Gas Worx
Design Guidelines Book

08/01/2022 Submission

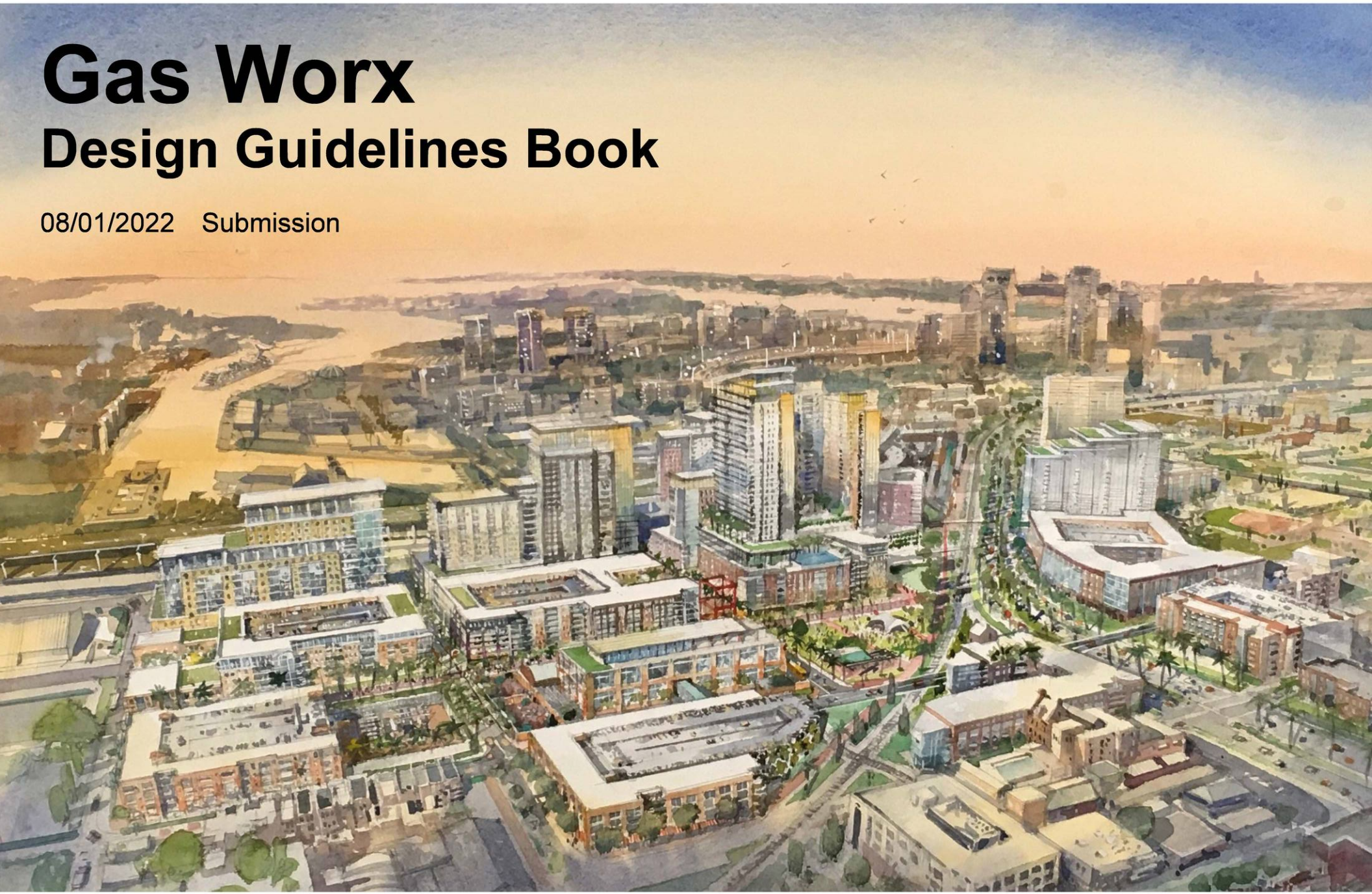


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Site Plan Integration

Interpretation and Enforcement

These Design Guidelines for Gas Worx are incorporated by reference as part of the PD/A site plan, and Developer shall demonstrate substantial compliance with these Design Guidelines at the time of Incremental Site Plan ("ISP") application. Determination of substantial compliance (or approval of an Alternative Design Exception) shall occur at time of ISP approval. Such ISP submittal shall meet the requirements of Sec. 27-228(e)(3).

Design Exceptions

During the ISP process, an applicant may request an exception to any component of these Design Guidelines, which exception may be approved by the Urban Design Coordinator.

CBD and Ybor City Design Standards

To the extent these Design Guidelines do not address a design requirement arising in the ISP process, the zoning administrator shall apply the equivalent regulations applicable to the Central Business District or Ybor City, depending on the location of the applicable Gas Worx parcel. The Ybor City Design Guidelines and the regulations set forth in Article III, Division 2, Subdivision 2 shall apply to Gas Worx parcels located within the Ybor City Historic District, but solely to the extent that the PD/A site plan and these Design Guidelines do not address the pertinent issue. The regulations set forth in Article III, Division 2, Subdivision 3 shall apply to Gas Worx parcels not located within the Ybor City Historic District, but solely to the extent that the PD/A site plan and these Design Guidelines do not address the pertinent issue.

Development Entitlement Chart

DEVELOPMENT ENTITLEMENT CHART (REZ 21-0000114)							
				PROJECTED DENSITY/INTENSITY(1)			MAX INTENSITY (SF) (1)
BLOCKS	TOTAL PARCEL ACERAGE	FUTURE LAND USE	ALLOWABLE USES (2) (3) (4)	APARTMENTS	GENERAL OFFICE (SF)	COMMERCIAL RETAILS (SF)	
ITE CODE				220	710	820	
WEST W3 - W5	5.00	RMU-100 - 5.00 AC (TA/CPA 21-25)	ALL USES ALLOWED UNDER RM-50, RO, RO-1, AND CI.	688	200,000	24,000	1,524,593
CENTER C1 - C6	10.43	CC-35 - 1.30 AC RMU-100 - 9.13 AC	ALL USES ALLOWED UNDER RM-50, RO, RO-1, AND CI.	2,071	189,600	9,600	2,575,065
EAST E1 - E7	10.72	CC-35 - 0.53 AC CMU-35 - 6.15 AC RMU-100 - 4.04 AC		1,712	120,800	86,600	1,085,846
TOTAL	26.15	-	-	4,471	510,400	120,200	5,185,504
ROUNDABOUT	0.75	CC-35		-	-	-	-
1	PARCELS W-3, W-4, W-5, C-2, C-3, AND C-4 ARE LOCATED WITHIN THE CENTRAL BUSINESS DISTRICT PERIPHERY OF THE COMPREHENSIVE PLAN, AND ARE OBTAINING BONUS DENSITY THROUGH A BONUS PROVISION AGREEMENT. CONSISTENT WITH LAND USE POLICY 5.1.6, THE DENSITIES AND INTENSITIES OF VARIOUS FUTURE LAND USE CATEGORIES IN THE SITE MAY BE PROPORTIONALLY WEIGHED ACROSS THE ENTIRE PROJECT AREA.						
2	PLACE OF ASSEMBLY IS A PERMITTED USE ON ALL BLOCKS WITHIN THE DEVELOPMENT. HOWEVER, A PLACE OF ASSEMBLY LAND USE SHOULD BE LIMITED TO 10,000 SEATS OR LESS. THE DEVELOPMENT OF A PLACE OF ASSEMBLY FACILITY EXCEEDING 10,000 SEATS SHALL REQUIRE A SUPPLEMENTAL CITY APPROVED TRANSPORTATION ANALYSIS CONSISTENT WITH A TRANSPORTATION METHODOLOGY APPROVED BY THE CITY. ADDITIONALLY, CITY COUNCIL APPROVAL SHALL BE REQUIRED FOR THE DEVELOPMENT OF ANY PLACE OF ASSEMBLY THAT CONSTITUTES A "STADIUM" AS DETERMINED BY THE ZONING ADMINISTRATOR.						
3	THE FOLLOWING USES ARE PROHIBITED: CEMETERY, ADULT USE, APPLIANCE AND EQUIPMENT REPAIR, CREMATORIUM, DRYCLEANING PLANT (LARGE OR SMALL), VEHICLE REPAIR (MAJOR), & VERMIN CONTROL AND RELATED SERVICES. THE FOLLOWING USES ARE PERMITTED AS PRINCIPAL OR ACCESSORY USES: DRIVE-IN WHICH SERVES ABOVE; BAR AND LOUNGE; BOWLING ALLEY; COMMUNITY GARDEN; SIDEWALK CAFE; PERFORMING ARTS STUDIO; PRIVATE DINING/BANQUET FACILITY.						
4	TEMPORARY SPECIAL EVENTS SHALL BE REGULATED BY 27-282.16, PROVIDED THAT THERE SHALL BE NO LIMITATION ON THE NUMBER OR DURATION OF SUCH EVENTS.						



3rd Avenue Paseo at 14th Street
Conceptual Rendering

Project Vision

Gas Worx is an approximately 43-acre redevelopment at a strategic location in Tampa between the heart of historic Ybor City to the north and the Channel District to the south, where there has been significant growth in recent years. The area comprising the Gas Worx Project has seen little change for decades. It is dominated by older declining industrial uses, parking lots, recently demolished Tampa Park Apartments and former site of a Peoples Gas production facility. A bird's eye view of Tampa from the early twentieth century shows this site with a street grid typical of Ybor City with small urban blocks intersected by a north to south rail corridor and orange groves to the west. Some of this historic fabric remains; however, there have been significant disruptions to the historic grid of the city with the addition of major new streets and highways, together with heavy-handed urban renewal policies of the 1960s. The site of Gas Worx today feels like a large gap between Tampa's more vibrant neighborhoods to the north and south and the rapidly developing Encore community to the west.



The redevelopment of the Gas Worx district is an opportunity to reconnect key parts of the city by appropriately scaled infill development that transitions in height and scale from larger and taller buildings to the south of the Channel District boundary to the smaller scale, lower heights of buildings in historic Ybor City. With close proximity to the downtown urban core, plus existing and planned transit connections, the Comprehensive Plan envisions a compact city form of development for the area with high densities to promote housing and commercial uses. Combining the large land area and urban density in a transit-oriented planned development provides the opportunity to establish a fully amenitized, walkable neighborhood, suited to contemporary lifestyles, blended with the authenticity of historic Ybor City.

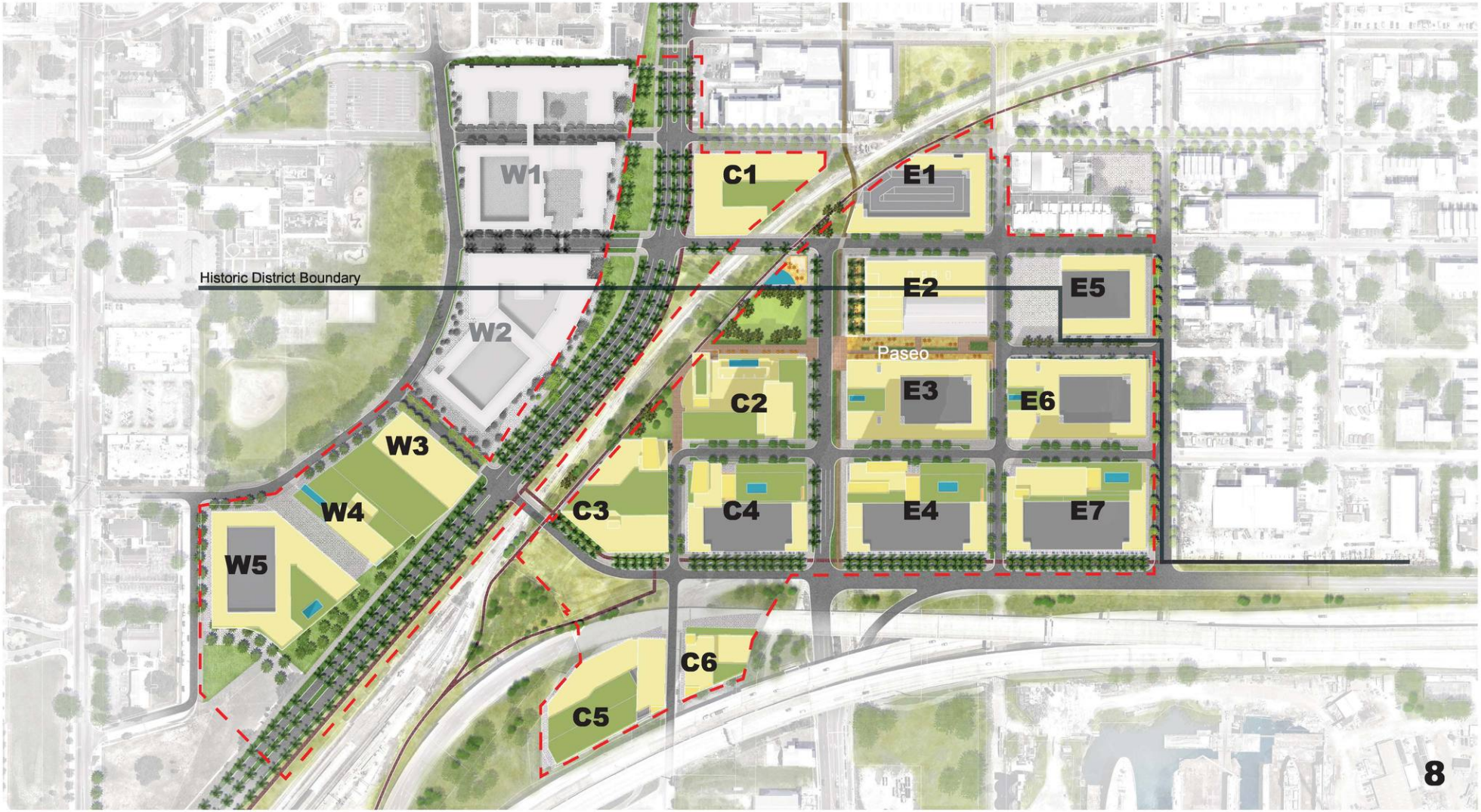
To support a sustainable community, several key elements are included in the master plan vision:

- A diversity of building types, uses, scale and design.
- Streets that are designed for walking and biking.
- Provision for new transit connections.
- New open spaces and community gathering areas.

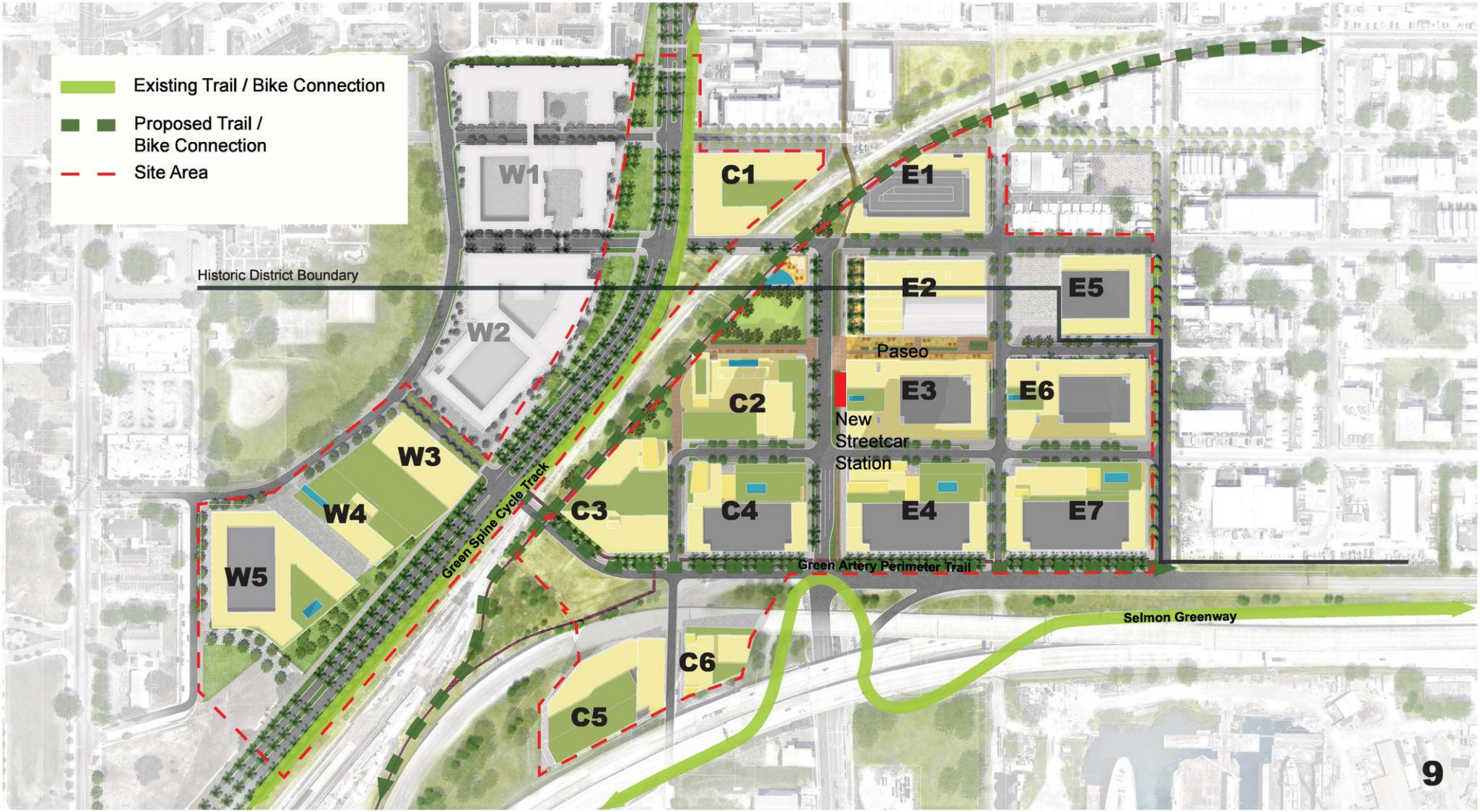


Gas Worx Park
Conceptual Rendering

Project Plans and Maps
Gas Worx Development Block Plan

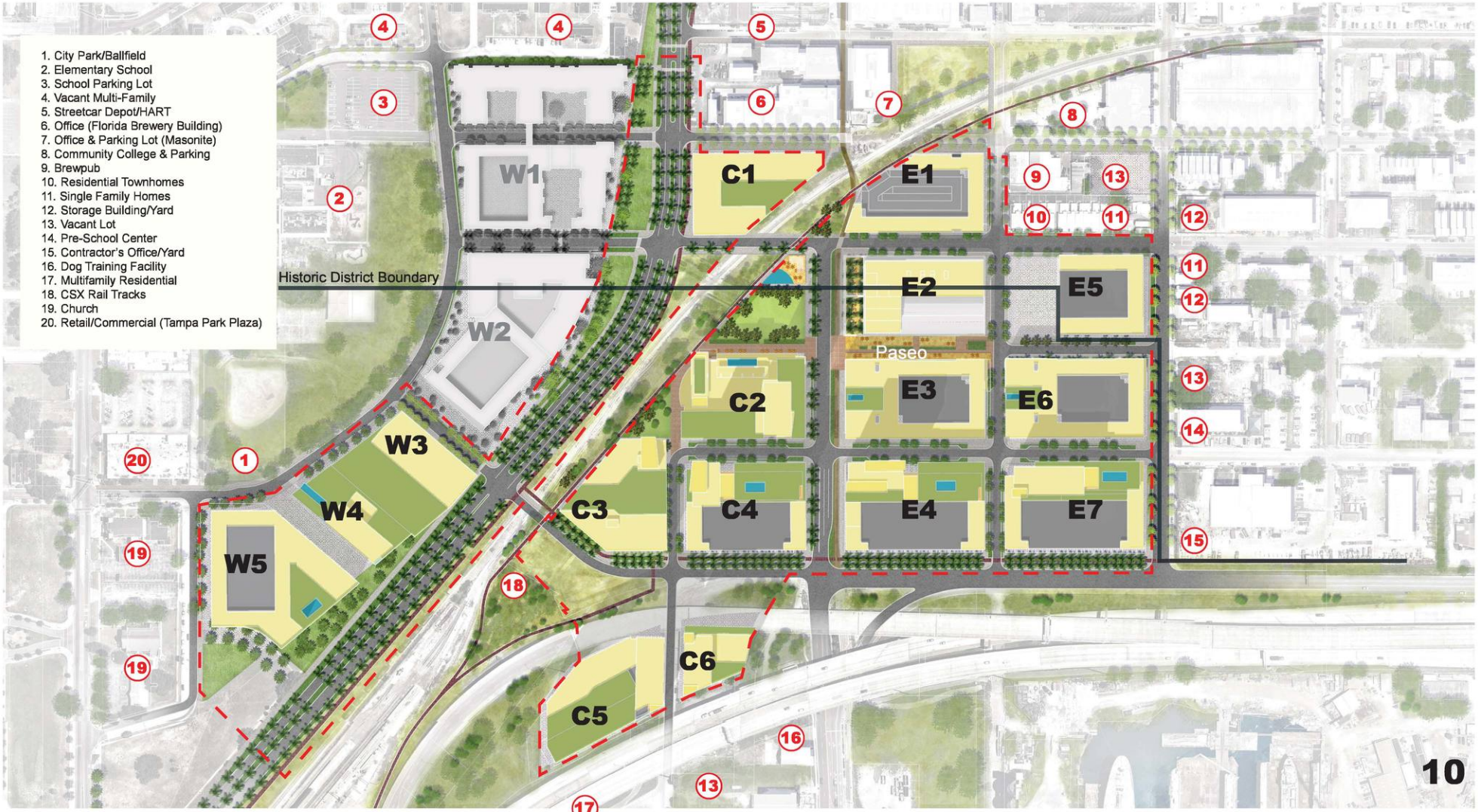


Project Plans and Maps
Gas Worx Park and Trails Plan



Project Plans and Maps

Gas Worx Development Adjacent Uses Plan



Project Plans and Maps
Historic Resources Map

Two parcels (C1 and E1) are entirely within the Ybor Historic District and two (E2 and E5) are divided by the boundary.

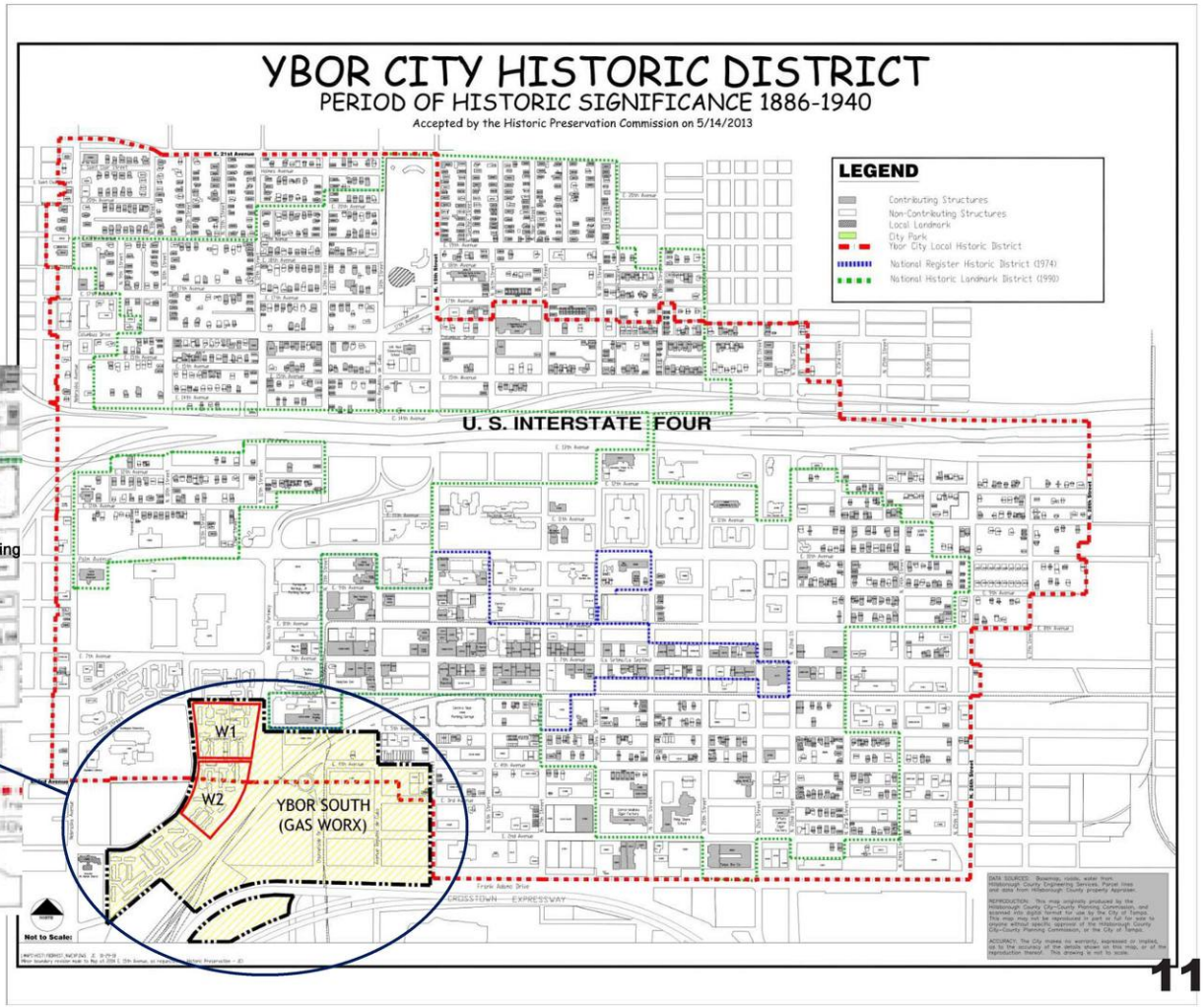
Per the Historic Preservation Commission Map, there is only one contributing structure located in Gas Worx – a single family structure on the southwest corner of the E5 parcel.

