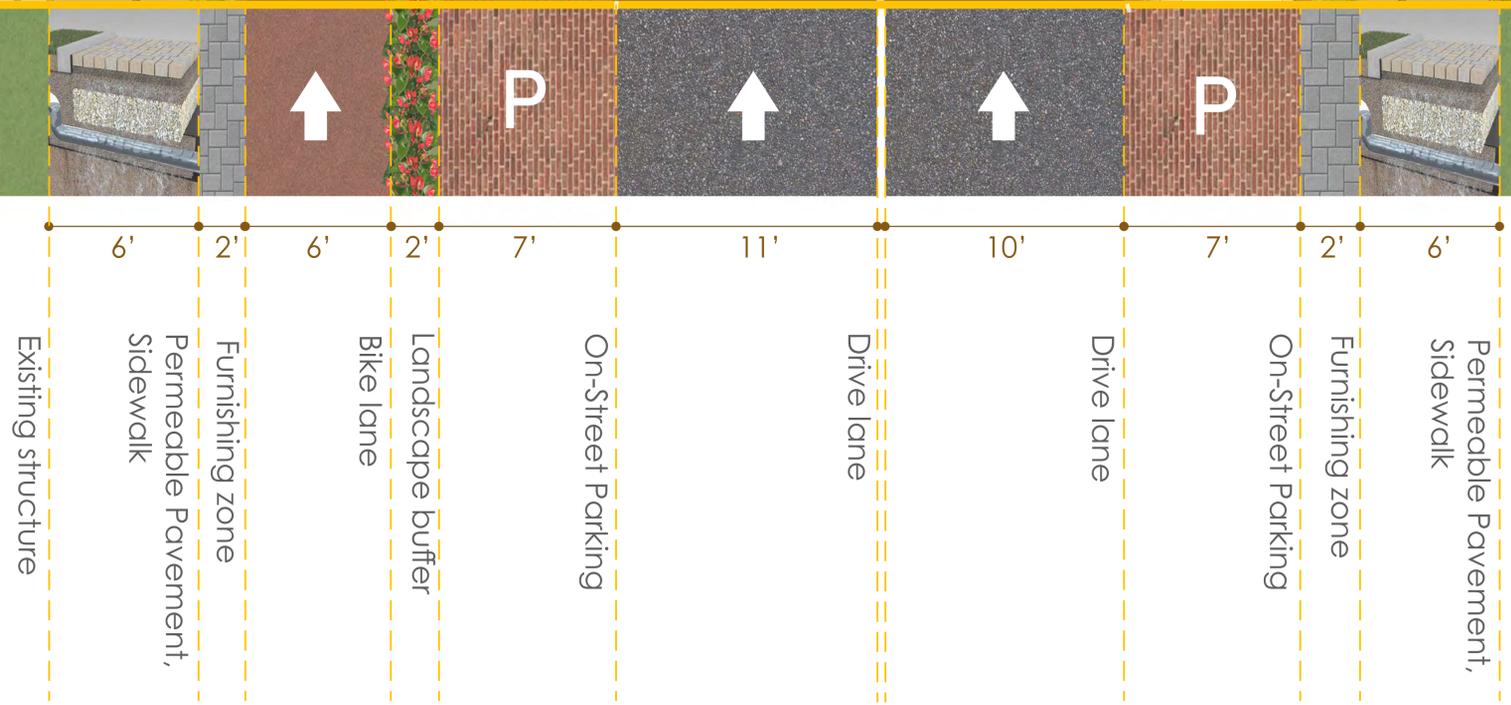
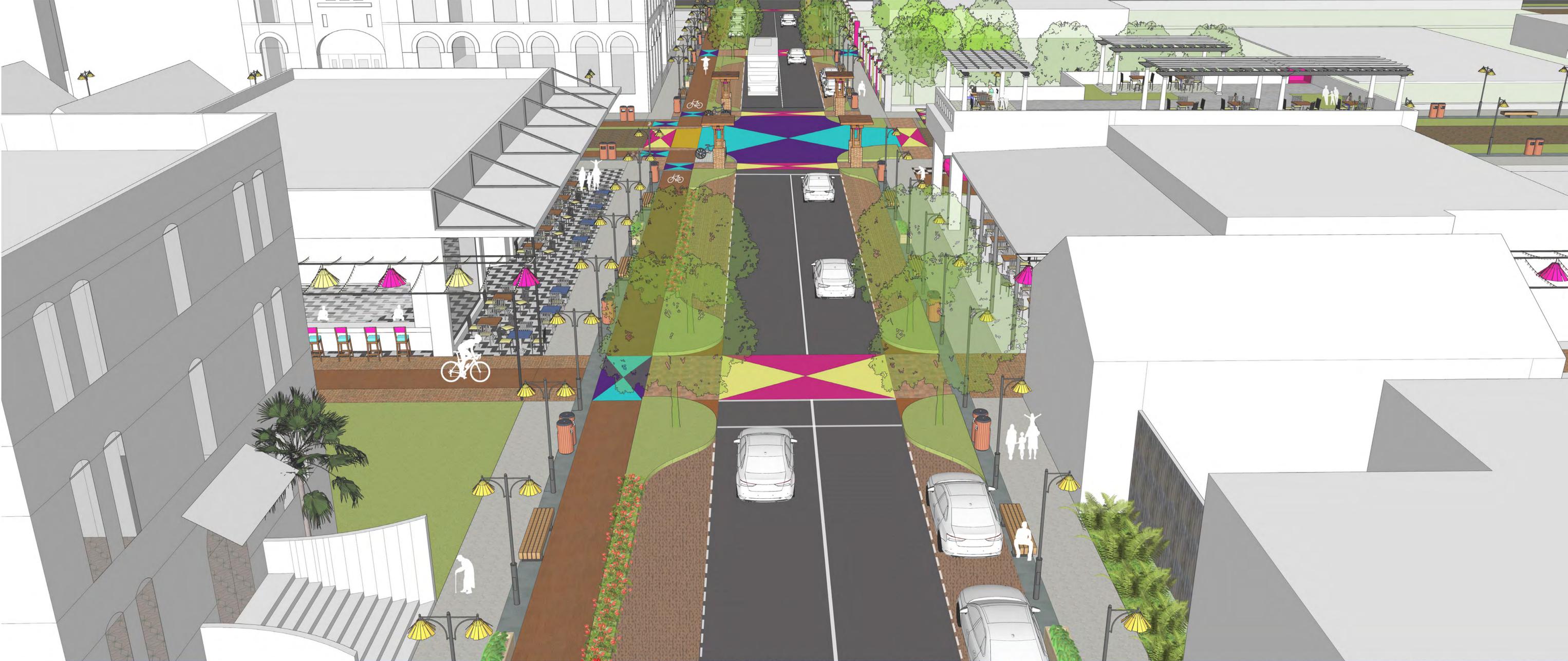
Elevation in Feet (ft)