Contributing structures adjacent to Gas Worx include the Florida Brewery building, north of the C1 parcel, the Mt Moriah Church west of W5 and four additional single-family houses north and east of the E5 parcels.

The existing bulding on the C1 parcel (Masonite Showroom) was registered as a Local Historical Landmark (Larmon Factory) in 2016.

Parcels C1, E1, E2, AND E5 subject to review by the Barrio Latino Commission.





Gas Worx Conceptual Massing Diagrams



Southwest Perspective

Gas Worx Conceptual Massing Diagrams



Southeast Perspective

Gas Worx Conceptual Massing Diagrams



Northwest Perspective

Gas Worx Conceptual Massing Diagrams



Northeast Perspective

Development Standards

Reference Table & Building Height Notes

						Development Standards							Signage	
Parcel Location	Dev. Parcel	Current Folio Numbers	Acreage	Dev. Parcel SF	Development Program SF	Ybor Historic District	Non Historic District		Max Height	Frontage			Ybor Historic District	Non Historic District
						Low-Rise Up to 6 stories	Transitional 6-11 stories	High-Rise 12+ stories	See Design Guidelines for Details	Primary Street	Secondary Streets	Parking/ Loading Access	Barrio Latino Design Guidelines	CBD District Table 183.1
West	W3		1.29	56,192	224,000			X	FAA	Scott St.	Scott Dr.	Scott Dr.		X
	W4	198704-0000; 198703-0000	1.14	49,658	350,000			X	FAA	Scott St.	N/A	Alley		X
	W5		2.57	111,949	350,000			X	FAA	Scott St.	Maryland Ave	Alley		X
West Blocks Subtotal (Excl. W1 & W2)			**5.00**	**217,800**	**924,000**									
Center	C1	198686-0000	1.3	56,628	113,000	X			60'	4th Ave.	5th Ave.	5th Ave.	X	
	Paseo	Vac 3rd Ave RoW	0.38	16,553	-				30'					X
	C2	189548-0000	1.69	73,616	550,700			X	FAA	Channelside	2nd Ave.	Alley		X
	C3		1.34	58,370	428,600			X	FAA	12th St.	1st Ave.	1st Ave.		X
	C4		1.38	60,113	527,400			X	FAA	Channelside	2nd & 12th	1st Ave.		X
	Streets		2.23	97,139	-				30'					X
	C5	189687-0500	1.43	62,462	439,000			X	FAA	12th St.	N/A	12th St.		X
	C6	189732-0000	0.67	29,330	283,000			X	FAA	12th St.	N/A	12th St.		X
Central Blocks Subtotal			**10.43**	**454,211**	**2,341,700**									
East	E1	189636-0000; 189639-0000; Vac RoW	1.55	67,518	104,000	X			60'	4th Ave.	14th St.	5th Ave.	X	
	E2	189661-0000	1.62	70,567	173,800	X	X		65'/85'	Channelside	4th Ave.	14th St.	X	
	Paseo	Vac 3rd Ave ROW	0.48	20,909	-				30'					X
	E3	189659-0000	1.61	70,132	344,100		X		110'	Channelside	2nd Ave.	14th St.		X
	E4	189635-0000	1.61	70,132	564,800			X	FAA	Channelside	2nd Ave.	14th St.		X
	Trail	Vac Miss. Ave RoW	0.4	17,424					30'					X
	E5	189643-0000; 189649-0000	0.97	42,253	84,000	X			65'	4th Ave.	15th St.	3rd Ave.	X	
	E6	189650-0000	0.46	19,968	309,000		X		110'	2nd Ave.	14th & 15th St	3rd Ave.		X
	E7	189654-0000; 189653-0000	1.61	70,132	396,000			X	FAA	2nd Ave.	15th St.	14th St.		X
	Trail	Vac Miss. Ave RoW	0.41	17,860					30'					X
Eastern Blocks Subtotal			**10.72**	**466,893**	**1,975,700**									
PDA Total (excl. RoW & City Owned Land)			**26.15**	**1,138,904**	**5,241,400**									

Building Height Notes:

1 All structures located in the Ybor Historic District shall be approved through the Barrio Latino Commission.

2 The "FAA" height limits set forth above shall be deemed to include any waivers or variances obtained by the developer of the applicable parcel.

3 Parapet Walls may extend up to 5' above the principal or accessory building height

4 Elevator/Mechanical Penthouses, steeples, flag poles, widow's walks, cupolas or architecturally integrated features are exempt from maximum height limits, except they shall occupy no more than 30% of the roof area.

Development Standards
Street Hierarchy

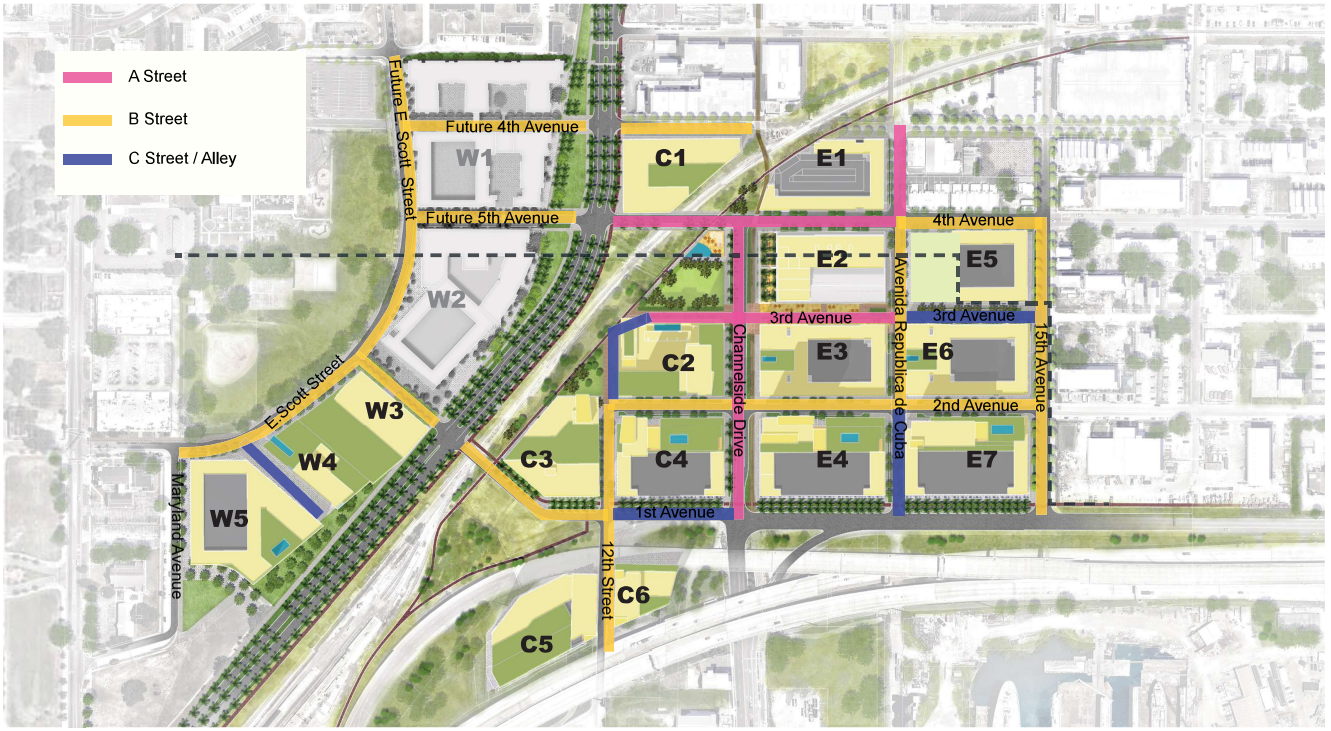
The street hierarchy establishes the order in which building frontage design elements are positioned.

“A” streets will generally have the highest pedestrian activity and be the location for a building’s “front door”, address and retail storefronts.

“B” streets also retain a pedestrian-friendly character but will feature less retail storefront and to allow for multiple uses, including residential, office and hotel facades, plus parking and loading when tertiary streets are not available.

“C” streets are generally service streets and should be prioritized for service functions such as loading and trash collection.

The Street Types A-C are in order from highest pedestrian-oriented design to lowest. Street Type A, when adjacent to development parcel, is always Primary Order Street. When Street Type A is adjacent and Street Type B is also adjacent, Street Type B is Secondary Order Street. Street Type B may also be Tertiary or Lower, when more than one (1) Type B is adjacent to the parcel. Street Type C is always a lower order street than Street Type A and/or B. Street Type C shall only be set as the Primary Order Street where Type C is the only street type adjacent to the development parcel.



Street Hierarchy Table
See Gas Worx Design Guidleines Book for Street Descriptions

A Streets	From	To
Channelside Drive	Adamo Drive	4th Avenue
3rd Avenue	C2 Parcel	14th Street (Av. Republica de Cuba)
4th Avenue	Nuccio Parkway	14th Street (Av. Republica de Cuba)
14th Street (Av. Republica de Cuba)	4th Avenue	5th Avenue

B Streets	From	To
E. Scott Street	Maryland Avenue	E. Scott Drive
E. Scott Drive	E. Scott Street	12th Street
12th Street	Selmon Expressway	2nd Avenue
2nd Avenue	12th Street	15th Street
14th Street (Av. Republica de Cuba)	2nd Avenue	4th Avenue
4th Avenue	14th Street (Av. Republica de Cuba)	15th Street
15th Street	Adamo Drive	4th Avenue

C Streets / Alley	From	To
1st Avenue	12th Street	Channelside Drive
14th Street (Av. Republica de Cuba)	Adamo Drive	2nd Avenue
3rd Avenue	14th Street (Av. Republica de Cuba)	15th Street
C2 Alley	2nd Avenue	3rd Avenue
W4/W5 Alley	E. Scott Street	Nuccio Parkway

Development Standards

Building Placement, Height, Build-to-Zone and Setbacks

The street hierarchy plan establishes the order in which building frontage design elements are positioned. The Street Types A-C are in order from highest pedestrian-oriented design to lowest.

Primary Frontage (PF): Street Type A, when adjacent to development parcel, is always the Primary Frontage (PF). When the parcel is not adjacent to a Type A Street, a Type B Street is the Primary Frontage; and when a parcel is not adjacent to a Type A or B Street, a Type C is the Primary Frontage.

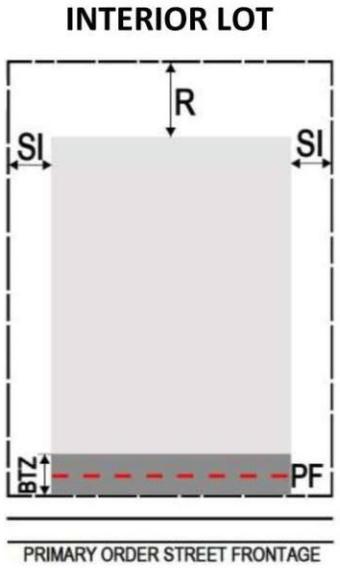
Secondary Frontage (SF) and Tertiary/Lower Frontage (TLF): Will be applied using the street hierarchy and as indicated in Lot Diagrams.

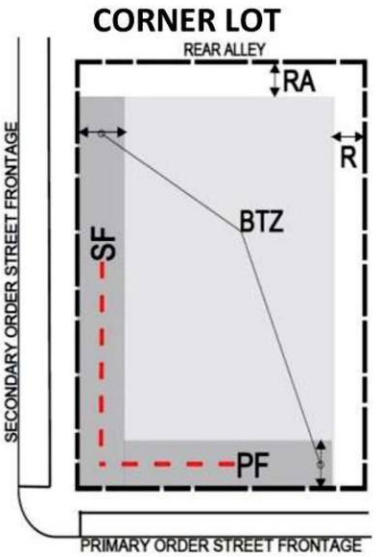
Street Front Build-To-Zone (BTZ): The ground floor streetwall/ façade of each building street frontage will be placed within 0' to 6' (maximum) of the edge of the Public Realm Zone or from the parcel/property line if the Public Realm Zone is wholly accommodated within the (public or private) right of way.

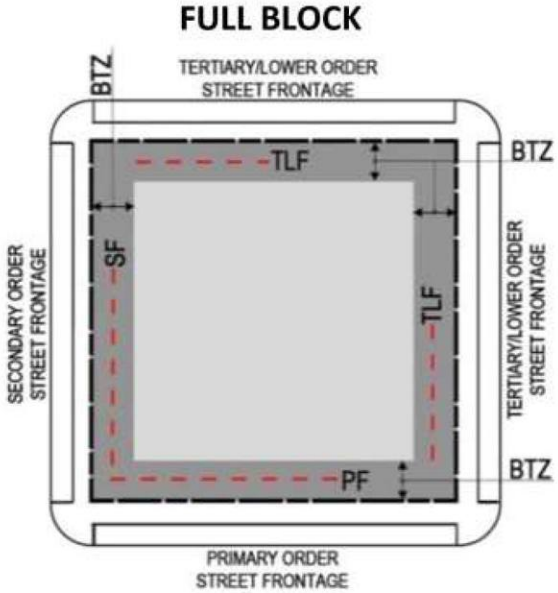
Non-Street Front Setbacks: Zero (0') setbacks are required for either rear (R) or side interior (SI) lot lines that are not fronting streets.

Rear Alley Setbacks (RA): Where rear alleys exist, the building wall be a minimum 3' setback from the property line.

Note: Above requirements are consistent with CBD Distirict standards in Section 27-183 of the Land Development Code







Development Standards
Building Facade Standards

The street hierarchy plan establishes the order in which building frontage design elements are positioned. The Street Types A-C are in order from highest pedestrian-oriented design to lowest.

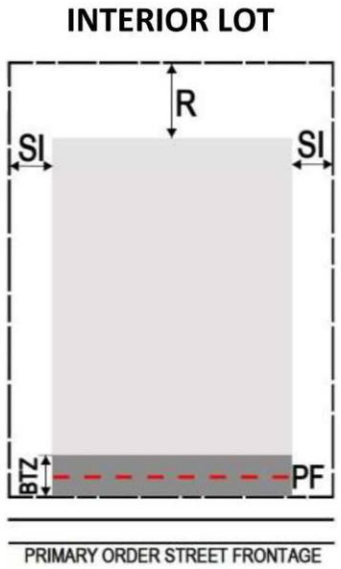
Minimum Building Streetwall: The percentage of building wall/façade placed within and oriented toward the Build-to-Zone for the street.
Primary Street Frontage (PF): 50% minimum
Secondary Frontage (SF): 35% minimum
Tertiary/Lower Frontage (TLF): 25% minimum

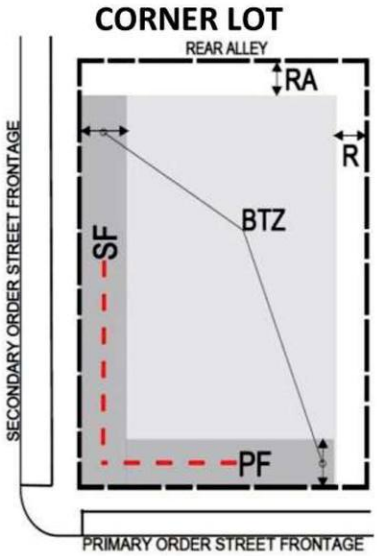
Frontage Transparency: The percentage of façade transparency (glazing or similar) as measured horizontally from edge to edge of wall plane and vertically between 2' and 15' above finished grade.
Primary Street Frontage (PF): 50% minimum
Secondary Frontage (SF): 30% minimum
Tertiary/Lower Frontage (TLF): 20% minimum

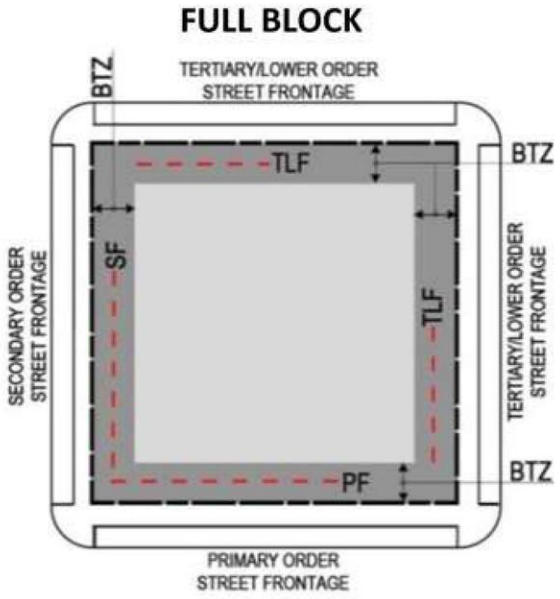
Additional Primary Frontage Standards:
Maximum distance between openings 125'
Maximum blank façade without at least 6" relief 25'

Parking Garage Facades:
Primary Street Frontage (PF): Ground Level - apply Garage Frontage Standards in CBD District (Table 183.1E). Upper Levels – Decorative Screening or Art Work

Secondary (SF)/Tertiary (TLF) Street Frontage: Decorative Screening or Art Work on all levels.







Development Standards
Building Site Standards

Landscape Area, Tree Planting & Buffer
The dense urban form of Gas Worx with high streetwall percentages within the build-to-zone does not contemplate landscape buffers that are more typical outside the urban core. Moreover, nearly all development parcels abut right-of-way (as opposed to neighboring property). As such, tree planting will be achieved through the public realm standards as described in these Design Guidelines. For parcels that contain more than one use no buffer is required since the uses will either be integrated into a single building, have zero lot line adjoining structures or be separated by a service alley.

Fencing & Walls
Fencing and walls may be utilized as a design element to help define private courts and similar features but are not required.

Historic District
In the Ybor City Historic District fencing and walls shall comply with the Barrio Latino Design Guidelines and be subject to Barrio Latino Commission approval.

Barrio Latino Design Guidelines Excerpt:

Use appropriate designs and materials when choosing a fence or wall for new construction or to enhance a building. Painted picket fences, simple wrought iron fences, brick walls, stuccoed walls, or fences of brick pillars combined with iron railing are traditional for Ybor City.

Do not use cinder block, elaborate iron work, uppainted redwood, rough ceder, stockade, post and rail, or chain link fences in the Historic District.

Fences and walls should have a regular pattern and be similar in design to those in the same block. The height of the fence or wall should complement the house or building and not obsure it.

Non-Historic District

For non-historic district parcels, fences shall have the following standards:
Maximum Height – six (6) feet.
Landscape Screening – three (3) feet minimum shrub hedge between property line and the fence.
Black vinyl chain link with top rail or Ornamental fence as listed on the "City Approved List of Ornamental Fence Manufacturers" which list is on file with the city clerk. The planning and urban design manager or designee shall review all fences for design appropriateness.

CSX Railroad Fencing

A large portion of Gas Worx is adjacent to the CSX rail tracks. These are currently open to adjoining parcels. Given the safety concerns, a larger fence and landscape screen is appropriate along the CSX right of way line. In this location a three (3) foot fence will be permitted with black vinyl the standard application, with an ornamental fence to be used in the park location and fencing compliant with the Barrio Latino Design Guidelines for any portion located within the Ybor Historic District. Where a fence is utilized a three (3) feet minimum landscape buffer or multi-use trail will be added on the development parcel side of the fence. There are no requirements to improve any property on the CSX right of way itself.

TECO Substation Fence/Screening

To the extent the TECO substation at 14th Street and 4th Avenue remains, the developer will work with TECO to enhance the existing condition, which is a six-foot chain link fence. Options for enhancement could include a mesh wrap with graphics, an artistic screen with mural or street art, or a simple landscape screen between the fence and existing sidewalk.

Signage

Historic District Building Signage

In the historic district, the signage will complement the existing architectural expression of the surrounding neighborhood, drawing from the rich history of landmarks and eclectic mix of structures and signage. This could include blade signs or painted signs that are found throughout the historic district .

Development facades located in the Ybor City Historic District will comply with the signage standards set forth in the Barrio Latino Design Guidelines.

For Example:

Wall signs limited to one per street frontage per business with sign size of one square foot per lineal foot of establishment frontage, up to a maximum of 75 square feet.

Window signs should cover no more than twenty-five percent of each storefront panel.

Projecting signs should only be used for businesses whose frontage is greater than or equal to fifty feet. One such sign per business per business is the maximum allowed. Each projecting sign should project no more than four feet and should be at least two feet clear of the curb.

No digital singage shall be allowed in the historic district.









Signage
Non-Historic District Building Signage

As development transitions to the south, it is anticipated that the signage will utilize the same style and motif of the buildings. Materials will include metal, wood, and painted brick as references to the area's industrial past in the transitional area.

Larger, roofline signage is more appropriate on the high-rise structures at the southern edge of Gas Worx for primary office tenants and hotels to ensure visibility on taller buildings.

Buildings in the non-historic district will comply with the signage allowances specified in the City of Tampa's Zoning and Land Development Code – Central Business District Table 183.1. and any successive approved amendments.

Anchors tenants, specifically grocers, shall be allowed a maximum building signage of 500 square feet and shall not be held to the maximum area square footages included in Table 183.1 below.









TABLE 183.1 GENERAL BUILDING STREETWALL DESIGN, FRONTAGE TYPES, BUILDING SIGNS			
BUILDING SIGN STANDARDS			
Category	Building Type	Sign Placement by Building Floor [1]	Maximum Area (SF) [3,4]
1-S	All Buildings	1 ST Floor [2]	2 SF per 1 LF
2-S	5 Floors or less	On face of highest Floor	1.25 SF per 1 LF
3-S	6 to 15 Floors	On face of highest Floor	2 SF per 1 LF
4-S	16 to 30 Floors	On face of highest Floor	3 SF per 1 LF
5-S	31 Floors and up	On face of highest Floor	4 SF per 1 LF
Sign Notes: [LF] Linear feet; [SF] Square feet			
[1] For multi-level buildings, sign area allowed for floors above 1 ST floor, those signs shall be placed on the wall face of the highest floor of the building.			
[2] Includes all allowed signs set forth in division 6 'signs' of this chapter.			
[3] The maximum sign SF ratios are available for use based on the overall number of floors/levels of the building. All buildings are allowed the maximum under 1-S. Use the 'Category' column to identify allowable sign area ratio by total building floor/level count; ratios are not to be aggregated by segments or portions of floors (i.e. a 40-floor building is permitted to use max SF for 1-S and 5-S only, with the total from 5-S placed on the face of the 40 ST floor). Example: 3 story building = 1-S (placed on allowable building surfaces for 1 ST Floor) and 2-S placed on the face of the 3 RD floor.			
[4] Sign area leftover from 1-S can be redistricted to the upper level building sign total.			

Signage

Unique Building Signage (E2 Warehouse)

Placemaking signage is envisioned to identify the central community gathering spaces within Gas Worx, namely, the re-purposed, mixed-use warehouse building.

While this building will incorporate tenant signage per the Barrio Latino Design Guidelines, given its unique, historic character and size a single sign identifying the heart of the community is appropriate. Moreover, such signage can recall the larger format signs used on industrial buildings throughout the neighborhood.

Per the Barrio Latino Guidelines:

"Larger wall signs for large freestanding buildings (cigar factories, converted school buildings, other industrial or institutional buildings) will be considered on a case by case basis."

This signage is anticipated to be mounted to the building as a rooftop projection, blade sign projection or applied/painted lettering.

Sign surface square footage shall be a maximum of 150 square feet.

The height of any projection will be determined by the Barrio Latino Commission.

No digital singage shall be allowed in the historic district.









Signage

Freestanding Neighborhood Signage

In order to establish neighborhood identity and placemaking early in the development, these Design Guidelines permit a number of freestanding signs as gateway, public place and wayfinding identifiers.

For the purposes of the Signage Ordinance (i.e., Sec. 27-289 of the City of Tampa Land Development Code) the Gas Worx PDA shall be considered the same as an “office, commercial and industrial district”. However, in lieu of the Freestanding Signs allowed with a permit under Sec. 27-289.3 (b) (5), the development will aggregate its allowable Freestanding Signs as described on the following pages.





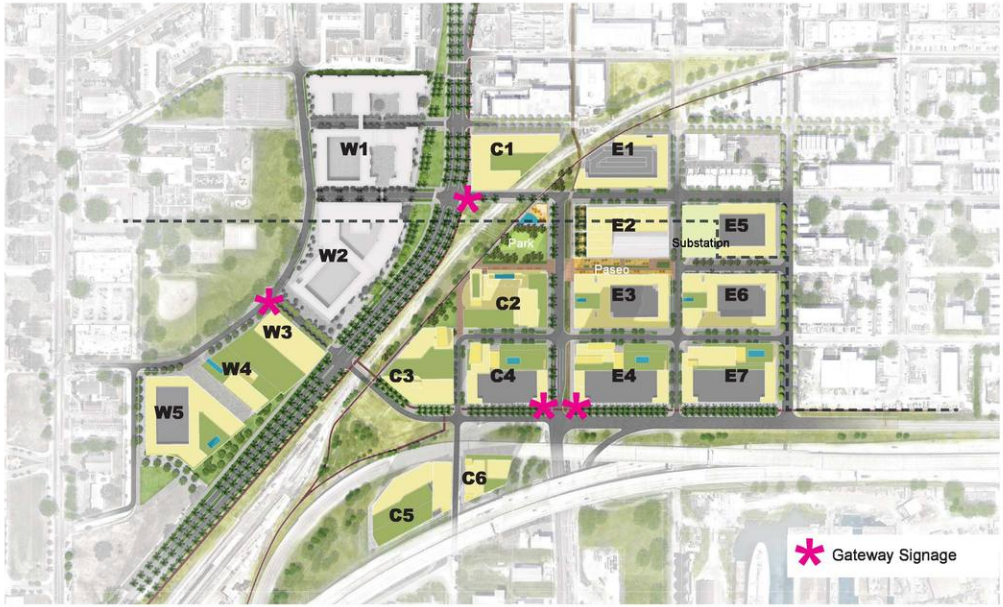


Signage

Freestanding Gateway Signage (Neighborhood Entry Signage)

The use of distinct gateway signage will serve as a marker for entry at key locations and provide an iconic visual element to convey the neighborhood identity. Gateway signage is envisioned at the intersection of Nuccio Parkway, 4th Avenue, Scott Street and East Scott Drive, and/or the intersection of Channelside Drive and Adamo Drive, as these will serve as primary pedestrian and vehicular entry points.

Gateway signage design is to be at an urban scale and materiality – large enough for distant legibility and comprised of verbiage, architectural or sculptural elements and potentially illuminated. Any gateway signage proposed within the Historic District will also be subject to Barrio Latino Commission approval.



Gateway Signage Plan

Sign Standards

Up to four signs – two in each of the locations depicted on the Gateway Signage Plan. Such signs may be placed with a zero (0) foot setback from the right-of-way, subject to the provisions of Sec. 27-283.5.

Sign Surface Size:

The maximum allowable sign surface shall not exceed one hundred (100) square feet per sign face.

The allowable sign surface area shall not include decorative elements surrounding the sign face. However, the decorative elements shall not protrude more than three (3) feet beyond the sign face.

Sign Height:

The maximum height of a freestanding sign at the zero foot setback line shall be ten (10) feet, measured from the established grade at the property line along the right-of-way from the closest leading edge of the freestanding sign. For every one (1) foot of setback, the height of the freestanding sign may be increased by one (1) foot to a maximum height of twenty (20) feet. In no event may the freestanding sign interfere with the visibility triangle as provided in section 27-283.5 of the City Code.



Signage
Freestanding Placemaking Signage

Placemaking signage is envisioned to identify public spaces within Gas Worx, namely, Gas Worx Park, the new streetcar stop and 3rd Avenue Paseo and other public spaces.

For parks and open spaces, the placemaking signage can consist of monument signs or structural signage incorporated into entry features. For the Paseo, either building mounted (rooftop or blade) signs or signage hung above the privately maintained Paseo may be utilized. Secondary gateway signage may be up to 150 square feet each. Signage within the Historic District will also be subject to Barrio Latino Commission approval.



Placemaking Signage Plan

Sign Standards

Up to four signs in locations depicted on the Placemaking Signage Plan. Such signs may be placed with a zero (0) foot setback from the right-of-way, subject to the provisions of Sec. 27-283.5.

Sign Surface Size:

The maximum allowable sign surface shall not exceed one hundred (100) square feet per sign face.

The allowable sign surface area shall not include decorative elements surrounding the sign face. However, the decorative elements shall not protrude more than three (3) feet beyond the sign face.

Sign Height:

The maximum height of a freestanding sign at the zero foot setback line shall be ten (10) feet, measured from the established grade at the property line along the right-of-way from the closest leading edge of the freestanding sign. For every one (1) foot of setback, the height of the freestanding sign may be increased by one (1) foot to a maximum height of twenty (20) feet. In no event may the freestanding sign interfere with the visibility triangle as provided in section 27-283.5 of the City Code.



Signage
Wayfinding Signage

Wayfinding signage will be placed in peripheral locations such as 12th Street, Selmon Greenway Trail and the proposed trails entering the district to direct pedestrians and bicyclists.

Wayfinding signage may include maps with both public and private places of interest, both in Gas Worx and beyond. Signs will typically be made of weather- proof materials that will not fade be vertical signs mounted on posts.



Wayfinding Signage Plan

Sign Standards:

Up to four signs in locations depicted on the Wayfinding Signage Plan. Such signs may be placed with a zero (0) foot setback from the right-of-way, subject to the provisions of Sec. 27-283.5.

Sign Surface Size:

The maximum allowable sign surface shall not exceed one hundred (100) square feet per sign face.

The allowable sign surface area shall not include decorative elements surrounding the sign face. However, the decorative elements shall not protrude more than three (3) feet beyond the sign face.

Sign Height:

The maximum height of a freestanding sign at the zero foot setback line shall be ten (10) feet, measured from the established grade at the property line along the right-of-way from the closest leading edge of the freestanding sign. For every one (1) foot of setback, the height of the freestanding sign may be increased by one (1) foot to a maximum height of twenty (20) feet. In no event may the freestanding sign interfere with the visibility triangle as provided in section 27-283.5 of the City Code.





Parking & Loading
Parking Requirements

Off-Street Parking Location

Gas Worx is an integrated master development, with a mix of uses that is suitable for shared parking arrangements. Designing a building, much less an entire project, around the necessity of significant off-street, on-site parking unreasonably limits urban design opportunities.

Shared Parking

At Gas Worx, parking may be provided in a manner similar to other urban developments, including off-site parking. Off-street parking for any use may be provided anywhere within the Gas Worx project area, or within one-half mile of the Gas Worx area, without the need for any lease arrangement. Justifications for any shared parking arrangement shall be reviewed at incremental site plan, including the use of ride-share programs and other modes of transportation.

Any building within Gas Worx that is erected, expanded, increased in floor area or seating capacity or is deemed a change of use shall meet the applicable parking requirements.

Reuse of existing structures with no change of use shall not be required to provide additional parking.

Parking Space & Drive Aisle Dimensions	Perpendicular spaces (90°)	Angled spaces (Varied degrees)	Parallel spaces (0°)
Standard parking space	8' × 18'	Adhere to Compact Spaces dimension standards (Refer to Art. VI)	8' × 22' (interior spaces) 8' × 20' (end spaces) 4' × 8' (motorcycle)
Drive aisle	24' (2-way w/90° cars on each side)		Adhere to Compact Spaces dimension standards (Refer to Art. VI)

Parking & Loading

Parking Ratios

Off-street parking in Gas Worx will be provided in accordance with ratios set forthin the Table of Required Parking Spaces.

Parking Notes:
Compact spaces may be utilized for up to one hundred (100) percent of the required parking.
Parking stalls for motorcycles may be provided for up ten (10) percent of the required off-street parking, in lieu of required standard or compact vehicle parking stalls.
Up to 20% of required parking may be off-set with the installation of on-site bicycle racks at a rate of 1 vehicle stall = 5 bicycle slots.

For uses not listed in the following table, parking ratio will default to the required off-street parking in Section 27-283.

Loading Access
Multiple streets within the Gas Worx area are designated as local streets. These streets, per the City's Land Development Code, are traditionally prohibited from accommodating non-residential vehicular access. However, given the mixed-use nature of Gas Worx and desire to foster seamless internal mobility, all streets within Gas Worx may be used for access to non-residential uses.

Loading Berths
Urban land is limited, and excessive loading berth requirements have severe and negative design consequences for buildings. Gas Worx buildings comprising less than 100,000 gross square feet are not required to construct an off-street loading berth, and Gas Worx buildings comprising 100,000 gross square feet or more are required to construct at least one 12' x 30' off-street loading berth. Gas Worx loading berths are not subject to any requirements regarding continuous maneuvering.

Table of Required Parking Spaces

Use	Spaces	Per Unit
Bank	3	1,000 SF (GFA)
Bar and Lounge	3	1,000 SF (GFA)
Bed & Breakfast	0.5	room
Catering Shop	3	1,000 SF (GFA)
Cigar Factory	3	1,000 SF (GFA)
Clinic	2	1,000 SF (GFA)
Club	3	1,000 SF (GFA)
College	0.5	student
Community Garden	2	1,000 SF (GFA)
Commercial Kitchen	2	1,000 SF (GFA)
Congregate Living		
Adult Family Home	1	unit
Group Care Facility	1	unit
Emergency Shelter	1	unit
Foster Care Home	1	unit
Day Care & Nursery	0.5	Employee + 1 per facility vehicle
Dwelling - Multifamily	1	unit
Dwelling - Single Family	1	unit
Funeral Parlor	3	1,000 SF (GFA)
Hospital & Associated Uses	1	bed
Hotel & Motel	0.5	room
Kennel	2	1,000 SF (GFA)
Manufacturing Light	1	1,000 SF (GFA)
Medical Marijuana Dispensary	2	1,000 SF (GFA)
Microbrewery	3	1,000 SF (GFA)
Nursing, Convalescent & Extended Care Facility	0.3	bed
Office - Business & Professional	1	1,000 SF (GFA)
Office - Medical	2	1,000 SF (GFA)
Performing Art Studio	3.6	1,000 SF (GFA)
Personal Services	2	1,000 SF (GFA)
Pharmacy	2	1,000 SF (GFA)
Place of Assembly	0.2	seat
Place of Religious Assembly	0.2	seat
Printing & Publishing	1	1,000 SF (GFA)
Private Dining/Banquet Facility	0.25	occupant plus 1/employee
Public Cultural Facility	2	1,000 SF (GFA)
Public Service Facility	1	employee
Public Use Facility	2	1,000 SF (GFA)
Radio & TV Studio	1	1,000 SF (GFA)
Recreational Facility - Commercial	1	1,000 SF (GFA)
Recreational Facility - Private	1	1,000 SF (GFA)
Research Activity	1	1,000 SF (GFA)
Restaurant	2	1,000 SF (GFA)
Restaurant Drive In	2	1,000 SF (GFA)
Retail	2	1,000 SF (GFA)
Roominghouse	1	room
School	1	classroom
School (Business, Trade, Vocational)	0.5	student plus 1 per staff
Sidewalk Café	2	1,000 SF (GFA)
Service Station	3	1,000 SF (GFA)
Transportation Service Facility	3	1,000 SF (GFA)
Vehicle Repair	3	1,000 SF (GFA)
Vehicle Sales and Leasing	2	1,000 SF (GFA)
Veterinary	2	1,000 SF (GFA)
Warehouse	1	1,000 SF (GFA)
Wholesale Trade	1	1,000 SF (GFA)
Winery	3	1,000 SF (GFA)

Note: per Employee Parking based on largest shift

Public Realm Zone Standards
Street Types

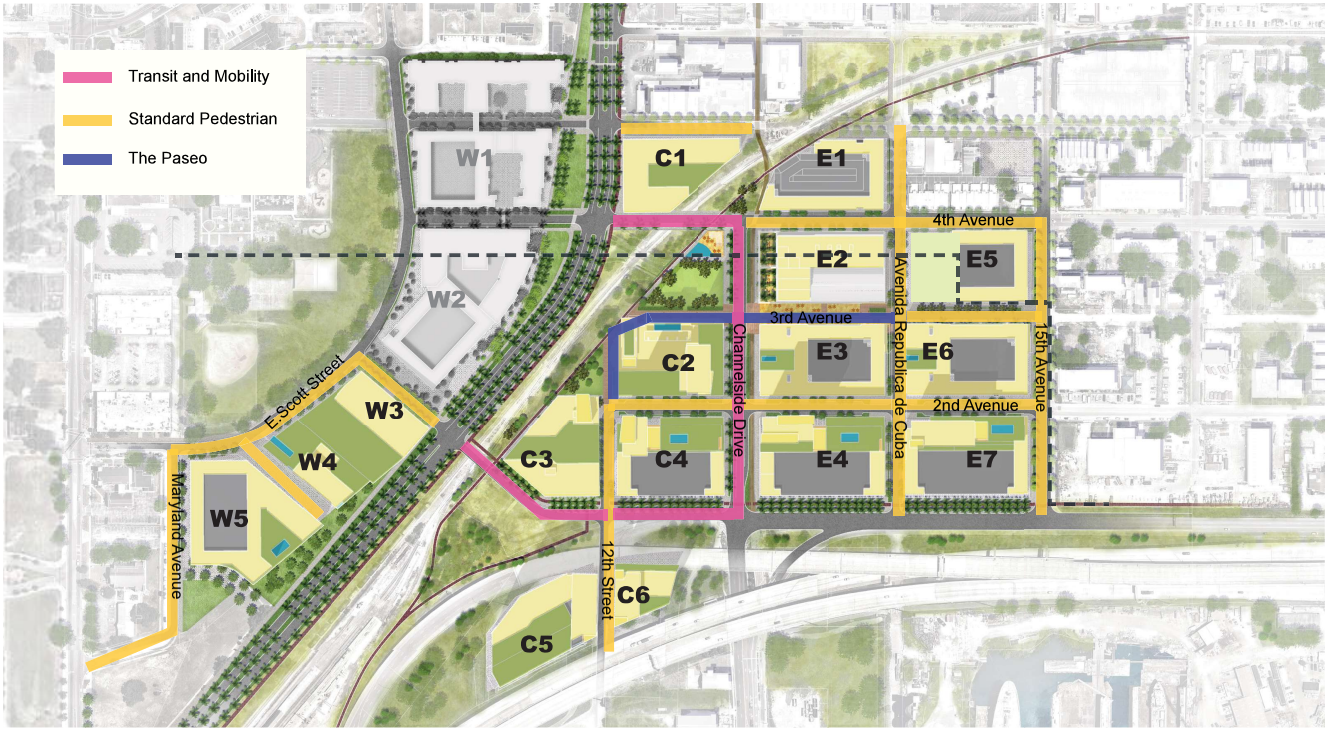
The streets in Gas Worx are multi-faceted, civic spaces shared among many different types of users and serving many different functions. Within Gas Worx, walking will be the fundamental mode of transportation. To promote pedestrian trips, streets will be designed foremost for pedestrians with shade, ample sidewalks, crosswalks, and protection from automobiles. The public realm zone standards are established to enhance street level design that promotes pedestrian use and accentuates the overall urban design.

Two types of street are identified the Street Types Map. In addition, the plan includes a section of 3rd Avenue that is pedestrianized and extends into the park (The Paseo).

Public Realm design standards for the street types are described in detail in the following sections. Design guidelines for the Paseo are under the Public Spaces section.

Most of streets in Gas Worx will be Standard Pedestrian and Service Streets mirroring the existing conditions of Ybor City's fine grid of streets to the north and east of the project area and so as not to compete with the special nature of historic 7th Avenue.

The three streets identified as Transit and Mobility Priority Streets offer unique conditions for additional mobility and are as further described below individually.



Public Realm Zone Standards

Streetscape Design General Notes

All new construction, major renovation, building addition(s), special use, and/or new or expansion of off-street surface parking, shall provide the Public Realm Zone dimensions and components, consistent with the applicable adjacent street types. Major renovations of an existing building(s) with existing zero-setback(s) to adjacent streets and no proposed alterations to the building footprint shall be required to comply with only those public realm zone requirements that are physically feasible within the existing, adjacent public realm zone.

The Public Realm Zone is divided into four (4) sub-zones, each with a particular purpose and size, based on its role in the overall pedestrian network: Curbside [1X] - provides for a transition between vehicular and pedestrian areas; Furniture/Landscape [2X] - the area containing street trees, utilities, street lights, benches, bus shelters, and other street furniture; Walkway [3X] - the clear area dedicated to walking; Frontage [4X] - the portion of the Public Realm Zone immediately adjacent to buildings or other vertical development providing pedestrian clearance.
Total minimum dimension (width) of all Sub-Zones [5X].

The public realm zone amenities and sidewalk width shall be provided regardless of the width of the public right-of-way. If necessary the required sidewalk may utilize any or all of the building setback area. An applicant may elect to either: (i) install the sidewalk and provide an easement to the City, (ii) dedicate such area to the City, if acceptable, with applicable Multi-Modal Transportation Impact Fee Credits to be provided, if approved, or (iii) pay the applicable in-lieu fee set forth in sec. 22-103.



Public Realm Zone Standards

Streetscape Design General Notes

Streetscape Encroachment Standards

Ybor City streets are characterized by the unique combination of arcades, balconies and signage, which often extend into the public realm and sidewalk areas.

Building features such as awnings, canopies, arcades, signs, and architectural embellishments that extend into the public right of way are deemed appropriate in Gas Worx provided they do not exceed the following standards:

Signage awnings and canopies will be a minium of 10' Balconies above storefront shall be a minium of 12'. Additional minimum height shall be provided if it is required for underground utility access. Projection into the right-of-way shall be a maximum of six (6) feet but no more than two (2) feet into the walkway zone of the public realm. Structural columns shall only be permitted when a minimum five (5) feet clear sidewalk is maintained. Encroachments shall leave street corners free of obstruction to allow for safe traffic movement and proper placement of utilities. Adequate lighting underneath overhangs shall be provided and maintained by the property owner. A hold harmless agreement must be signed by the property owner and submitted to, and approved by, the City Attorney's office.

Projections complying with the above standards may be authorized through incremental site plan review process without a separate encroachment application.

Sidewalk Cafes & Vendor Stations

A further defining feature of Ybor is businesses (especially cafes) occupying part of the sidewalk area creating a vibrancy on the streets. Sidewalk cafés are allowable on all sidewalks within the Gas Worx district, subject to issuance of a Special Use 1 permit.

Due to the unique character and dimensions of the Paseo (as described in these Design Guidelines) outdoor dining areas located in the Paseo shall be exempt from City sidewalk café permitting and shall be controlled and maintained by the owner/s of the E2 and E3 parcels, property owner's association or similar entity.





Public Realm Zone Standards

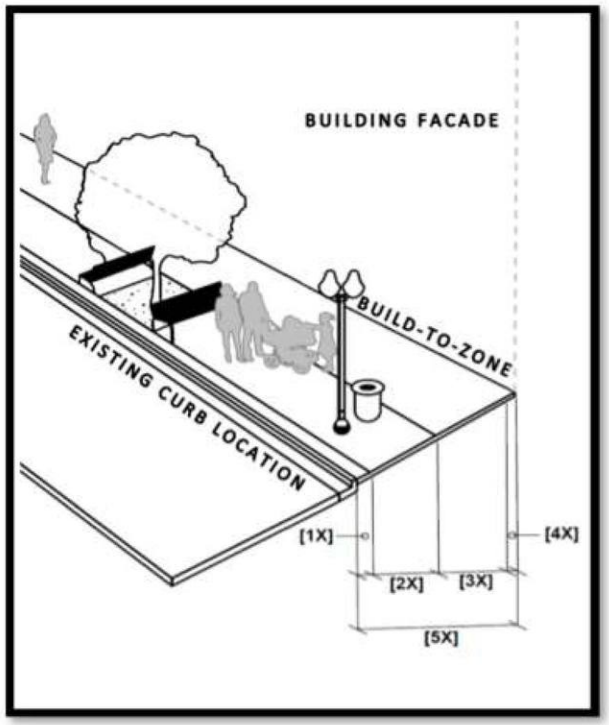
Standard Pedestrian & Service Streets

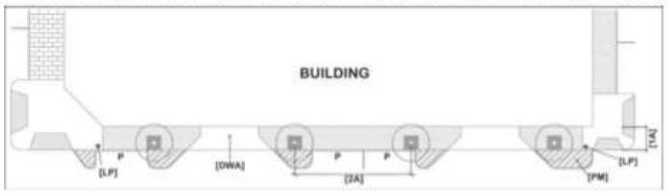
Standard Pedestrian & Service Streets

Local grid streets; serve adjacent buildings with primary vehicular and service access, loading areas, typical “back of house” activities with priority based on the Street Hierarchy Plan.

Streetscape Element	Minimum Dimensions
Curbside [1X]	0'
Furniture/Landscape Panel [2X]	5'
Walkway [3X]	5'
Frontage [4X]	0'
Total Minimum Public Realm Width [5X]	10'

Placement & Layout Standards	
Street Feature	**Dimensions**
1A: Total Sidewalk Width (standard brushed concrete)	10'
2A: Street Tree Spacing (on center)	25' min. - 65' max.
LP: Lamp and Pole & Bench Spacing	25' min. - 65' max.





Street trees located adjacent to street parking spaces will be planted so as to prevent vehicle door-swing conflicts and to provide hardscape access to sidewalks

KEY

[B]: Bench	[DWA]: Driveway Apron with Flares (refer to COT Trans. Tech. Manual)	[LP]: Lamp and Pole	[P]: Parking	[PM]: Pavement Markings (refer to COT Trans. Tech. Manual)

Public Realm Zone Standards
Standard Pedestrian & Service Street

Street Tree Standards

Tree Type	Tree Guards	Soil Volume Target*	Tree Grates	Flexipave/Pavers/Etc.
Type 1	Unrestricted	MIN. 150 CF	Not Permitted	Limited
Type 2	Unrestricted	100 CF	Limited	Unrestricted
Type 3	Unrestricted	75 CF	Unrestricted	Unrestricted
Palms	Unrestricted	50 CF	Unrestricted	Unrestricted

Modular soil cell systems (such as silva cells) shall be permitted to increase rooting space where insufficent soil volume or constricted areas.

Flexi-pave color and pattern must match adjacent planter beds to maintain visual consistency.

Inspection of planted street trees shall occur six (6) months after planting, to ensure such trees are in good condition. Trees found in decline shall be replaced within thirty (30) days of notice of finding thereof. A re-inspection shall occur six (6) months after replacement tree planting occurs to ensure healthy condition.

Street Light and Dry Utility Standards

Where new street lights are required in the non-historic district, an LED bulb light fixture and pole from the TECO Bright Choices outdoor lighting brochure shall be selected similar in style to the Evolve fixture utilized with a twelve (12) foot pole similar in style to the Waterford. In the event that the referenced fixtures and poles are discontinued or unavailable, a reselection for the closest match will be made from the TECO outdoor lighting (or it's equivalent) at that time. Additionally, an equivalent fixture/pole may be selected that does not use conventional power supply, for example, solar. Light fixtures and poles in the historic district will be subject to approval by the Barrio Latino Commission. Any trees planted in the public realm shall be maintained in perpetuity by maintenance entity (i.e. CDD or similar)

New power and telecom service lines will be placed underground in conduit with transformers either in underground vaults (in the right of way) or integrated into building design (on private property).

Street Tree Specifications

- Tree shall be a minimum of 4" CAL
- Tree shall have a 6' clear trunk
- Trees located adjacent to street parking spaces shall be planted so as to prevent vehicle door-swing conflicts and to provide hardscape access to sidewalks. There shall be a 3' mininum from back of parking curb to the centerline of trunk location.



Evolve Type II
(Roadway/Area)

Pole Options:

Wattage: 84

Voltage: Multi-tap

Lighting Temp:
- 3000 K (soft white)
- 4000 K (bright white)

Fixture Color: Gray

Features:
Parking lots; roadways and area lighting



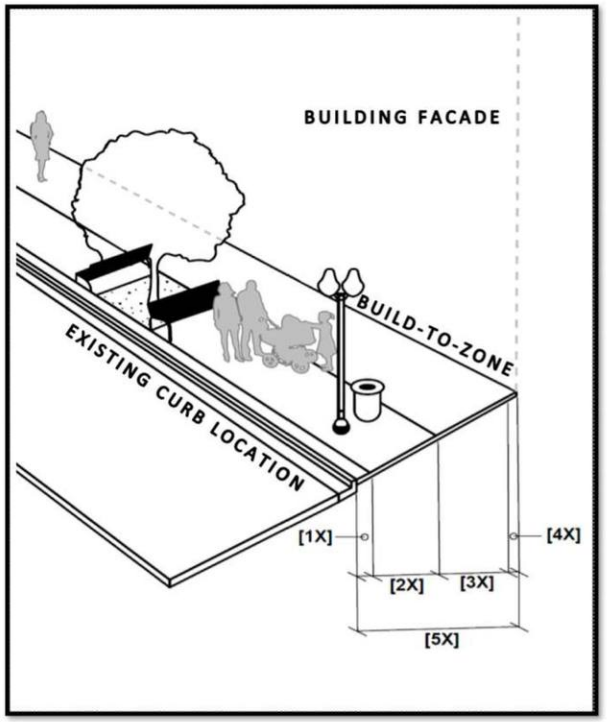
Public Realm Zone Standards
Transit and Mobility Priority Streets

Transit & Mobility Priority Streets

These streets provide for increased multi-modal access; either transit routes (bus, streetcar) or non-vehicular private modes (bicycle, scooter, etc.). As such, these streets provide additional space to accommodate multiple users within the right of way.