Source: National Oceanic and Atmospheric Administration (coast.noaa.gov)



N Howard Avenue







1 Local identity

- Signage
- Painted curb ramp and street crosswalks.
- Intersections
- Way-finding with public art
- Functional art (Bicycle racks, lights, historical marker, street furniture, fences, waste bins).
- Strategic bump-outs, buildouts, landscaping and designated areas for buses to pull-off.
- Lighting
- Street Landscaping
- Local shops, bakeries, restaurants, ice-cream parlors.

2 Diversity of uses

- Multi-generational uses
- Utilization of pocket lots
- Local shops, bakeries, restaurants, ice-cream parlors etc. Flexible uses of certain lots.

3 Stimulating local economy

- Adaptive reuse of historic buildings
- N Armenia Avenue and N Howard Avenue, being twin pairs, currently do not act as one. N Howard can be a one-way street provided N Armenia possesses the same character as N Howard.
- Adding restaurants, bakeries, cafes, and ice cream shops.

4 Active facades

- About 3 to 4 Active Doors per block on North Howard (Block-face length: 200 ft)
- Increasing porosity on historic structures (for example restoring balconies and making it functional)
- Infill structures on empty parking lots
- Utilization of some empty lots as spill out spaces
- Retaining some historic facades for the visual continuity, order and rhythm on the streets but having common semi-open spaces, in the interiors for adjacent building functions (For example: A common semi-open seating area in between a restaurant and ice-cream shop).

5 Lighting

- Human scaled rhythmic streetlights
- Strategic accent, decorative yet functional lighting on alleyways to be used for biking.
- Functional art
- Fence Lights wherever required.
- Accent lights on the corner plaza and park to achieve datum and a sense of connection/identity.

6 Social dimension and urban vitality

- Efficient waste management programs.
- Local heritage education programs associated with West Tampa Library, Dunbar Elementary Magnet, Howard W. Blake High School, Stewart Middle Magnet School.
- Partnering with schools to host a 'Heritage club' for hosting, organizing events like competitions, walks, games weaved around the heritage of the area.
- Formation of 'Community care-takers group' for maintenance of landscaping, street furniture, etc.

7 Green areas

- Build outs
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8 Complete streets

- Installing bike stations and bike racks strategically
- Shared bike lanes and alleyways as bike and walk trails strategically
- Landscaping on the buffer zone of the sidewalk
- Shade trees on the buffer zone of the sidewalk
- Provision of street furniture, historical markers, parking vending machines along the sidewalk
- On street parking
- Signage, lights, way-finding elements
- Raingardens/ bioswales
- Shaded crosswalks

9 Human scale

- Introducing infill structures to create a comfortable street room wherever possible.
- Framing the streets with trees, functional art
- Designing the initial 20' of the facades adjacent to the sidewalks to respond to possible human interaction between inside and outside.
- Introducing continuous or rhythmic shade throughout most of the street via awnings or balconies/ terraces for the second floor.