The three Transit & Mobility Streets in Gas Worx are Channelside Drive, 4th Avenue between Nuccio Parkway and Channelside Drive and the new 1st Avenue between Nuccio Parkway and Channelside Drive (see street by street descriptions below).

Transit & Mobility Priority Streets	Minimum Dimensions
Curbside [1X]	16"
Furniture/Landscape Panel [2X]	6'
Walkway [3X]	5'8"
Frontage [4X]	2'
Total Minimum Public Realm Width [5X]	15'

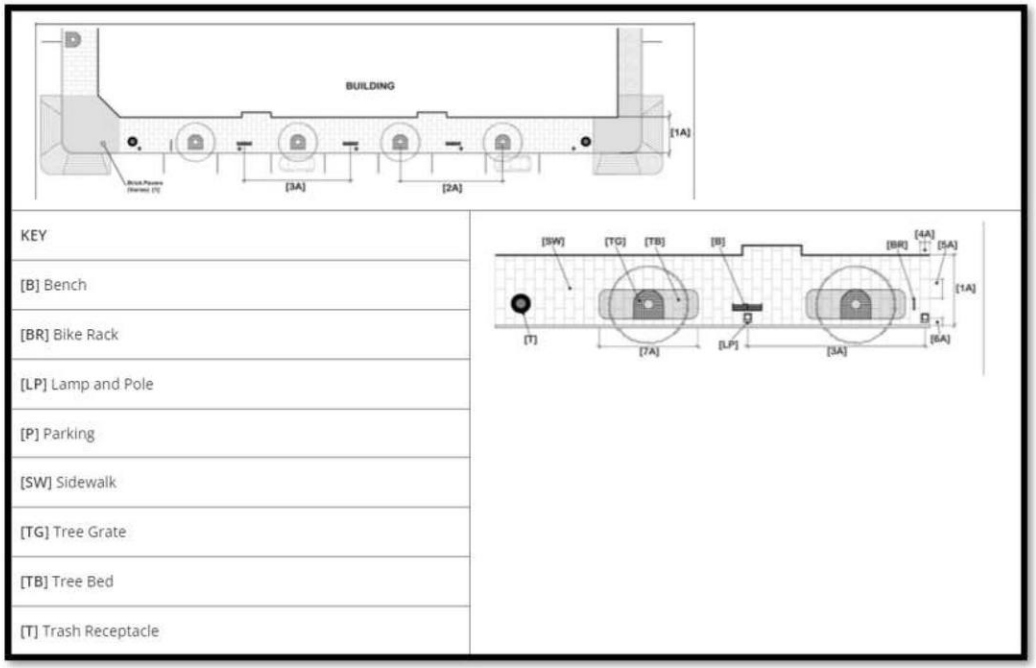


Public Realm Zone Standards

Streetscape Details, Layout and Furnishings

Transit and Mobility Priority Streets – Streetscape Details

Placement & Layout Standards	
Street Feature	**Dimensions**
1A: Total Sidewalk Width	15'
2A: Street Tree Spacing (on center)	35' min. - 40' max.
3A: Lamp and Pole & Bench Spacing	35' min. - 40' max.
4A: Sidewalk Pattern - Width	2'
5A: Sidewalk Pattern - Depth	3'
6A: Tree Grate/Tree Pit and Curb (inside edge) Spacing	16"
7A: Tree Pit Option	6'x6' min. to 6'x 20' max.



Street trees located adjacent to street parking spaces will be planted so as to prevent vehicle door-swing conflicts and to provide hardscape access to sidewalks

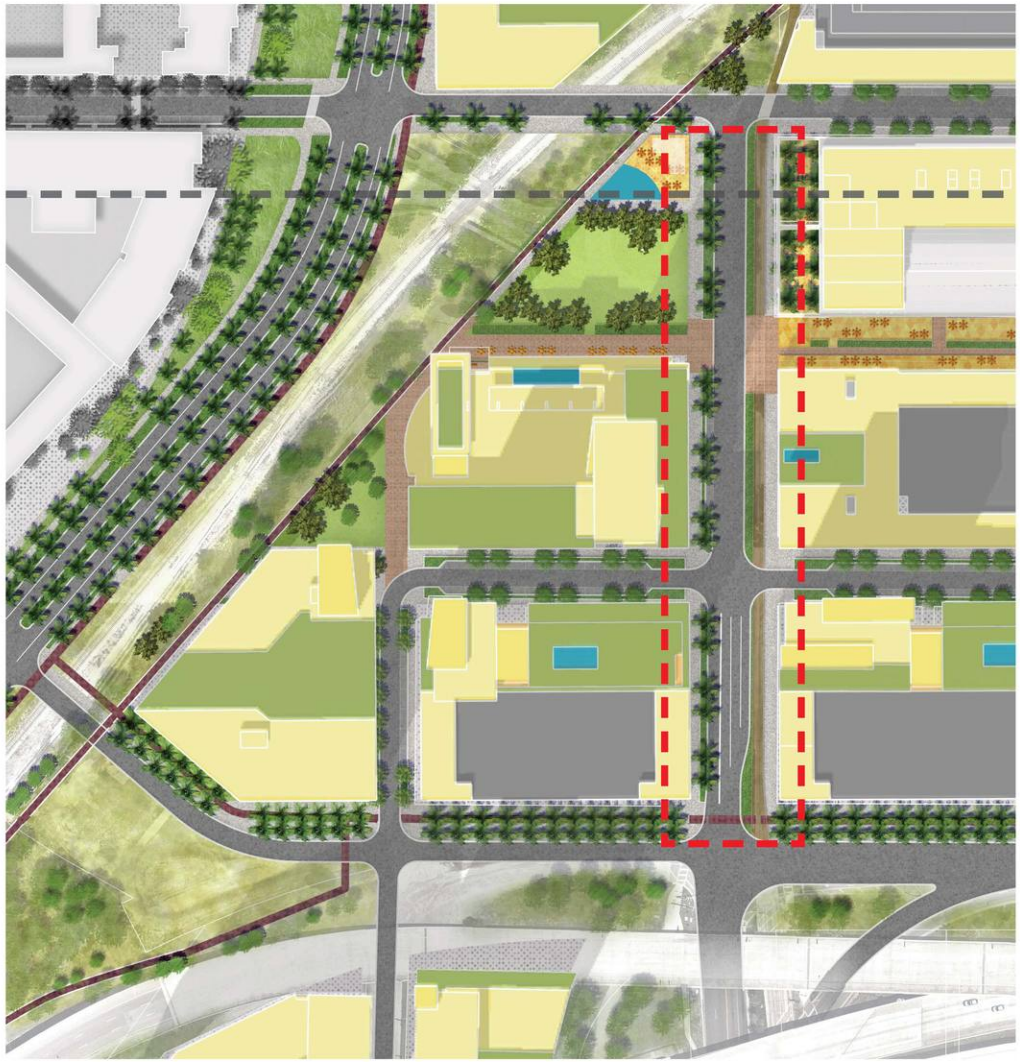
Public Realm Zone Standards
Streetscape Details, Layout and Furnishings

Channelside Drive

Channelside Drive is a unique street in Gas Worx as it accommodates the Streetcar east of the roadway. Furthermore, the roadway is utilized by two HART bus routes (#8 and #9) and it provides the connection between the highly traveled intersection at Adamo Drive (State Route 60).

The character of Channelside Drive changes significantly north of the Adamo intersection as most traffic heads east on the state route. Nevertheless, the road does have a large right of way which can accommodate a new street section that will enhance the pedestrian experience by reducing the width vehicular travel lanes, adding street parking along the west side of the road, increasing sidewalk areas, adding street trees and landscaped median along the streetcar track and providing enhanced crosswalks at the intersections with the east-west Avenues.

This unique cross-section is more fully described in the Street Sections portion of the Design Guidelines. Streetscape details are provided below.



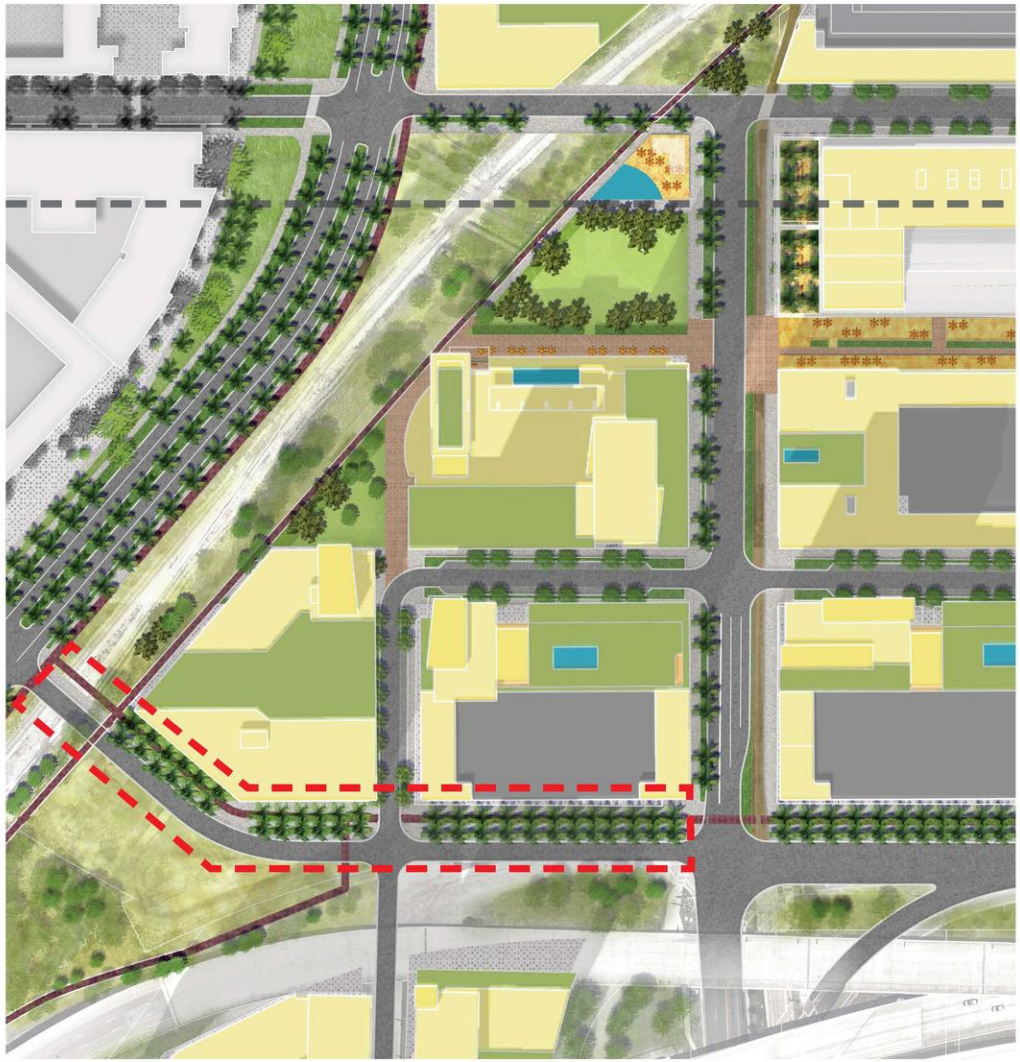
Public Realm Zone Standards
Streetscape Details, Layout and Furnishings

E. Scott Drive/Adamo Drive Extension (1st Avenue)

An important part of replacing the missing street grid in Gas Worx is connecting East Scott Drive (which currently terminates at Nuccio Parkway) with a new CSX rail crossing and east to the Adamo Drive/ Channelside Drive intersection. This new road will partially parallel the east-west Avenues and, as such, should be named 1st Avenue to further emphasize the historic street grid.

1st Avenue will have two distinct sections. West of 12th Street it will be a two-way street and east of 12th Street one-way westbound to mirror the existing traffic flow and avoid adding congestion to the busy Adamo/Channelside intersection. On both sections however, the street will not only serve vehicular and pedestrian traffic but also incorporate an important non-vehicular connection with a multi-use trail along the north side of the street. This will connect the Green Spine in Nuccio with the Selmon Greenway and proposed Sun Trail along the north side of Adamo Drive. Additionally, the south side of 1st Avenue has open space, partially created by the Selmon Expressway ramp. This area is undevelopable with large structures and has the opportunity to be open/recreation space that are not part of the current plan. However, given this opportunity exists in the future, the south side of 1st Avenue has been designed to offer street parking that could serve future recreation together with ample sidewalk area for pedestrians.

Cross sections for both portions of 1st Avenue are more fully described in the Street Sections of the Design Guidelines.



Public Realm Zone Standards
Streetscape Details, Layout and Furnishings

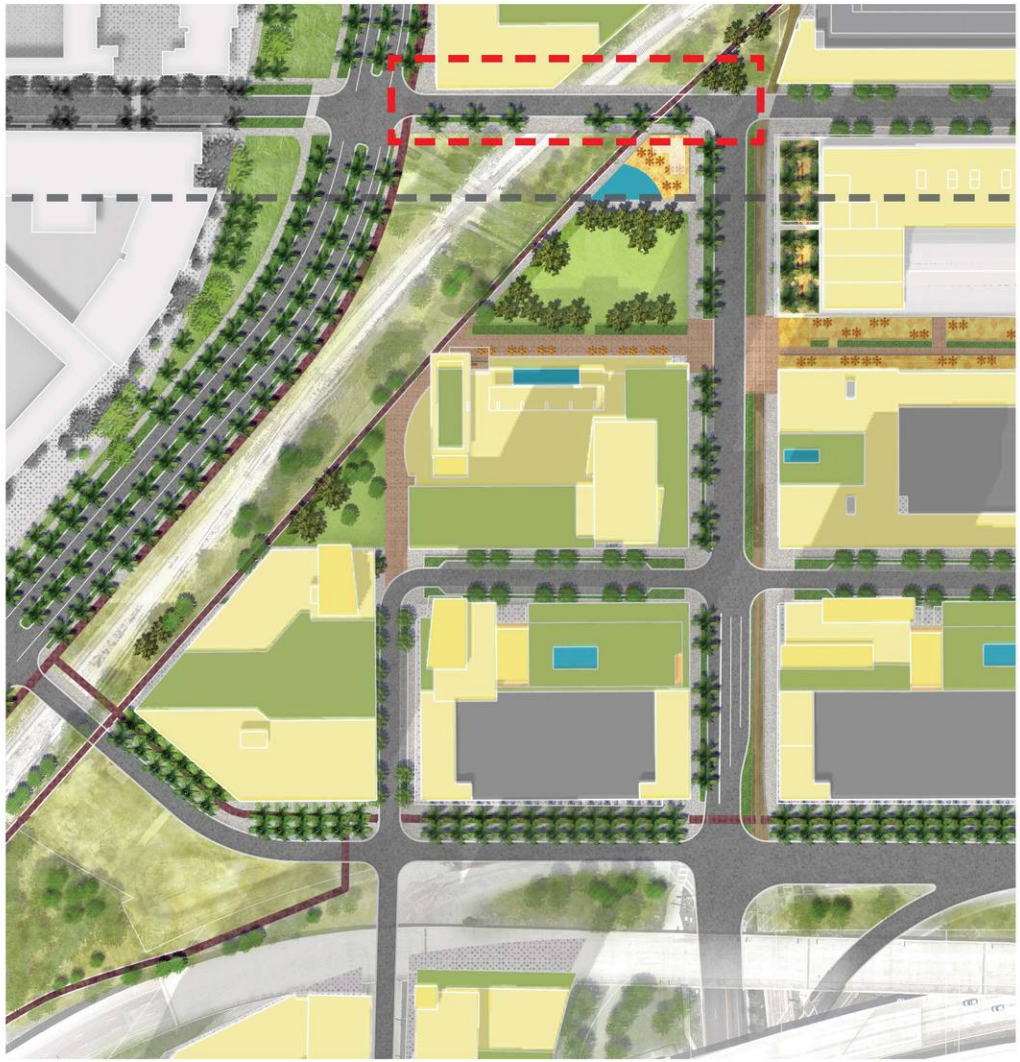
4th Avenue

4th Avenue, west of the 14th Street (Avenida Republica de Cuba) will serve as the most direct east-west connection within Gas Worx. As described under the Channelside Drive section, the existing roundabout will be replaced by a conventional (historic) street grid with Channelside (originally 13th Street) being the north-south street and 4th Avenue the east-west avenue. The removal of the roundabout and introduction of a new section of 4th aligned with existing 4th Avenue will also involve the shifting and Improvement of the existing CSX crossing.

Given the streets' significance as a neighborhood connection and its bordering of the proposed park, the new portion of 4th Avenue (west of Channelside) will incorporate an enlarged sidewalk on the south side providing ample room for pedestrians and cyclists accessing the Green Spine on Nuccio Parkway.

East of Channelside, the north side of the street will feature a full streetscape, while the south side will accommodate the existing condition with the warehouse structure to remain in place.

Cross sections for both portions of 4th Avenue are more fully described in the Street Sections of the Design Guidelines.



Street Design and Typology
Streets Improvement Plan

Streets Improvement Plan
The streets within Gas Worx fall into three categories:

New Streets
Complete streets constructed before or at the same time as adjacent development parcels. These will be new sections of streets that extend the existing grid. All streets will be built to public standards. Where new streets are built on private property they will be dedicated as public right-of-way upon completion
and acceptance.

Reconstructed Streets
Existing streets that will require a new street cross section to include a combination of travel lane realignment, addition of street parking, curb and stormwater reconstruction, new sidewalks and accessibility ramps. Where space allows, new street trees, lighting, benches bike racks and other enhancements will be added.

Existing Street Upgrades
These streets will maintain their existing curb to curb dimensions with standard urban redevelopment improvements to be made at completion of construction of adjacent development parcels.

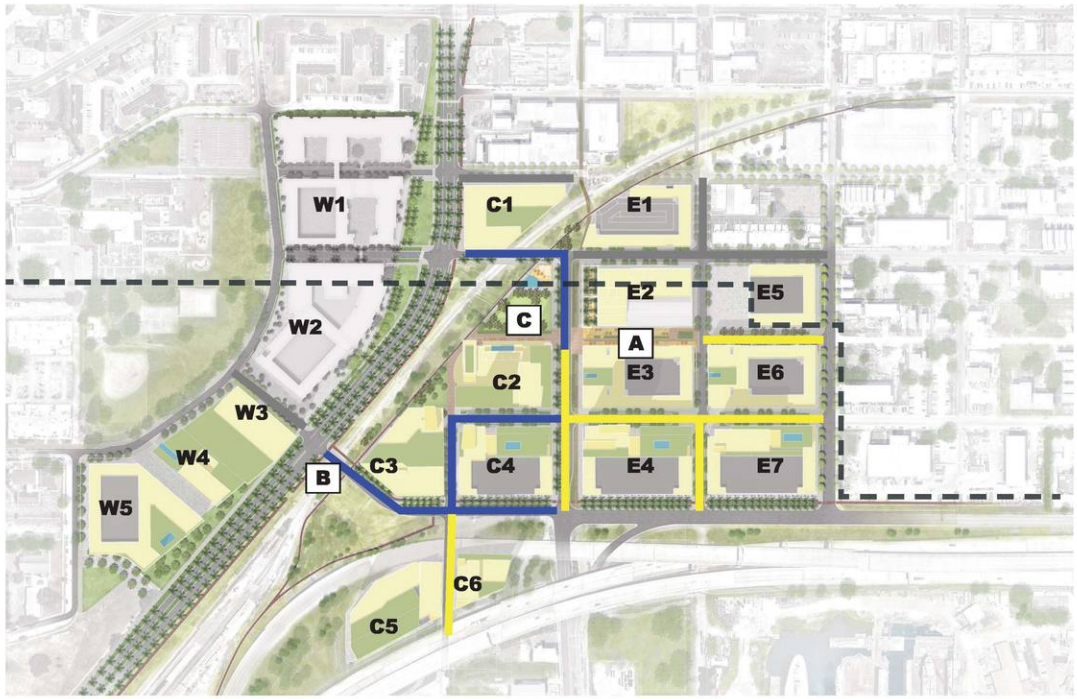
Additional Street Improvements include:

Third Avenue Paseo – While not a conventional street, the Paseo will afford additional connectivity, especially for pedestrians. The Paseo design is more fully described in the Common Gathering Areas/Public Spaces section.

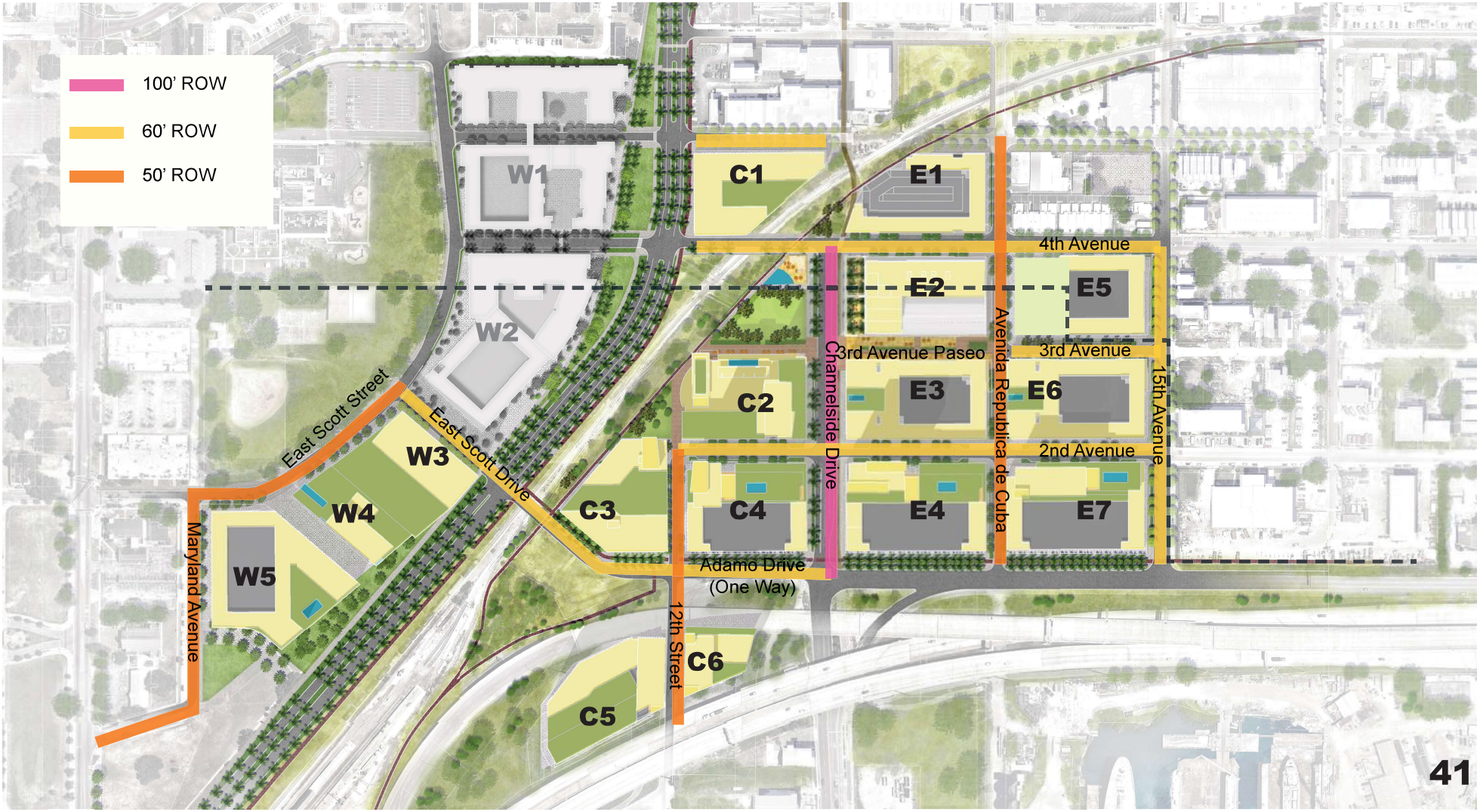
New CSX Rail Crossing – A rail crossing will be added on the new section of E. Scott Drive (to be named 1 st Avenue). The crossing will include standard CSX safety provisions (gates, lights, etc.) and will be subject to CSX approval. Application for this crossing will be made jointly with the City of Tampa.

Roundabout Removal and CSX Rail Crossing Relocation – The existing roundabout at Channelside Drive and 4 th Avenue will be removed to make way for the Gas Worx open space and replaced by traditional grid streets. The existing rail crossing just west of the roundabout will also be relocated north to align with the new section of 4 th Avenue. See Additional Infrastructure projects section below.

Note regarding Nuccio Parkway – The potential exists to realign the roadway and minimize the oversizedmedian and travel lanes to create a more urban, pedestrian-friendly thoroughfare. The scope of work related to Nuccio is largely dependent on the City's plans to utilize this right-of-way for future transit, such as Brightline or light-rail service. As such, this work is not part of the immediate development program but will continue to be discussed and coordinated with the City. Streets that intersect with Nuccio will be designed to existing condition at the time of construction.



Street Design and Typology
Right-of-Way Network

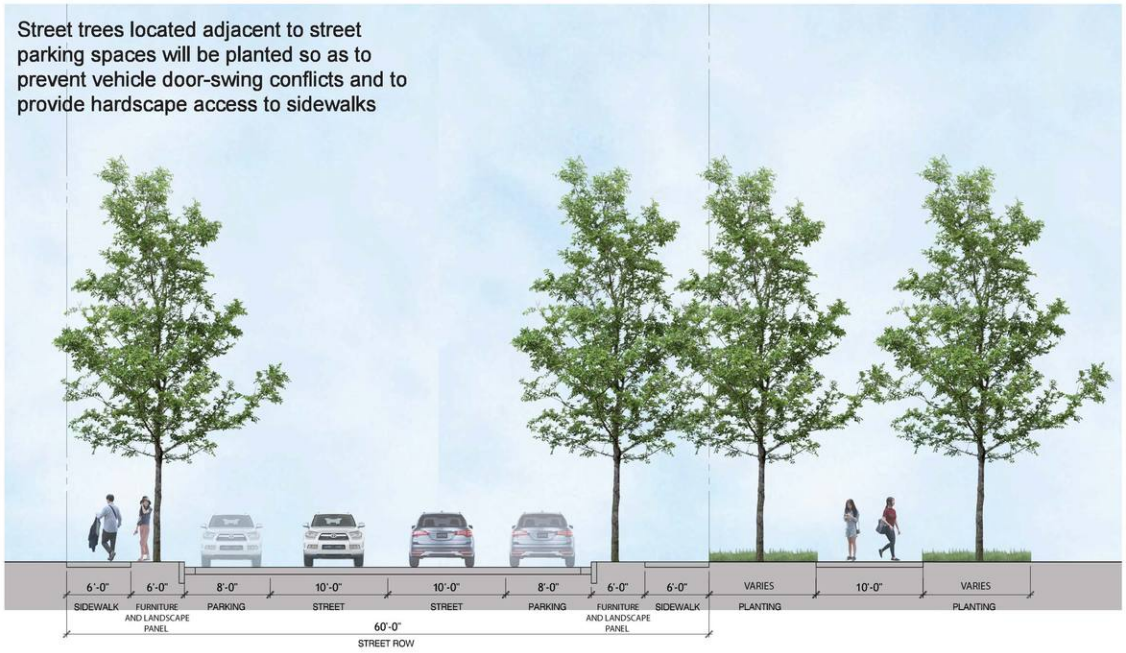


Street Design and Typology
New Streets

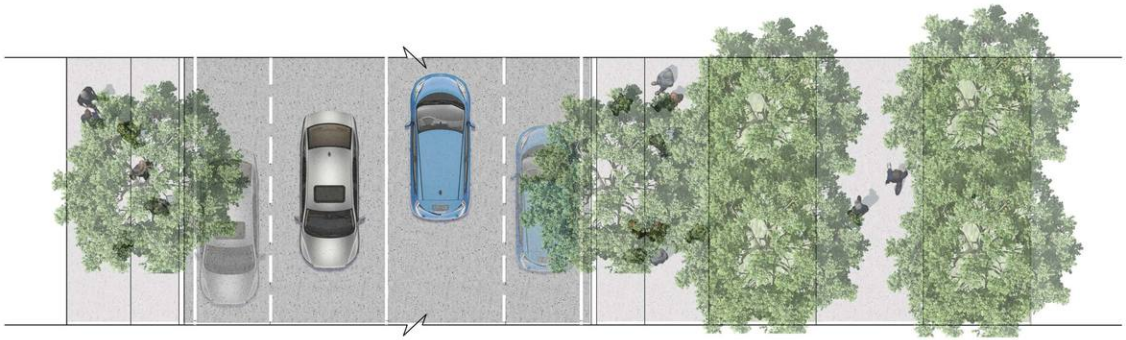
E. Scott Drive Extension (1st Avenue)

E. Scott Drive will be extended south and east from it's current terminus at Nuccio Parkway to 12th Street. This extension will include a new CSX rail crossing and associated infrastructure (subject to CSX approval). Additionally, a multi-use trail will run along the north side of the right-of-way to provide an important connection between the Green Spine (on Nuccio) and the Selmon Greenway (see Multi-Use Trail section for additional information).

In addition to two travel lanes, the 60' right-of-way will offer two street parking lanes and a typical ten (10') foot minimum walkway and landscape/furniture panel sections on both sides of the road (see Public Realm Zone section).
The new extension will link up with a one-way westbound road connecting Channelside Drive to 12th Street. Together these roads will be re-named 1st Avenue to be consistent with the street naming convention of the historic Ybor street grid.







Street Design and Typology
New Streets

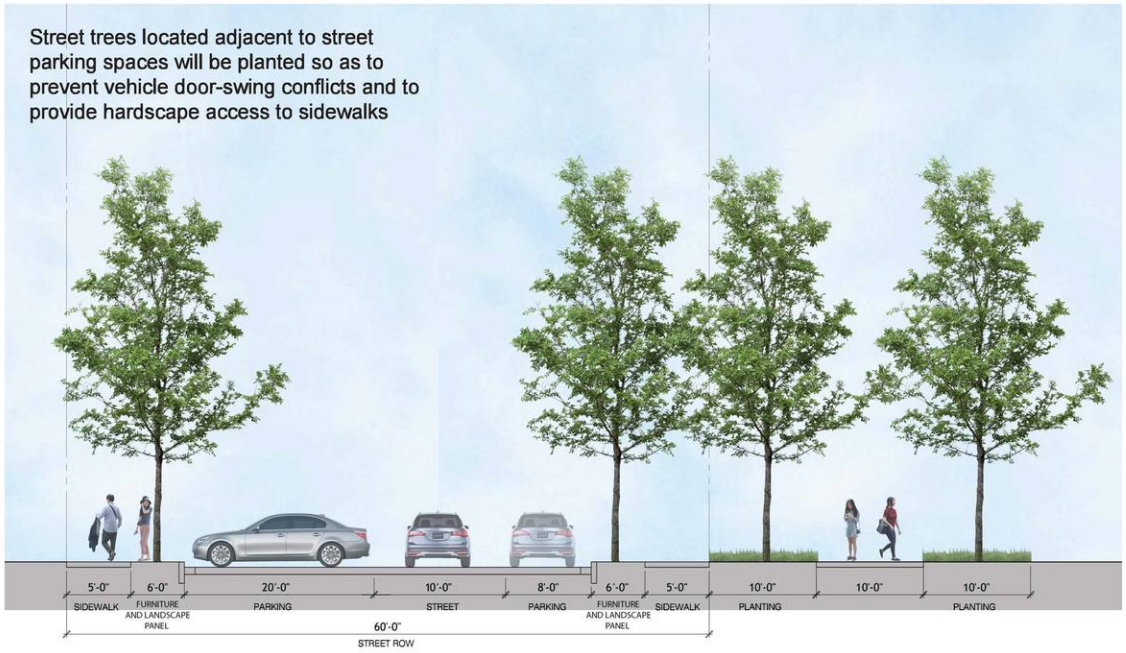
Adamo Drive Extension (1st Avenue)

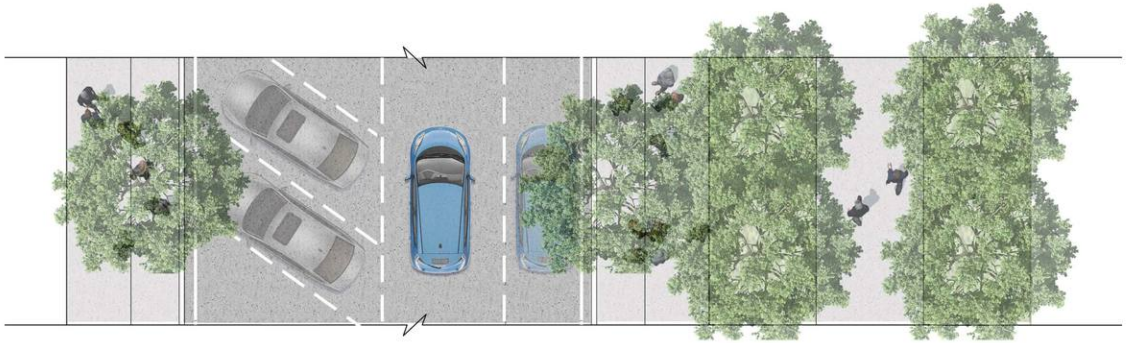
As described under the E. Scott Drive extension, a one-way (westbound) street will connect Channelside Drive and 12th Street. Since this will have a completely different character to Adamo Drive, this extension will be named 1st Avenue, together with the extension of E. Scott.

This block is show as one-way, which reflects the current traffic pattern and the configuration of the existing Adamo/ Channelside intersection. However, a two-way movement should be assessed in conjunction with FDOT.

Assuming a one-way condition, street parking will be included on the north side of the street and diagonal/pull-in parking on the south side. This can serve as parking for any future recreational uses that could be provided under the Selmon Expressway at the C6 parcel. The multi-use trail connecting the Green Spine and Selmon Greenway will also run north of the right-of-way.The intent is to design the streets to a posted speed of 25 mph.





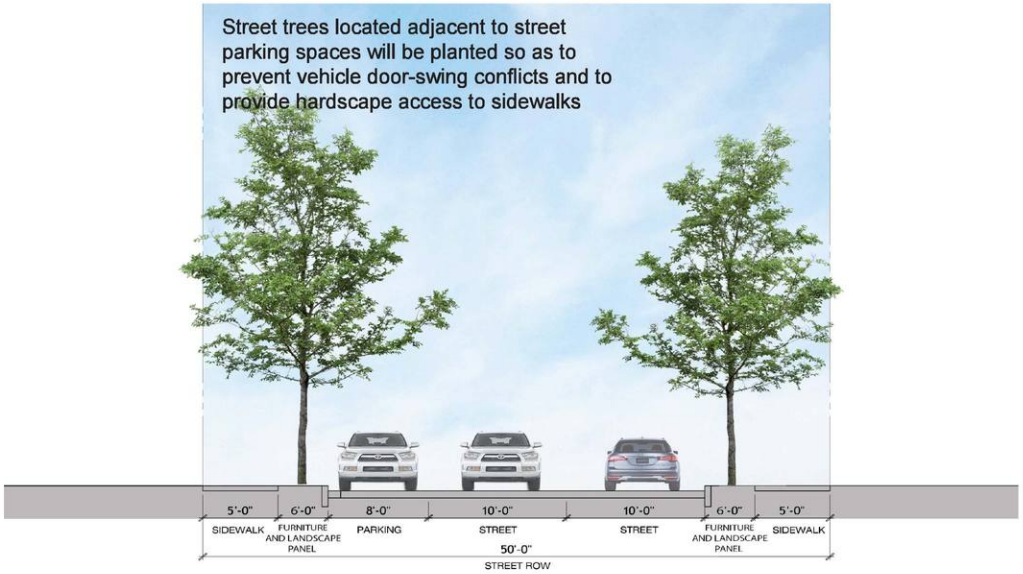


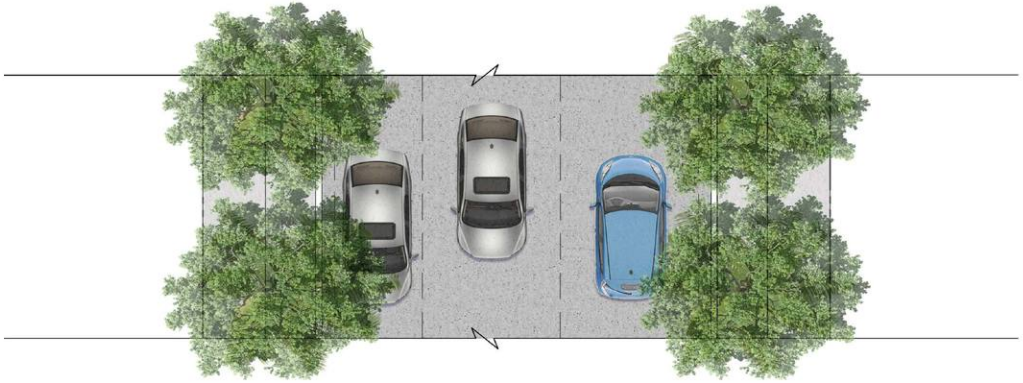
Street Design and Typology
New Streets

12th Street Extension

12th Street will be extended from its current location at the C5 and C6 parcels, north to 2nd Avenue. 12th Street is a 50' right-of-way and, as such, will have two travel lanes, a single street parking lane and typical ten (10') foot minimum walkway and landscape/furniture panel sections on both sides of the road (see Public Realm Zone section).The intent is to design the streets to a posted speed of 25 mph.





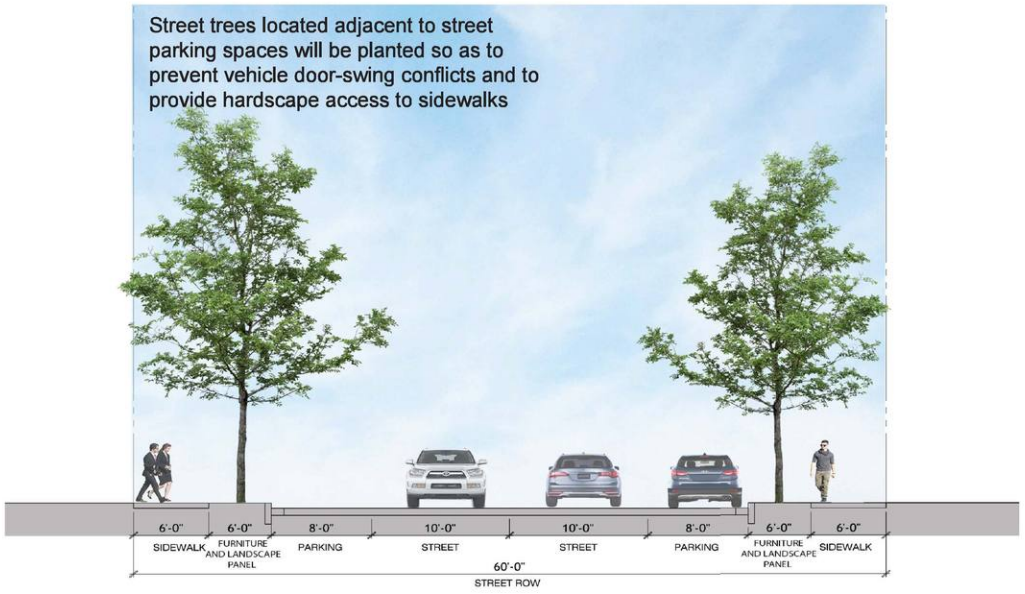


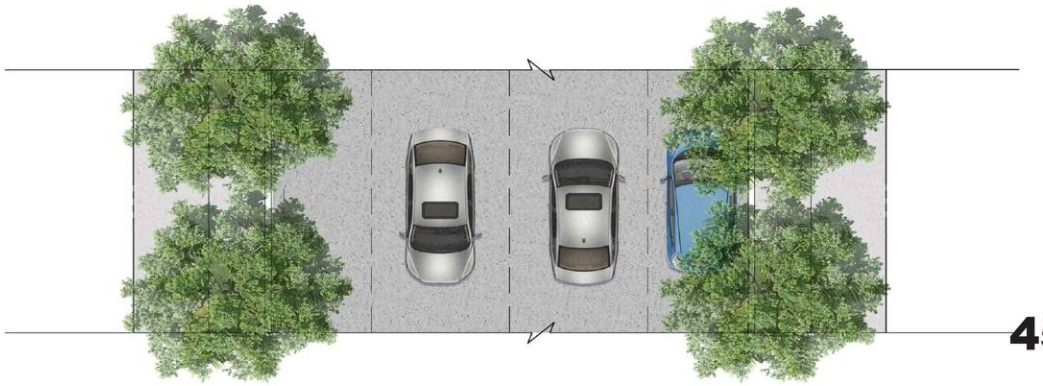
Street Design and Typology
New Streets

2nd Ave Extension

2nd Avenue will be extended west from Channelside Drive to 12th Street. This new section of 2nd Avenue will maintain the proposed design of 2nd east of Channelside, as a significant street lined with larger buildings. The 60' right-of-way will have two travel lanes, with street parking on both sides and typical ten (10') foot minimum walkway and landscape/furniture panel sections on both sides of the road (see Public Realm Zone section).The intent is to design the streets to a posted speed of 25 mph.



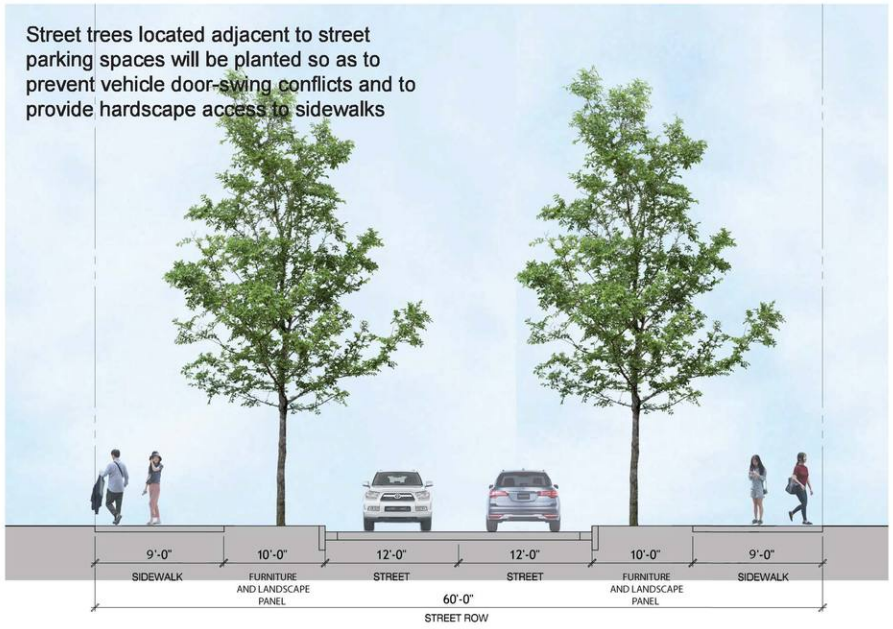




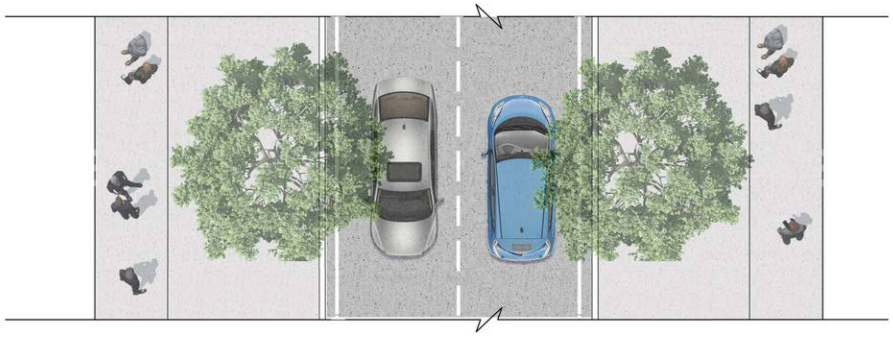
Street Design and Typology
New Streets

4th Avenue (Channelside to Nuccio)

A new section of 4th Avenue will be added from Channelside Drive to Nuccio Parkway to replace the existing roundabout. This block will also include the relocation of the existing CSX rail crossing slghtly north of its current location (subject to CSX approval). Due to the rail crossing, there will be limited opportunity to provide street parking in this location. As such, in addition to two travel lanes, the 60' right-of-way will include over-sized sidewalks and landscape/ furniture panels to provide additional room for bike and pedestrian traffic utilizing the rail crossing. The sidewalk area on the south side can also be integrated into the design for the future park.The intent is to design the streets to a posted speed of 25 mph.







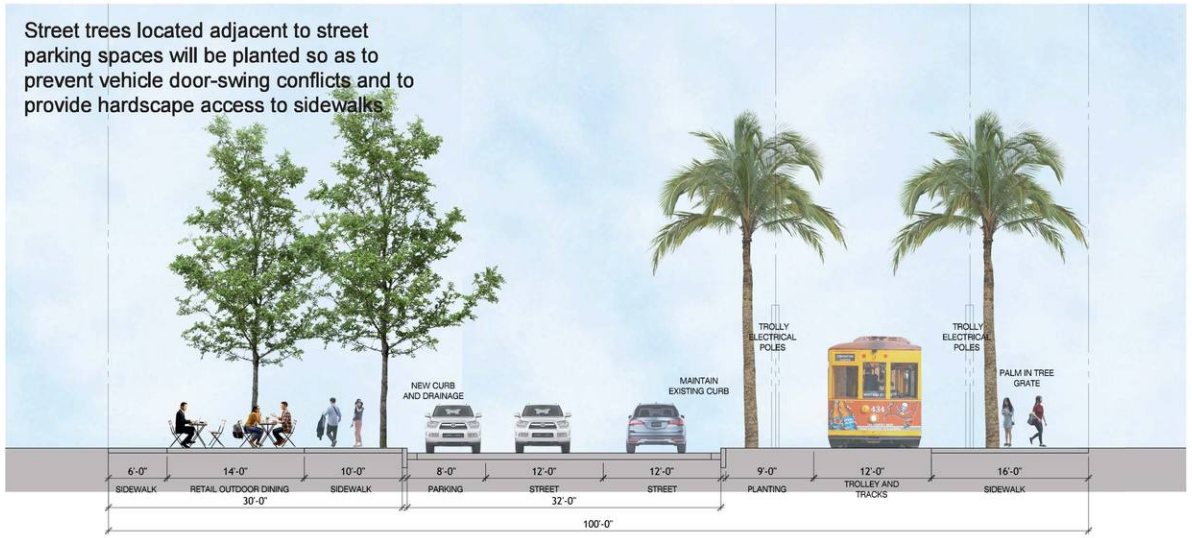
Street Design and Typology
Reconstructed Street Sections

Channelside Drive (2nd Ave to 4th Ave)

With the replacement of the existing roundabout with park space, a new section of Channelside will be constructed between 3rd and 4th Avenues. In addition, the blocks between Adamo and 3rd Avenue will be rebuilt to create a more pedestrian-friendly environment.

The 100' right-of-way includes the streetcar on its east side with a median separating travel lanes. This portion of the street will remain in its current condition, so as not to disturb operations of the streetcar. The sidewalk east of the streetcar will vary in width due to the existing warehouse structure on the E2 parcel, which is to remain.

West of the streetcar, the roadway will be reduced to two travel lanes plus street parking. The remaining right-of-way will include a double sidewalk, street trees and room for outdoor dining in a twenty (20) foot zone behind the curb.