10 Social participation

- Community Charettes
- Eco-club for children
- Heritage-club for children
- Introducing community events like 'game day', 'community pot luck' where improvising strategies can be the theme.
- Maintenance credits or rewards can be introduced for schools as well as residents.
- Community surveys



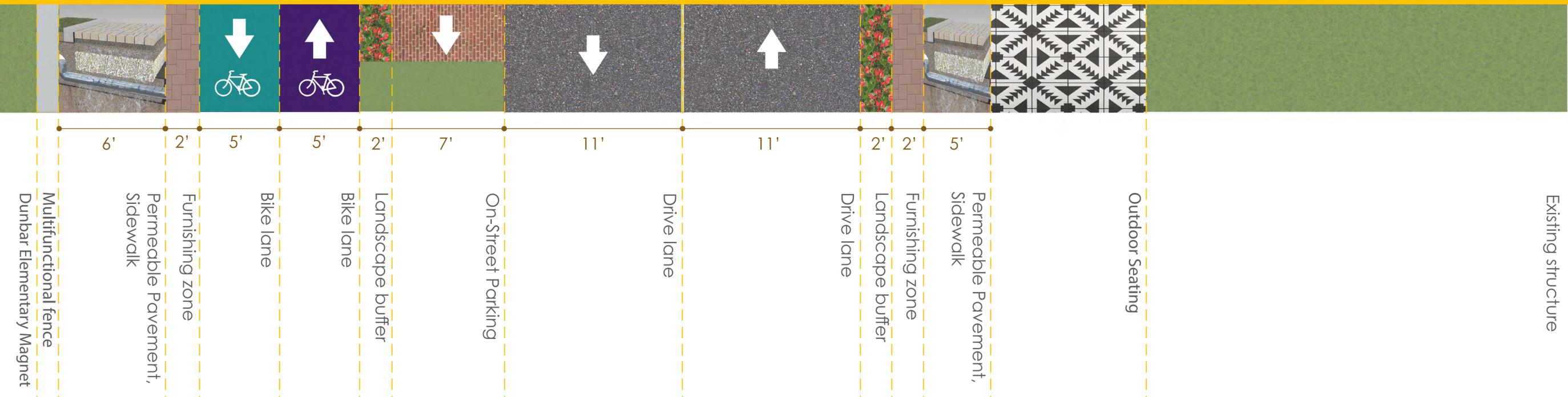
Before



After



W Main Street







1 Local identity

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- Intersections
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- Strategic bump-outs, buildouts, landscaping and designated areas for buses to pull-off.
- Lighting
- Street Landscaping
- Local shops, bakeries, restaurants, ice-cream parlors.

2 Diversity of uses

- Multi-generational uses
- Local shops, bakeries, restaurants, ice-cream parlors etc. Flexible uses of certain lots.
- Seasonal uses like festivals, 'Cigar festival', 'art week', parades, seasonal fruit markets in the school ground.
- Weekend uses like produce market, flea markets, in the school playground.

3 Stimulating local economy

- Strategic bump-outs, build-outs, landscaping, and designated areas for bus to pull-off.
- Adding restaurants, bakeries, cafes, and ice cream shops.
- 'West Tampa Art Market' can be introduced for residents as well as students.

4 Active facades

- About 8 to 12 Active Doors per block on West Main Street (Blockface length: 600 ft) with a pocket park or buffer space in between
- Increasing porosity on historic structures (for example restoring balconies and making it functional)
- Infill structures on empty parking lots
- Utilization of some empty lots as spill out spaces

5 Lighting

- Human scaled rhythmic streetlights
- Vehicular lights
- Strategic accent, decorative yet functional lighting on alleyways to be used for biking.
- Functional art
- Fence Lights wherever required.
- Accent lights on the corner plaza and park to achieve datum and a sense of connection/identity.

6 Social dimension and urban vitality

- Efficient waste management programs.
- Local heritage education programs associated with West Tampa Library, Dunbar Elementary Magnet, Howard W. Blake High School, Stewart Middle Magnet School.
- Partnering with schools to host a 'Heritage club' for hosting, organizing events like competitions, walks, games weaved around the heritage of the area.
- Interschool 'treasure hunt' events organized in the area.
- 'Know your walk' program, through strategic placement of interactive functional art and historical markers.
- Organizing harvest events and weekly produce markets.

7 Green areas

- Build outs
- Bump outs
- Perforated pavers for sidewalk
- Trees for shade framing the crosswalks
- Parklets
- Raingarden/ Bio-Basin
- Tree zone with stormwater filtration

8 Complete streets

- Installing bike stations and bike racks strategically
- Landscaping on the buffer zone of the sidewalk
- Shade trees on the buffer zone of the sidewalk
- Provision of street furniture, historical markers, parking vending machines along the sidewalk
- On street parking
- Signage, lights, way-finding elements
- Raingardens/ bioswales
- Shaded crosswalks

9 Human scale

- Introducing infill structures to create a comfortable street room wherever possible.
- Framing the streets with trees, functional art
- Designing the initial 20' of the facades adjacent to the sidewalks to respond to possible human interaction between inside and outside.
- Introducing continuous or rhythmic shade throughout most of the street via awnings or balconies/ terraces for the second floor.

10 Social participation

- Community Charettes
- Eco-club for children
- Heritage-club for children
- Introducing community events like 'game day', 'community pot luck' where improvising strategies can be the theme.
- Maintenance credits or rewards can be introduced for schools as well as residents.
- Community surveys



Before



After