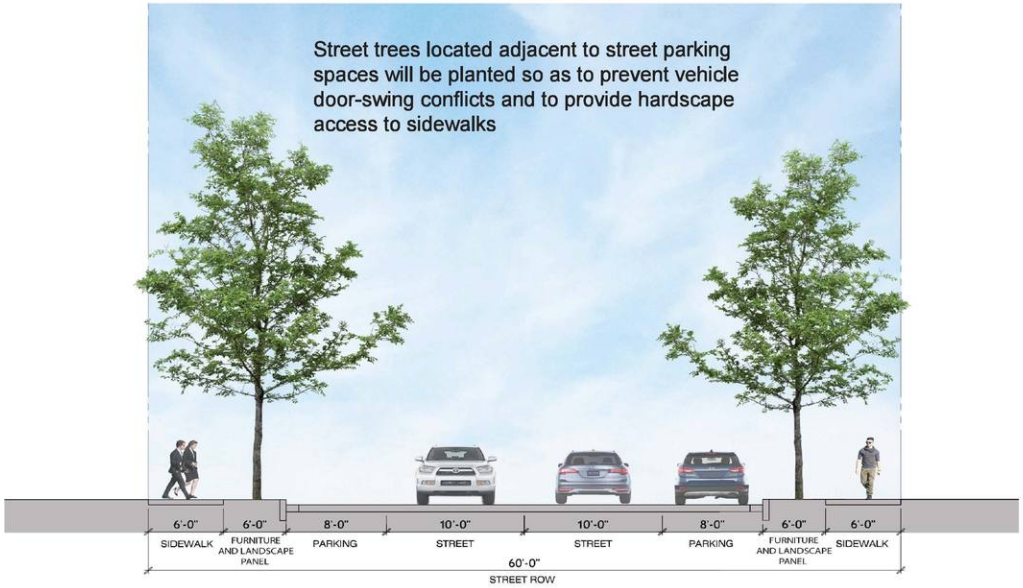




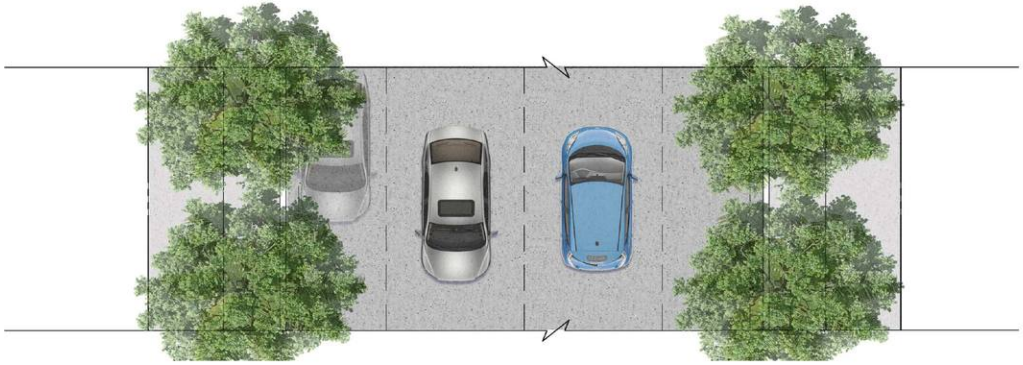
Street Design and Typology
Reconstructed Street Sections

2nd Avenue (Channelside to 15th Street)

The current 2nd Avenue right-of-way consists of a wide paved street with poor quality curbing and no sidewalks. The north side of the street is also encumbered by above and below grade utilities. Given that 2nd Avenue will be a main thoroughfare and serve high density buildings, the reconstruction of these blocks is warranted to create a section with two travel lanes, street parking on both sides and typical ten (10') foot minimum walkway and landscape/furniture panel sections on both sides of the road (see Public Realm Zone section).







Street Design and Typology

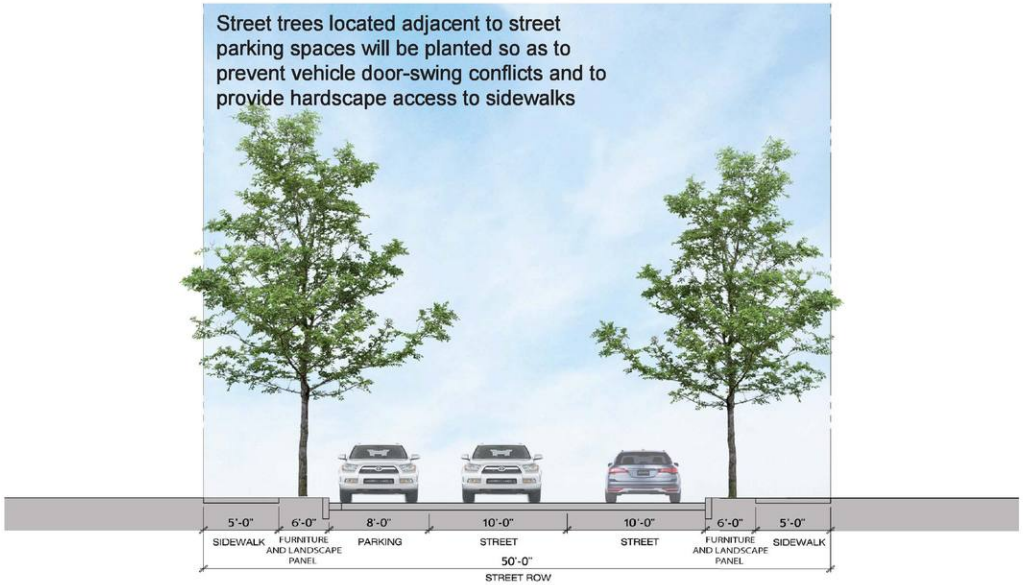
Reconstructed Street Sections

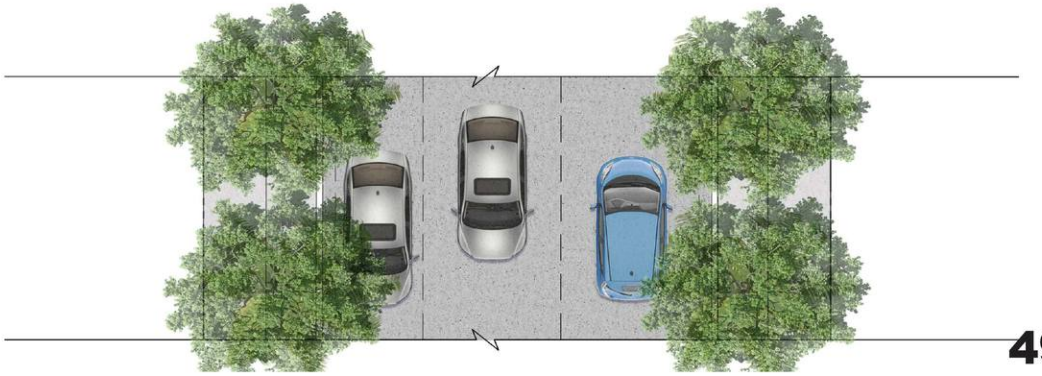
Avenida Republica de Cuba

14th Street (Adamo to 2nd Ave)

The existing condition of this block of 14th Street consists of irregular paving with no curb or sidewalk. It also does not connect to Adamo Drive and serves as a dead-end driveway. This section of road will be reconstructed with two travel lanes but as a right-in/right-out only intersection with Adamo drive. A single parking lane will be included and typical ten (10') foot minimum walkway and landscape/ furniture panel sections on both sides of the road (see Public Realm Zone section).





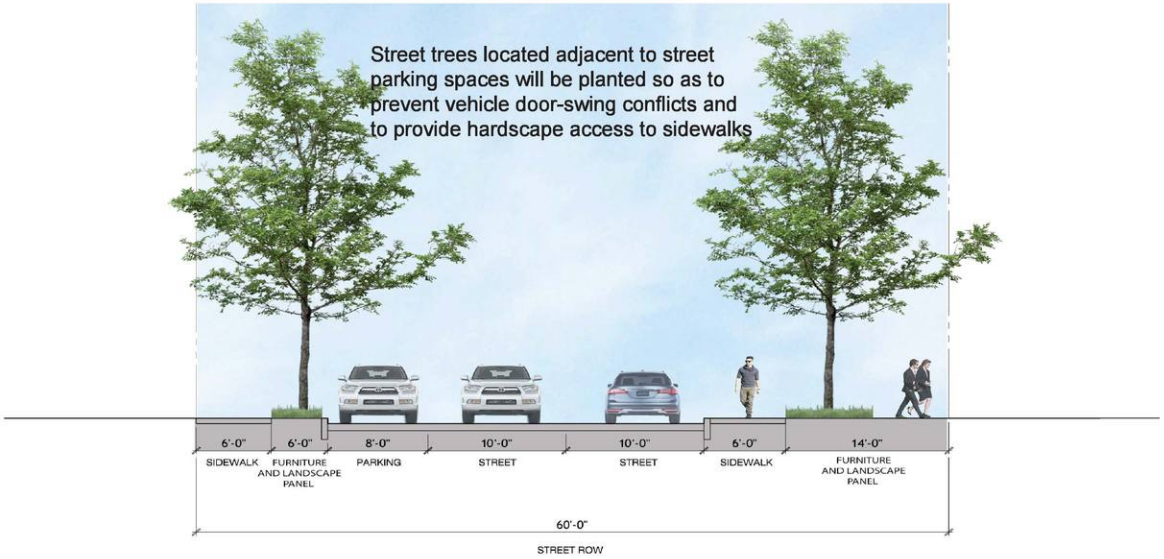


Street Design and Typology
Reconstructed Street Sections

3rd Avenue (14th to 15th Streets)

The existing condition of this block of 3rd Avenue consists of irregular paving with no curb or sidewalk. The right-of-way also includes TECO transmission lines and poles. This section of road will be reconstructed with two travel lanes, a single parking lane and typical ten (10') foot minimum walkway and landscape/ furniture panel sections on both sides of the road (see Public Realm Zone section). Street trees may be limited due to the transmission lines.







Street Design and Typology

Existing Street Upgrades

All streets in the PDA area that are not addressed above are existing streets that will remain and be the subject of typical urban infill upgrades with the redevelopment of individual parcels. Curb alignments, catch basins and related stormwater infrastructure will be maintained unless the quality is such that it needs replacing. Between the curbs, the following upgrades will be typically undertaken:

1. Mill and overlay of paving along development street frontage at the completion of construction.

2.Restriping of pavement to accommodate street parking where space permits. Minimum ten (10) foot travel lanes and eight (8) foot parking lanes.

3. Curb and gutter replaced as necessary.

4.Crosswalks repainted/enhanced as needed.

Behind the curb, the public realm zone will be installed per the descriptions and dimensions in the Public Realm Zone section.

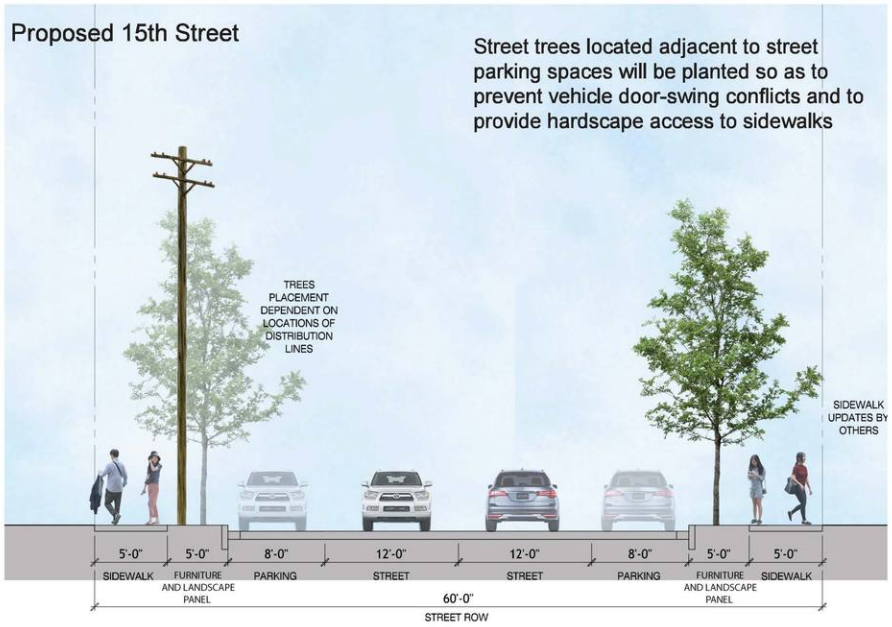
1. Sidewalks will be replaced with new concrete walkways.

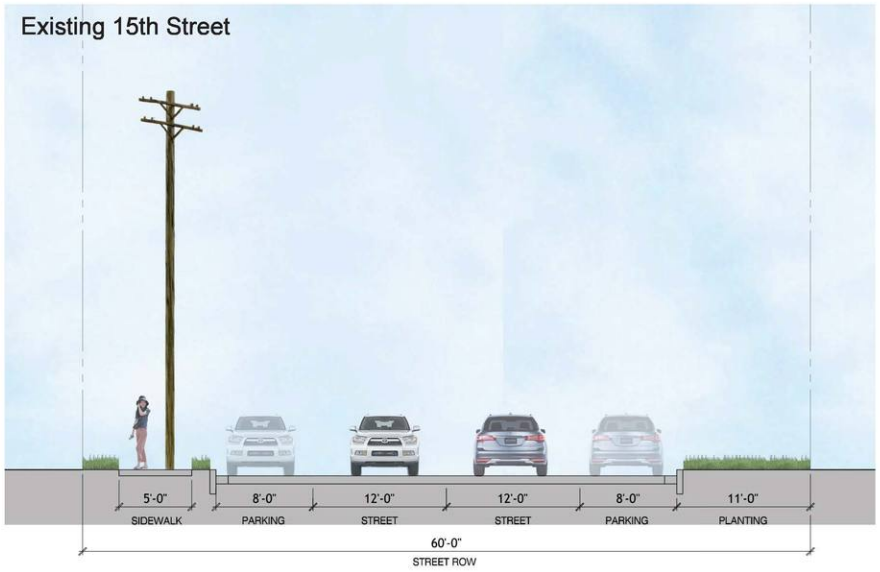
2. Street trees and street lights will be added where they do not conflict with existing overhead utilities.

3. Street furniture will be included in the public realm zone – benches, bike racks, trash cans, etc.

4. ADA compliant ramps, warning strips and pedestrian crossing lights added where needed.







Additional Infrastructure Projects

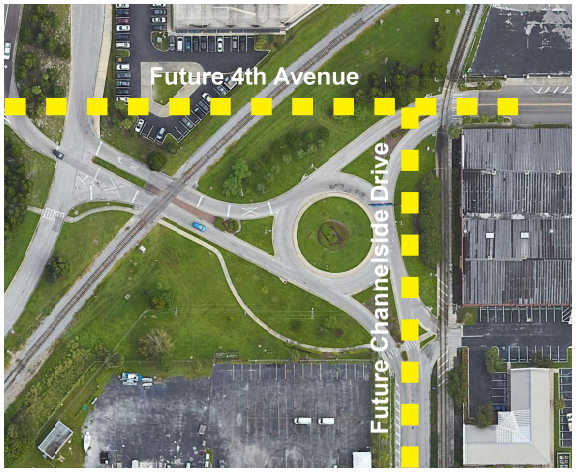
Channelside Drive Roundabout/4th Avenue CSX Crossing

Channelside Drive is a significant connection to and from downtown and the Channel District to Ybor City. Existing Channelside Drive terminates in the Gas Worx district at a roundabout that connects to Fourth Avenue to the east and to Nuccio Parkway to the west.

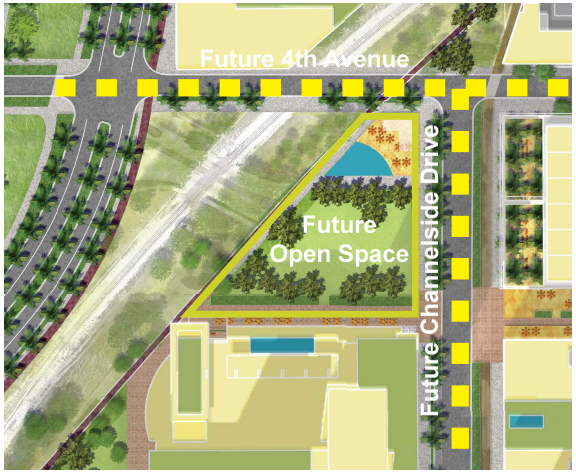
It is proposed to remove the roundabout and terminate Channelside Drive in a new T intersection at Fourth Avenue to re-establish the earlier and historic framework of a grid of streets. This will improve the pedestrian experience with new sidewalks along Channelside Drive and new crosswalks at intersections to help pedestrians cross Channelside Drive. This will calm traffic and greatly enhance pedestrian safety as compared to the existing conditions where pedestrains navigate a fast moving traffic-oriented circle. As such, these improvments are in line with the City's Vision Zero policies to reduce pedestrian fatalities. land reclaimed from the roundabout can be converted to a public park at the southwest corner of the new intersection at Fourth Avenue, which is a prominent and highly visible location at the heart of Gas Worx.

A new streetcar stop is proposed along the east side of Channelside Drive between Fourth and Fifth Avenues to serve the Gas Worx district. It is adjacent to a proposed small cluster of food and beverage uses along with a potential market hall.

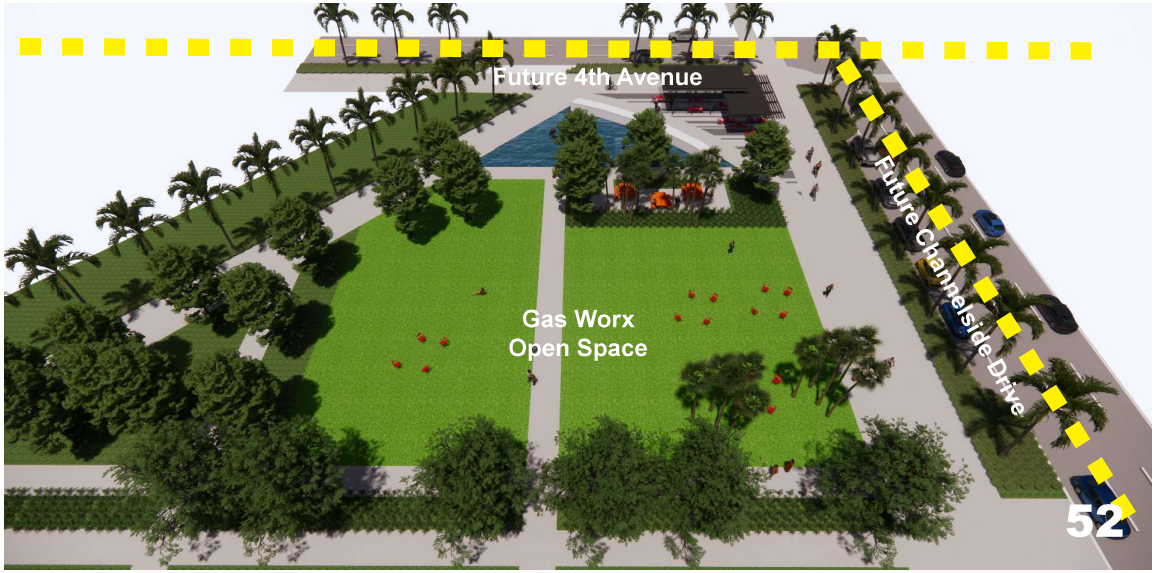
The design of Channelside Drive and 4th Avenue are more fully detailed in the Street Sections and Public Realm sections of these design guidelines. The developer and City will work together with CSX regarding the relocation of the current rail crossing. In addition, the developer will prepare a plat for the new section of 4th Avenue and a traffic management plan to address traffic circulation during the re-construction period.



Existing Conditions



Proposed Conditions



Additional Infrastructure Projects
New Streetcar Station

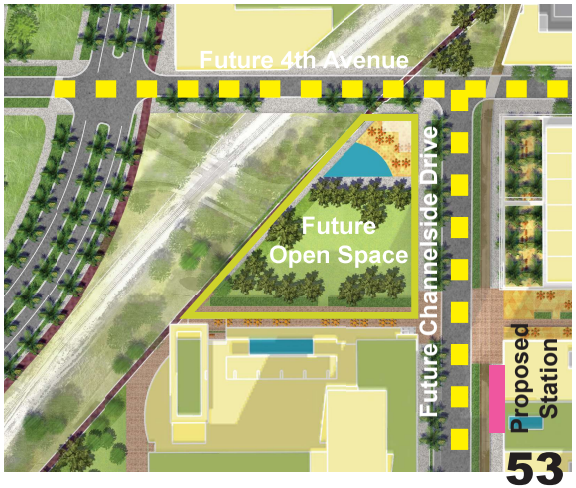
The TECO Line Streetcar (operated by HART) connecting downtown and Ybor City runs along the east side of Channelside Drive through the center of Gas Worx. Currently the nearest stations are the Publix Station at Madison Drive in the Channel District and the Cadrecha Plaza Station on 13th Street, between 7th and 8th Avenue. As such, there is .6 mile gap between stations. With the density of Gas Worx a new station is warranted to fill this gap. Moreover, with a commercial hub and park space proposed between 3rd and 4th Avenues a station in this location will generate ridership, while providing a convenient transit alternative to residents and commuters heading to Channel District, Water Street, Downtown and Tampa Heights (once the service is extended).

Construction of the new station will be coordinated with HART and the City of Tampa to ensure it is safely located east of Channelside Drive and provides necessary accessibility.





Station Location



Additional Infrastructure Projects
Overhead Utility Relocation

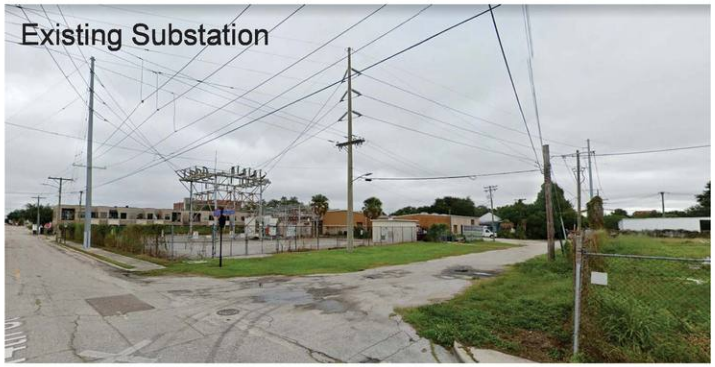
The existing Gas Worx area has a substantial amount of overhead power lines and supports. While most are distribution and service lines, there are also numerous transmissions poles and lines extending from the substation at 14th Street and 4th Avenue.

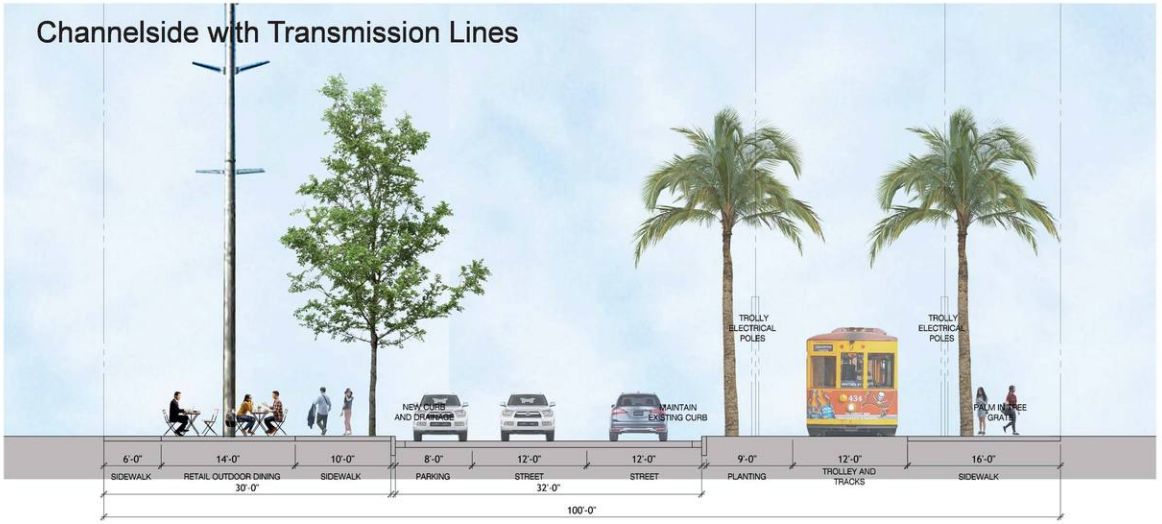
Placing all power lines underground is unfeasible and a certain amount of overhead utility lines is part of the fabric of Ybor. However, the development will look to address those facilities that have the most impact on public spaces and development parcels. This includes:

Relocation of transmission poles/lines that are in the area of the future paseo and park.
Relocation or underground distribution poles/lines that interrupt the streetscape design and/or buildability of development parcels.
Removal of old service poles/lines no longer required.

All such work will be coordinated with, and subject to the approval of, TECO. Some work may also be included in TECO's storm protection plan whereby funds are earmarked by TECO to improve storm reliability of their system.

In addition, as noted under the Building Site Standards, new power and telecom service lines will be placed underground in conduit with transformers either in underground vaults (in the right of way) or integrated into building design (on private property).







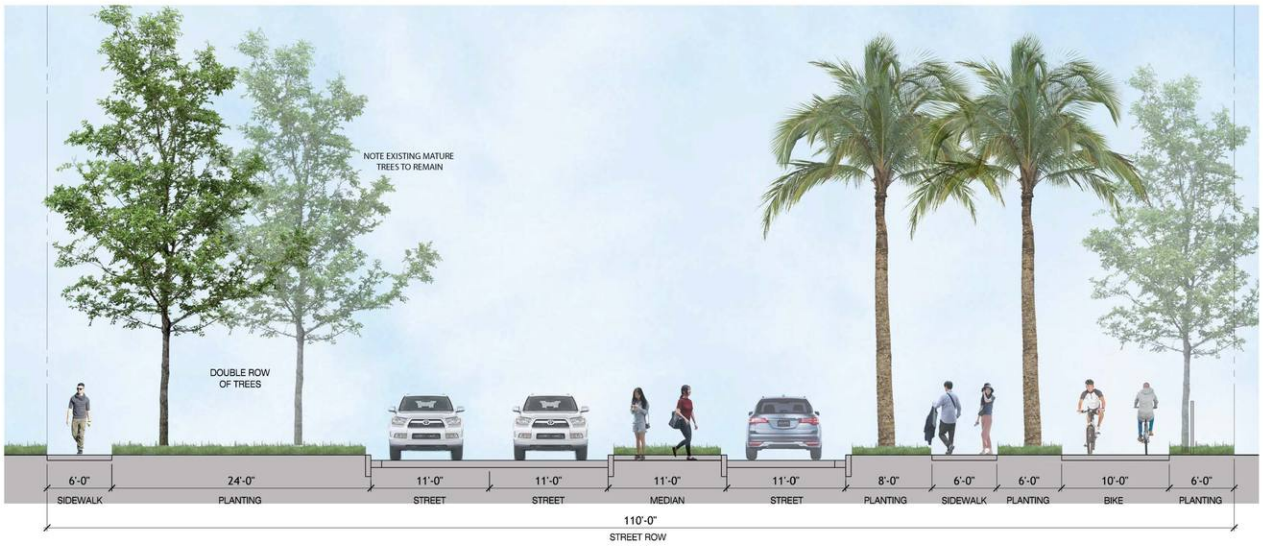
Additional Infrastructure Projects

Nuccio Parkway Realignment

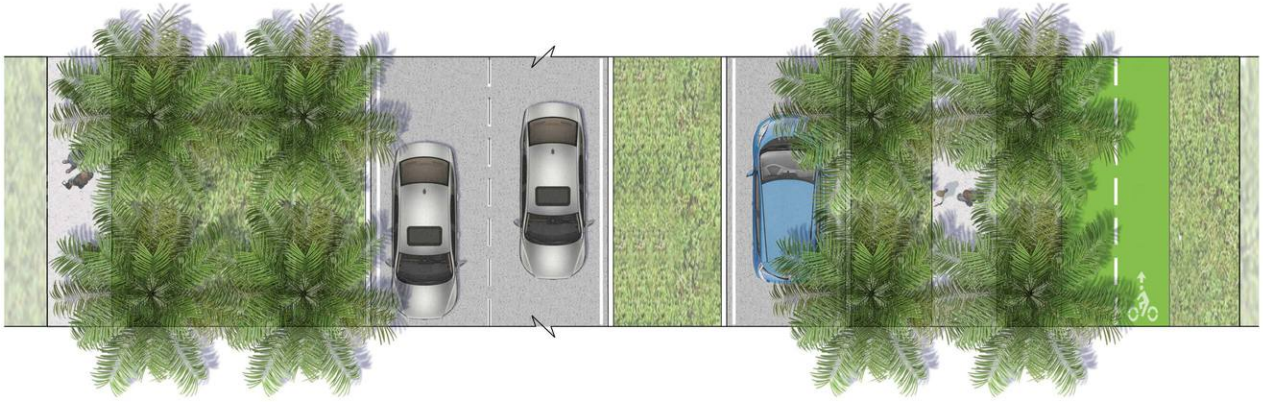
Similar to the Channelside roundabout, Nuccio Parkway was designed and constructed in a different era with a focus on circulating vehicular traffic from I4 to downtown Tampa. As such, it also disregards the historic street grid, underutilizes land area and provides limited pedestrian and bike accessibility. Moreover, with the CSX rail tracks, it provides a barrier. The City is currently addressing this through some reconfiguration of travel lanes and the addition of a separated bike lane. The Gas Worx plan calls to further condense the Nuccio Parkway street section adding a higher degree of pedestrian accessibility, particularly east-west crossings.

The Nuccio Parkway right of way (and adjoining City and private land) is also being assessed for new rail service – inter-city rail (i.e., Brightline) and/or light rail. The ultimate configuration of a redesigned Nuccio Parkway will be established through discussions with the City and rail service providers. Moreover, it is expected the re-construction of Nuccio will be part of a larger project outside of the Gas Worx applicant's scope of work.

Within that context, the section shown is one possible design, highlighting important concepts. T his work is not part of the immediate development program but will continue to be discussed and coordinated with the City.







Conceptual Section - Subject to incorporation of rail infrastructure

Common Gathering Areas/Public Spaces

Open Space Introduction

Ybor City has developed with a rich and colorful history but has few parks and green spaces. The Gas Worx development will afford the opportunity to create a variety of open spaces for residents, workers and visitors alike to gather, recreate and relax. This includes:

1. A central one-acre park (under private or public ownership)

2.Additional 0.18-acre open space (west of the C2 parcel) envisioned as an urban pocket park or dog park along the multi-use trail.

3. Pedestrian promenade connecting the park with adjacent retail and other uses - The Paseo

4. Multi-Use trail along the new 1st Avenue connecting the Nuccio Parkway Green Spine Cycle Track to the Selmon Greenway and along the southern edge of Gas Worx.

5. Multi-Use trail running along the east side of the CSX rail tracks. This segment of trail has the potential to connect central Ybor to the north and utilize an abandoned rail spur running south of Union Station to Water Street's redevelopment of the Ardent Mills site.

6.Open area south the new 1st Avenue that can combine infrastructure elements (such as stormwater retention) with urban recreation facilities (such as bocce, volleyball and pickleball).

Combined these features represent 2.34 acres of open space from a total of 27.23 acres of development land.



Common Gathering Areas/Public Spaces
Open Space Requirements

Open Space Requirements

Developments in Gas Worx will follow the Open Space Requirements as set forth in the City of Tampa's Zoning and Land Development Code – CBD District Development Standards Table 183 by providing a total open space of 10% of the development parcels.

As noted above, common public spaces in Gas Worx represents approximately 2.34 acres of open space in conceptual form. The subtotal of common open area will be deducted from the gross open space requirement for a net area to be provided on the development sites. The open space provided on each incremental site plan will be totaled upon each review and credited to the overall required amount of open space for Gas Worx.

Consistent with CBD District Development Standards, 30% of the required open space on a development parcel must be at grade and meet the definition of Public Open Space.

Any public park developed within the boundaries of Gas Worx shall count toward the open space requirement as onlined above.

Minimum green space requirements are not applicable to the project.

PUBLIC OPEN AND GENERAL OPEN SPACE REQUIREMENTS		
Total Open Space to be Provided	Public Open Space Provided at Grade [11]	Conditions for Open Space not at Grade
Minimum area required (SF): 10% of development parcel	*Minimum 30% of Total Open Space must be placed at Grade and meet the definition of "Public Open Space" in sec. 27-43*	*Areas provided on the building podium, open to the sky, shall be counted towards the overall open space requirement, but not towards the "public open space"*

Common Gathering Areas/Public Spaces

Tree Retention and Replacement

The majority of the Gas Worx development area consists of previously developed sites with mostly light industrial uses.

Additionally, the Gas Worx development program anticipates an urban form with zero lot lines but also calls for upgrading existing streets and adding new streets, all with improved streetscapes, including street trees and landscape treatments (see Public Realm Zone for details).

Given this, the PDA requires flexibility with regard to tree preservation and mitigation. Since neither the CBD nor YC-1 districts have retention requirements, the preservation and relocation of trees shall allow for the following:

1. Tree relocation for any protected, specimen, or grand tree.

2. A reduction in the minimum tree retention required for non-wooded land, and

3. The removal of specified non-hazardous grand trees as outlined on the accompanying site plan.

The minimum retention % stated in the site plan is a minimum. Each development parcel will attempt to design around grand trees and/or consider relocation to open areas within the plan. While successful relocation of large species may be infeasible, the relocation of smaller trees and palms should be pursued. In the event replacement or relocation is deemed unfeasible, payment into the applicable planning district tree trust fund shall serve as an alternative option.

As noted above, the project will include larger open spaces, such as Gas Worx Park, which will afford the opportunity to provide extensive areas of trees, in addition to street trees throughout.

In the event street tree planting is infeasible due to existing site conditions (i.e., overhead and underground utilities) the parcel developer will be permitted to provide mitigation through planting of trees in the common open areas of Gas Worx.



Community Gathering Areas/Public Spaces

Gas Worx Open Space

Ybor City has developed with a rich and colorful history but has few parks and green spaces. Within Gas Worx, it is proposed to create a new centrally located open space that will serve as a gathering space in this part of Ybor City. It is important to make the open space relatively small and compact to respect the scale and walkability of historic Ybor City. Spaces that are too large may feel inappropriate and unwelcome in this context. Historically, cities in hot climates successfully made small shaded spaces and courtyards as a natural response to the climate.

The new open space is proposed along Chanelside Drive west of the new TECO Streetcar line stop, at the center of the district. Some of the land for this open space comes from removing the roundabout and making a more conventional intersection. This much needed green space in Ybor City will provide some recreational use as well as opportunities for programming civic and community events. The design of this open space at the southwest corner of the new intersection at Fourth Avenue, should have landmark features at this key location with a possible sculptural shade structure, abundant planting and potential water feature.

The programming in the open space will be varied to appeal to all ages and range from passive use to some active recreation. Tree planting and shade structures are essential to make the space usable in this climate. Umbrellas, parasols or other potential shading devices may be considered to enhance comfort in the open space. Water can have a cooling effect even if only psychological in a hot humid climate.

The 3rd Avenue Paseo will connect directly into the southern edge of the open space providing a connection between the open space and the commercial activity focused in and around the warehouse building. It will further provide a opportunity for retail to extend along the base of the buildings fronting the open space.



Community Gathering Areas/Public Spaces
Gas Worx Open Space



Community Gathering Areas/Public Spaces

3rd Avenue Paseo and Plaza

The vacated 3rd Avenue right-of-way between Channelside Drive and 14th Street/Avenida Republica de Cuba provides an opportunity to create a pedestrian promenade and activated outdoor space that will complement retail activity (in the renovated warehouse) and serve, in part, as an extension of the new open space west of Channelside. The 3rd Avenue Paseo will be designed, programmed, and managed to be complementary to the heart of the mixed-use Gas Worx neighborhood. With adjacency to the new streetcar station on Channelside, it will also be a convenient social destination for people from other parts of the city center.

The 3rd Avenue Paseo will include a broad, central pedestrian pathway with paralleling outdoor dining area, adjacent to the warehouse on the north side. The primary pedestrian thoroughfare will be 15' wide (to permit emergency vehicle access) and use brick pavers or similar material to recall the brick-paved streets of historic Ybor. A distinct type of paving will be used to designate the outdoor dining areas.

Outdoor dining will be defined through planted strips with palm trees and seating. The use of lighting will be incorporated to further enhance the festive nature of the Paseo. Site furnishings, including benches, bike racks, and trash receptacles will be provided to increase the utility of the Paseo and will be selected to complement the historic materials and patterns in Ybor City.

Subject to assessment by structural engineers, a further component of the Paseo could include a plaza area enclosed by the existing walls of the warehouse. By retaining the walls, such a space could be used as a more intimate courtyard along the Paseo either for additional outdoor dining or event space for outdoor performances. As noted elsewhere in these guidelines, the Paseo and plaza areas should apply materials and architectural elements that are quintessentially Ybor. This could include the use of decorative metalwork, colorful tiles, and unique light fixtures.

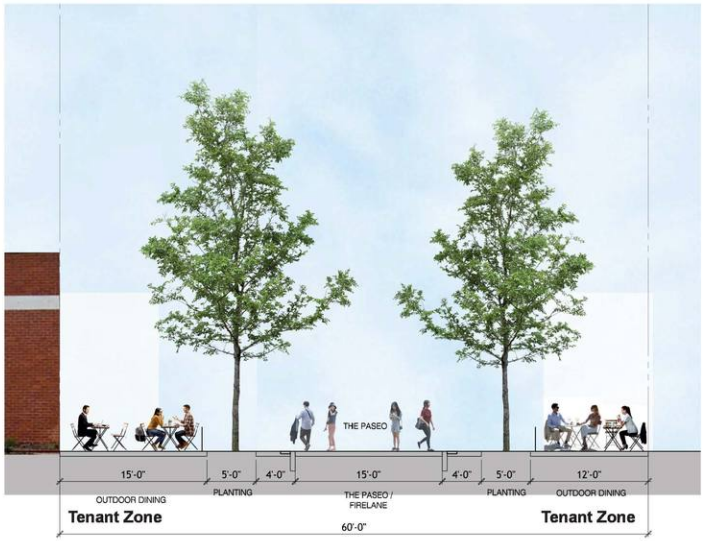


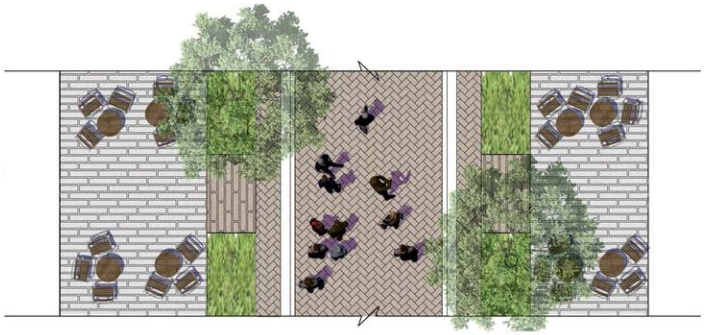




Community Gathering Areas/Public Spaces

3rd Avenue Paseo and Plaza







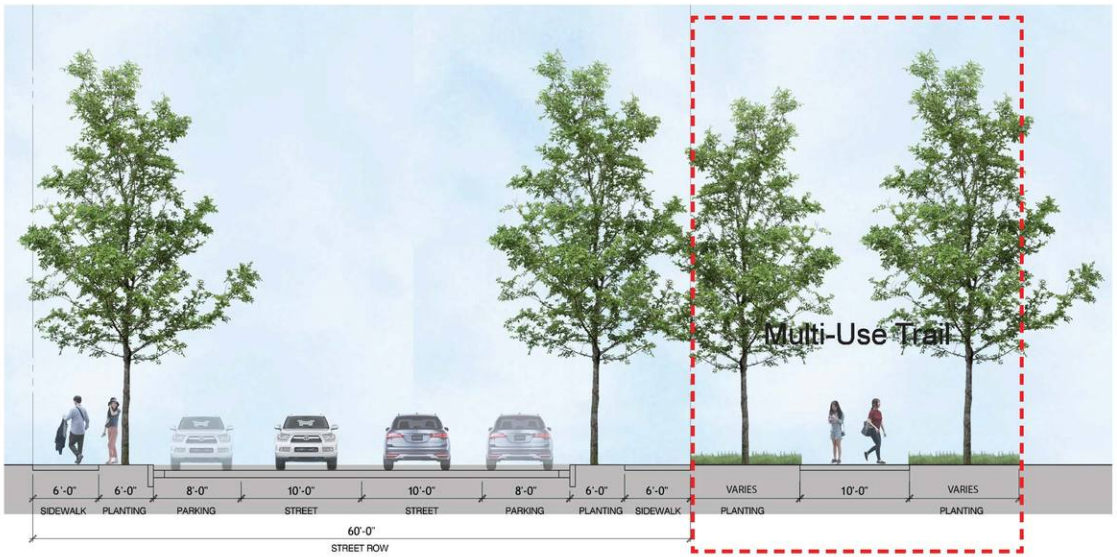
Illustrative images are potential design concepts





Community Gathering Areas/Public Spaces

Multi-Use Trails



Gas Worx will include two new multi-use trails that will support the City's commitment to non vehicular travel routes and will connect existing bike/ped infrastructure.

1st Avenue Trail

As described in the street sections the extension of E. Scott Drive and Adamo Drive (to be named 1st Avenue) will incorporate a ten (10) foot off-road, multi-use trail north of the street. The trail will intersect with the Green Spine at Nuccio parkway and then connect with the Selmon Greenway at the intersection of Channelside and Adamo. In doing see, it will create a key east-west route and provide off-road access across the CSX rail tracks.

CSX Rail Trail

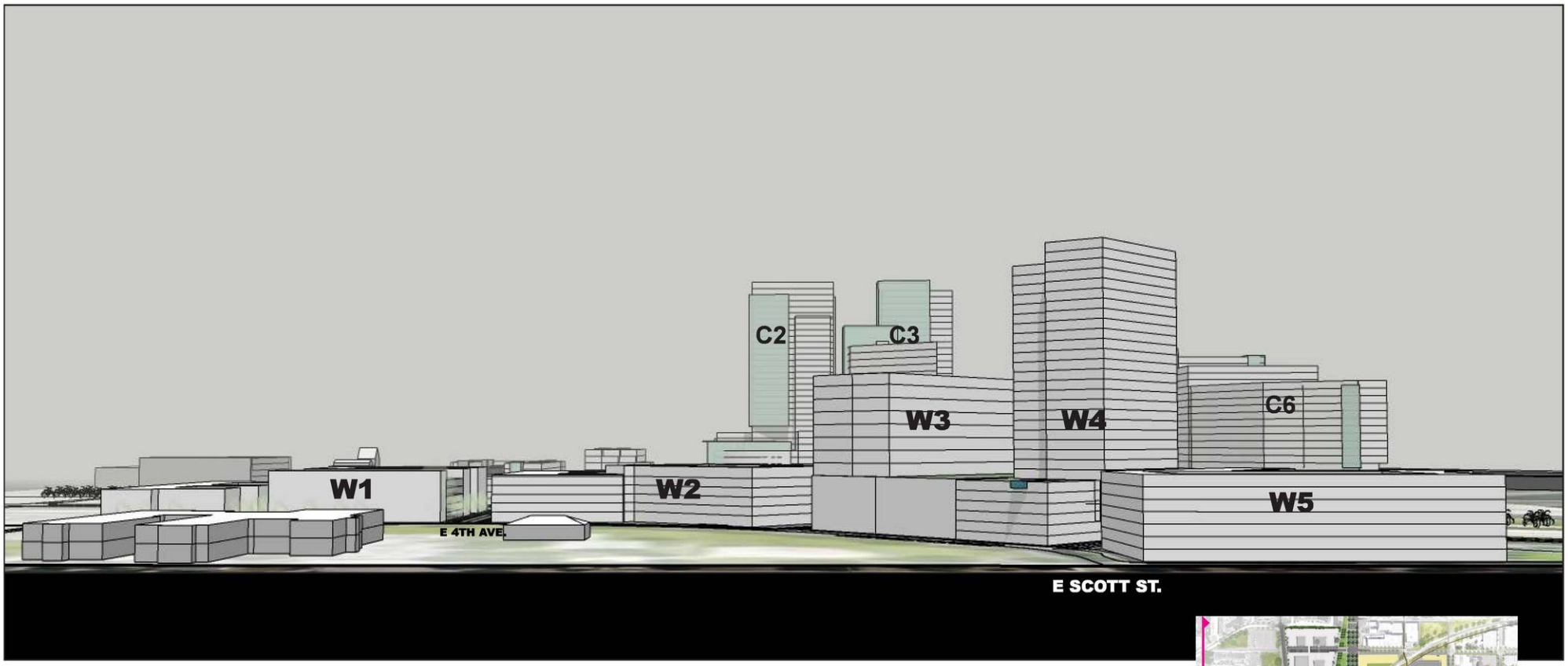
An additional ten (10) foot multi-use trail is planned to run along the east side of the CSX rail as it passes through Gas Worx. This will connect the 1st Avenue Trail to 4th Avenue. However, it is also part of a larger vision to continue the trail north along the 6th Avenue right-of-way as it passes through the heart of historic Ybor and south utilizing the unused Ardent Mills rail spur to connect to Water Street, and ultimately the Riverwalk. The Gas Worx development will only be responsible for the portion of this trail on the PD/A. However, the developer will coordinate with other parties on extending it both north and south.







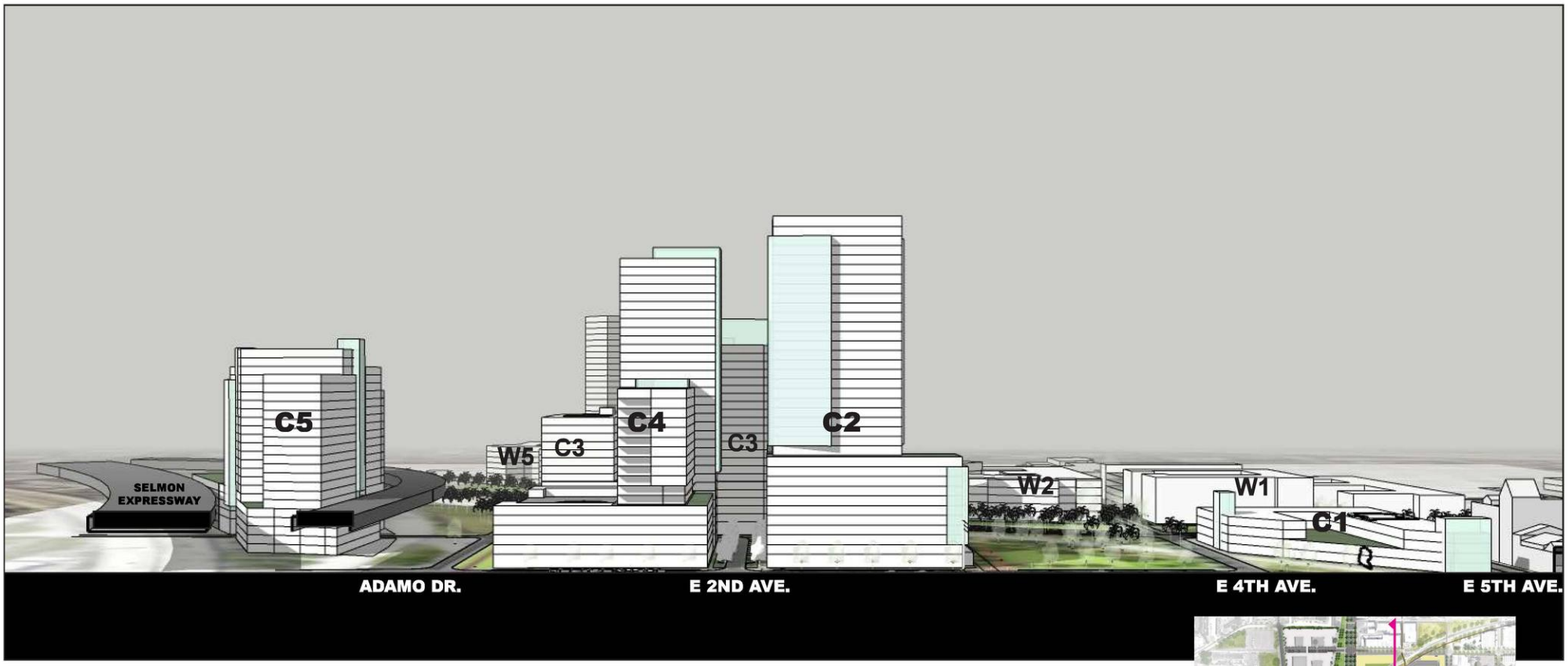
Site Section
West Parcels: North-South Section

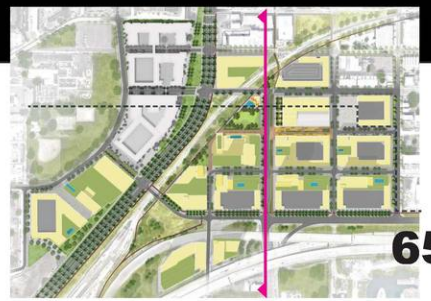




Site Section

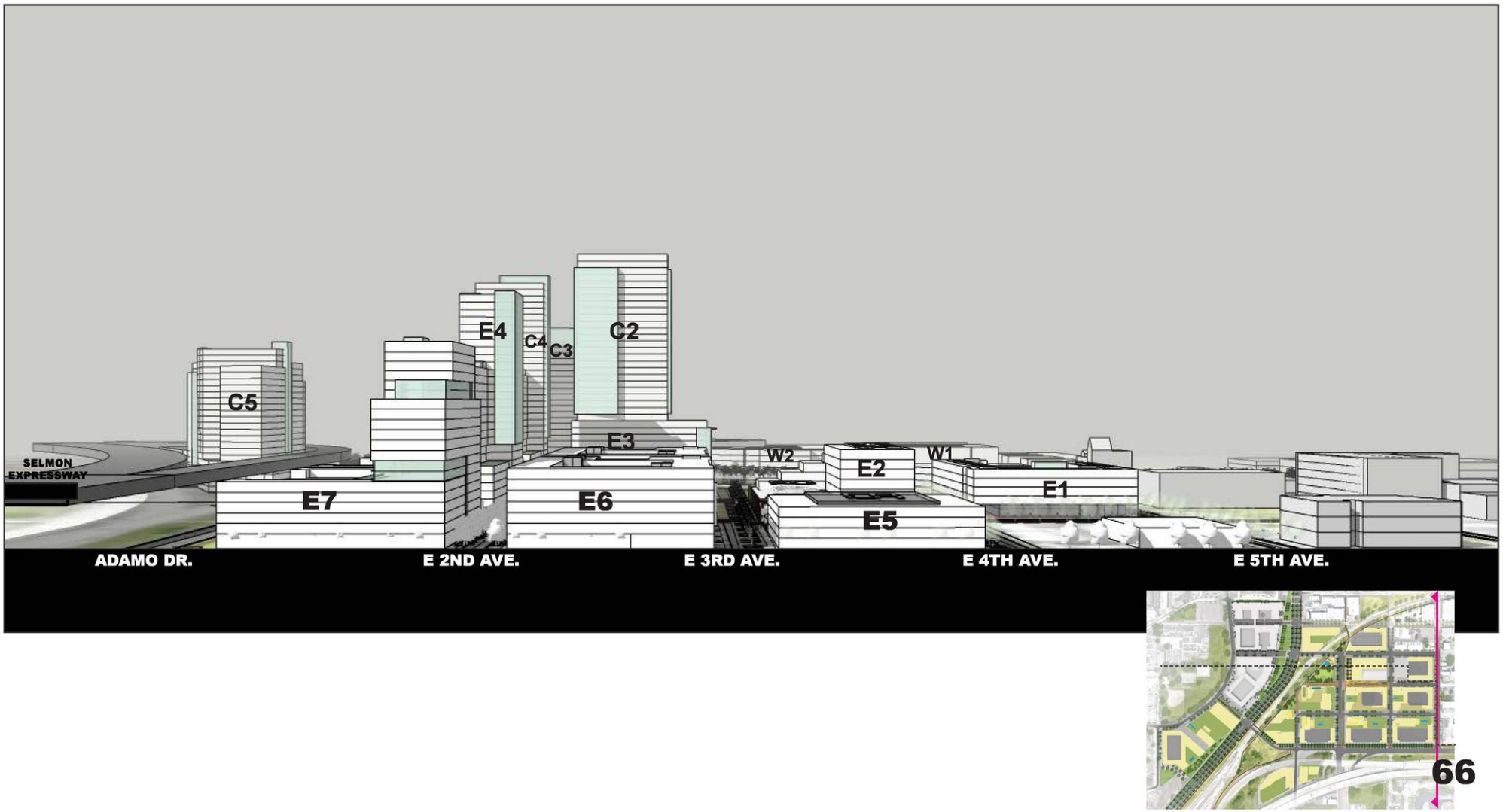
Central Parcels: North-South Section



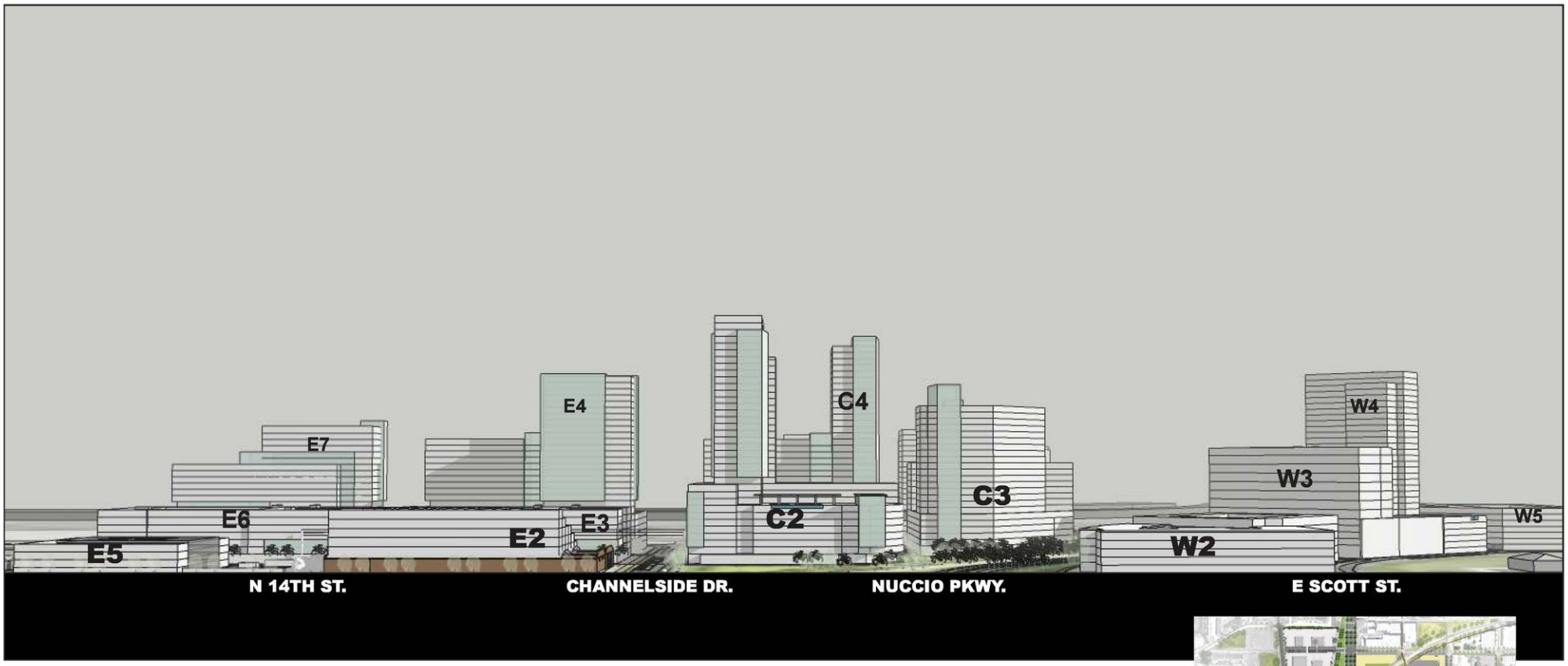


Site Section

East Parcels: North-South Section



Site Section
All Parcels: East-West Section





Typical Elevations
Introduction

The elevation guidelines establish the major organizing architecture principles in the district. The guidelines seek to create a cohesive language yet allow enough variety to create a varied and rich experience.

Each block should address the street at the base with a pedestrian scaled architecture and detailing. The mid to high-rise scale blocks should ideally have a zone of activation at the street to provide a rich and varied experience for the pedestrian. This can be accomplished by the use of retail, residential or office amenities and lobbies, or residential walk-up units.

The middle portion of each block consists of the most typical facade articulation for the block. The residential blocks will typically have their windows and/or doors organized on a 12' module. The office blocks will typically have their windows organized on a 5' module.

The top zone of each block will ideally have either a cornice element at the roof or a varied architectural expression for one or multiple floors. The cornice element can be composed of added architectural detailing at the roof parapet or a projecting canopy. This top zone could also consist of one or multiple floors with a different architectural treatment. This treatment could consist of a change of color, material, or window articulation.

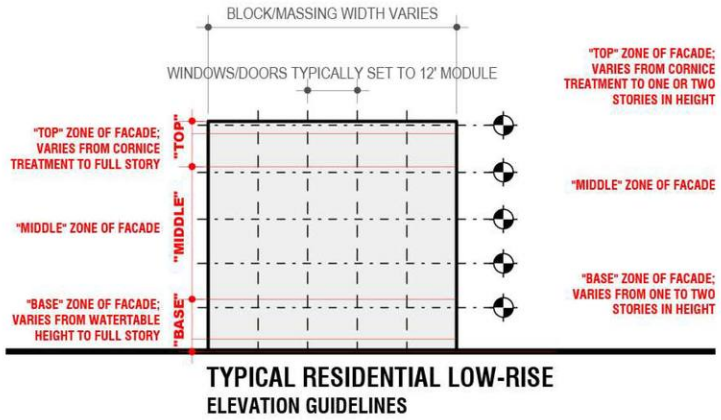


Conceptual Rendering

Typical Elevations

Typical Low-Rise Residential Elevation

Parcels C1, E1, E2 & E5



TYPICAL RESIDENTIAL LOW-RISE
ELEVATION GUIDELINES

Maximum building heights 60' (C1, E1), 65' (E-5). For E-2, maximum building height within historic district is 65'; outside historic district, E-2 building will not exceed 75' at the primary roofline with a setback occupiable penthouse permitted up to 85'.



Low-Rise Buildings Indicated In Masterplan







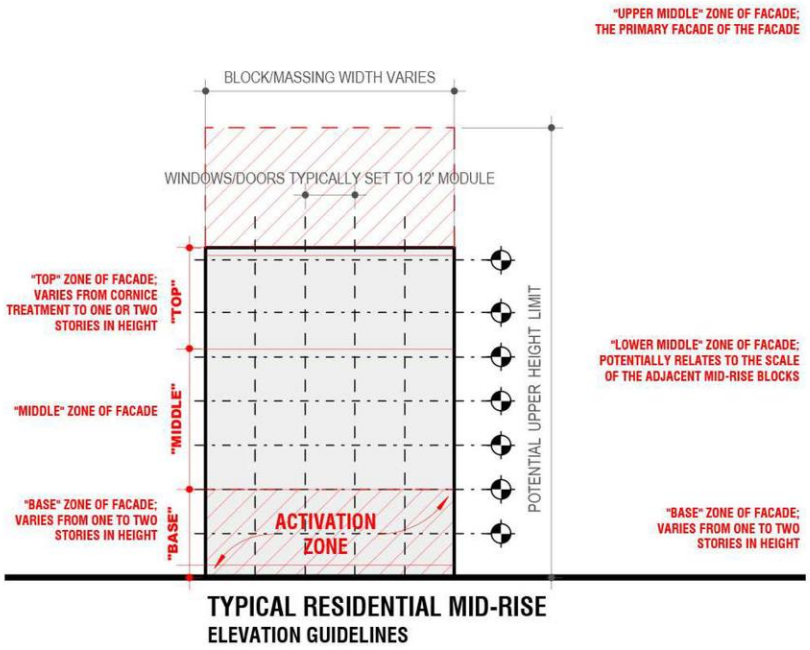


Building Precedents

Typical Elevations

Typical Mid-Rise Residential Elevation

Parcels C2, E3 & E6



TYPICAL RESIDENTIAL MID-RISE
ELEVATION GUIDELINES

Maximum Building Heights 110'. Refer to Development Stand Table. Note. C2 Parcel has a mid-rise and high-rise component



Mid-Rise Buildings Indicated In Masterplan





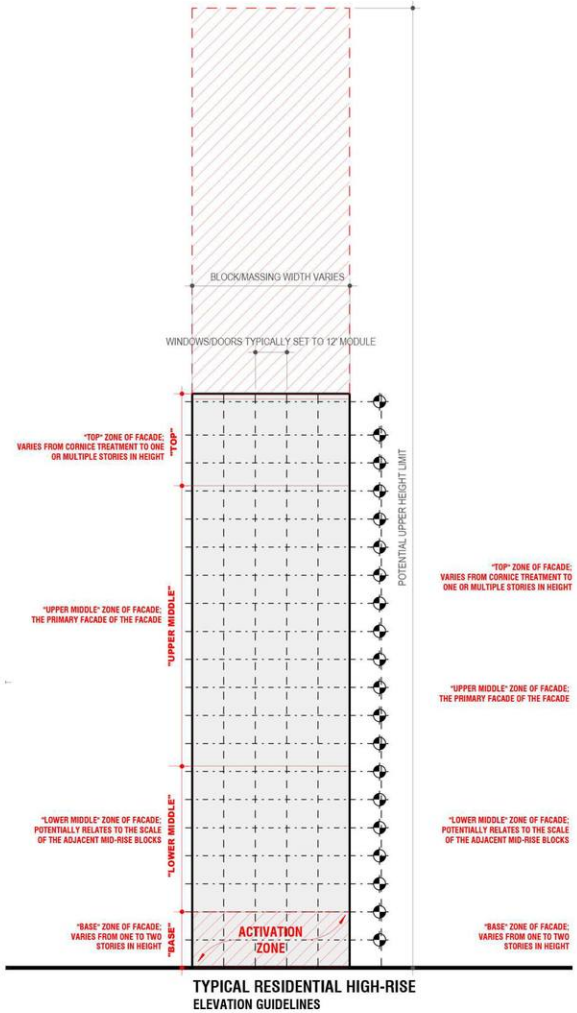




Building Precedents

Typical Elevations

Typical High-Rise Residential Elevation
Parcels W3-W5, C2-C6, E4, and E7



TYPICAL RESIDENTIAL HIGH-RISE
ELEVATION GUIDELINES

Maximum Building Heights Regulated by FAA/HCAA Limits
Refer to PD/A Development Standards Table



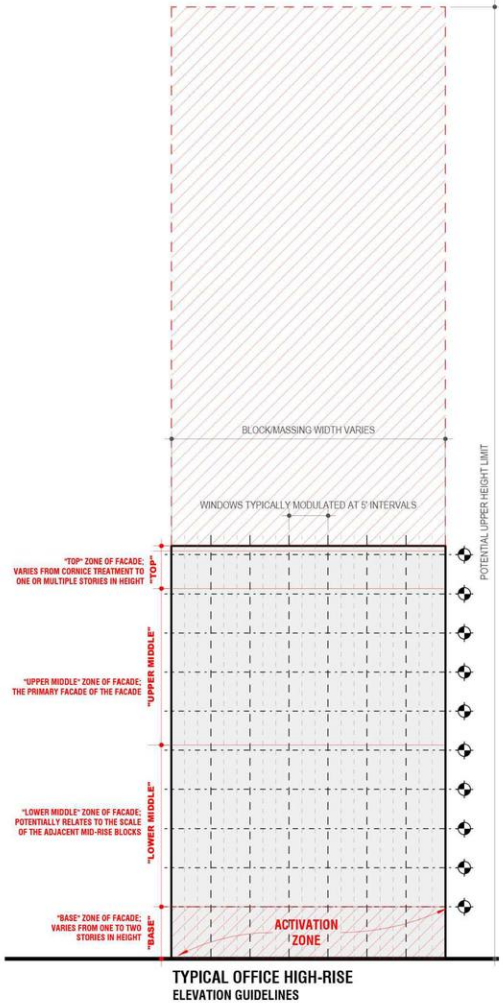
High-Rise Buildings (residential or office) Indicated In Masterplan



Building Precedents

Typical Elevations

Typical High-Rise Office Elevation
Parcels W3-W5. C2-C6. E4 and E7



TYPICAL OFFICE HIGH-RISE
ELEVATION GUIDELINES

Maximum Building Heights Regulated by FAA/HCAA Limits
Refer to PD/A Development Standards Table



High-Rise Buildings (residential or office) Indicated In Masterplan



Building Precedents

Architectural Character

Historic District Development Parcels (C1, E1, E2, and E5)

The architecture in Gas Worx should be influenced by the design of buildings in historic Ybor City, however the building designs should also vary by location. The Gas Worx plan for redevelopment is in many ways about making transitions in the urban design pattern and fabric of the city. The blocks on the north side of the redevelopment area are within the Ybor City Historic District where the heights will step down to be compatible with the height of existing older buildings and the architectural expression will be inspired by the scale, patterns and materials of Ybor City. The architectural design should then be adjusted and transition in scale and design to the south where larger and mostly residential buildings start to merge with the more sizable buildings near the Channel District.

The design of buildings within the historic district will be influenced by both the large brick cigar factories and warehouses along with the smaller commercial and residential buildings in Ybor City. The larger existing buildings in Ybor City have an overall horizontal expression within which a repetition of vertical elements or windows are located. For example, a warehouse would typically have an overall brick surface with a consistent cornice line, however the windows are vertically proportioned and stacked on the façade to make vertical lines within the horizontal frame. Frequently, smaller structures often added later, rise above the consistent horizontal cornice line. This pattern and proportioning of elements along with varied rooflines should influence the design of new buildings in Gas Worx.

Where possible, new buildings will be aligned along sidewalks (existing easements may require setbacks at some locations) to make a distinctly urban condition and reinforce the grid that is being re-established in this part of the city. The buildings proposed for Gas Worx typically extend the full length of a block, however the design of the massing and façade treatments will articulate these block-long façades with varying heights and rooflines, subtle setbacks and changes of materials to break down the scale of the buildings. To be clear, the intent is to design a coherent and logical architectural expression that is varied, but is still one building and not a faux expression that resembles several buildings, an approach which is rarely successful. The buildings will be studied and designed taking into consideration eye level views along streets to test the interplay of shadowed setbacks, heights varying by one or two levels and a range of materials within a family of colors and textures. Another variation may be to extend the height of the first floor to create ground floor units that differ from the above floors, or to provide space to compliment and activate the street-level experience and to give the building a more prominent base visually.

Note: E2 and E5 is partially in the Ybor Historic District




EL PASAJE, CHEROKEE CLUB



HOME OF SWANN CIGARS


DON VICENTE DE YBOR


CHANCEY DESIGN BUILDING


HOTEL HAYA

Architectural Character
Historic District Materials

The colors and materials of new buildings in the historic district parcels should be influenced by the texture of brick, stucco and other masonry surfaces in historic Ybor City as well as the darker and muted colors and tones as the predominant colors of Ybor City's older buildings. This palette of colors distinguishes Ybor City from newer parts of Tampa which typically have a lighter range of colors. At selected locations, such as building entries and in arcades, Ybor City has buildings with colorful ceramic tile and painted colors which should be considered for prominent locations at street level in proposed new buildings.

There are also character defining features of Ybor City buildings which can be adapted to these mostly residential buildings. From an urban design perspective there are key building locations, such as entries, and other prominent and highly visible locations, where new building designs should be varied with shaded overhangs, projections and canopies. These are useful in this climate and vary the design of buildings along the sidewalk while providing more pedestrian space. Metal balconies which are a light and lacy framework in front of solid masonry façades can be a valuable amenity for residential units and an appropriate way to recall the distinctive architecture of Ybor City. Signs and graphics on buildings using painted colors, illumination and large scale graphics (covered in another section of the Guidelines) are additional opportunities to make connections with the architecture of Ybor City.

Another opportunity to draw connections to the scale of Ybor City is to make small scale courtyards, even if private, which are visible from the public street. The openings to courtyards will make a break in the street wall to give variation along the sidewalk. Entries to these courtyards should be open air in this climate and be defined by metal gates, where required for security. These gates and metal fences should be setback from the sidewalk to give added public space along the sidewalk.

Buildings and structures located within the Ybor City Historic District will require a Certificate of Appropriateness from the Barrio Latino Commission.











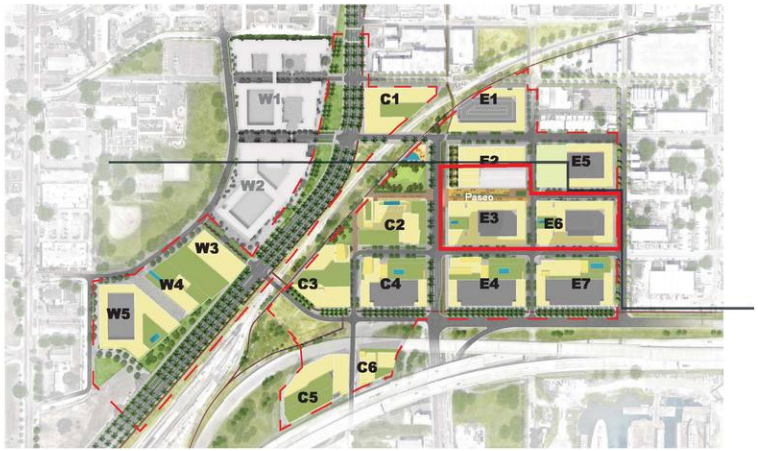


Architectural Character

Non-Historic/Transitional Mid-Rise Development Parcels (E2, E3 and E6)

In the area of Gas Worx south of the Ybor City historic district the architectural character should be adjusted as development moves toward the elevated Selmon Expressway and the Channel District and downtown.

Parcels that abut the historic district will be used to transition the scale through use of mid-rise structures and/or using intentional step-ups in height within the block. Mid-rise development (typically six to twelve stories) should be designed to be compatible with the historic buildings of Ybor but with restraint so as not to compete with, or artificially replicate authentically historic structures. New mixed-use, apartment and office buildings in this transitional zone have the opportunity to be designed to reflect a warehouse/ industrial aesthetic, as a reference to the area's industrial past, and to distinguish it slightly yet relate to historic Ybor City.











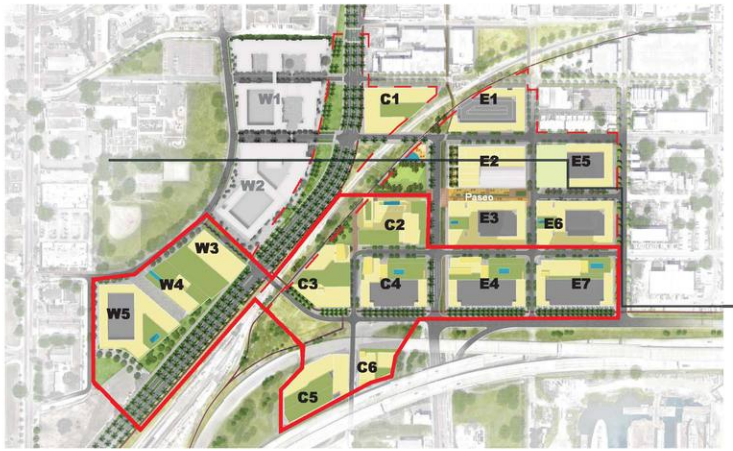




Architectural Character

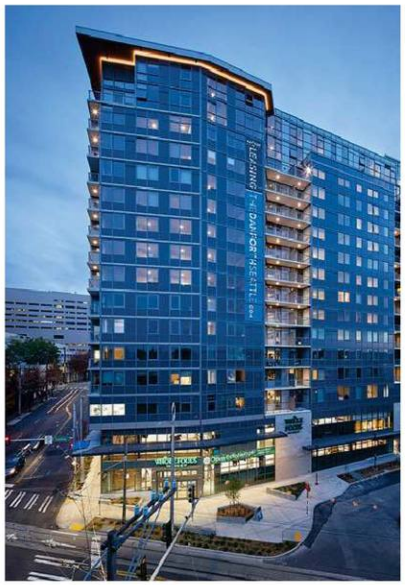
Non-Historic High-Rise Development Parcels (W3-5, C2-6, E4 and E7)

Parcels that are along the southern edge of Gas Worx are impacted by the elevated Selmon Expressway and shipyard south of Adamo. There is also increased connectivity to Downtown, Encore and the Channel District via 12th Street and Nebraska Avenue. In this area a much larger scale and mass of building is appropriate. The architectural expression that is appropriate for mid-rise buildings typically requires a different approach for buildings that are taller. In these buildings there will likely be a base of five to six stories, which may recall some of the elements described above; however, it is expected that above that base, buildings will have a distinctly contemporary expression. Some subtle variation in the façades of taller buildings is a way to break down the scale of these larger buildings as well as an appropriate response to the varying solar exposure of buildings. For example, east and west facing façades may have limited glass or have sun screening integrated into the articulation, while northern facing façades may have the most glass to maximize access to natural light. The colors and materials of these taller buildings should be lighter in tone as a response to the climate and as a way to distinguish these buildings from the older and typically darker colors and muted tones of historic buildings in Ybor City.











Architectural Character

Adaptive Reuse of Existing Structure (E2)

The plan area consists largely of single-story light industrial buildings, surface parking and empty lots. Most existing buildings were built in recent decades, are mostly functional in nature and do not represent Ybor's historic past. One exception is the large brick warehouse between 3rd and 4th Avenues and Channelside and 14th Street. While this building is not classified as an historic contributing structure, its rich red,brick double-barrel roof and interior clear spans lends itself to adaptive re-use in many ways. The building occupies the full block, approximately 70,000 square feet, and is large enough to accommodate a significant retail component, such as a food hall or market, while also having complementary uses, such as office, hospitality or residential.

The plan calls for the building to be partially repurposed but also have new, vertical structure creatively and sensitively added, so as to complement the original, patinaed brick façades. Moreover, subject to structural engineering validation, it is anticipated that portions of the warehouse can be opened up to create an accessible neighborhood amenity with seating and dining areas both inside and out. To complement this, the 3rd Avenue pedestrian street to the south will be enhanced with shaded paved areas to support outdoor dining and entertainment (see Paseo description).















Architectural Character
Retail and Groundplane Activation

The architectural integrity of Ybor City is also about the experience along the sidewalks. The pedestrian in Ybor City finds a rich sensory experience walking under canopies and balconies, with varied colors and materials, the smell of coffee, sound of people and music and authentic connection to the past. Clustering food and beverage tenants in a market-like setting at the heart of Gas Worx in a reused brick warehouse building aims to capture the spirit of Ybor City. The adjacent 3rd Avenue Paseo will allow the re-purposed warehouse to open up onto extensive outdoor dining spaces and public space for outdoor entertainment populated with tables and chairs and shaded by trees and canopies.

To complement this highly activated gathering center, additional retail should be placed on Type A Streets as indicated on the Street Hierarchy Plan. Within the blocks further south retail outlets within residential buildings will likely comprise of more neighborhood service outlets, such as grocery, drug store, dry cleaner and personal services. These residential buildings will, by design, also contribute to the experience of the streetscape by locating entries, common areas, recreational spaces and other amenity spaces along the sidewalk with transparency to position this activity where visible from the public realm.

The aim is to expand and extend the feel and character of Ybor City in this new district while not copying or compromising the integrity of the authentic past. By conencting 7th Avenue through Gas Worx to 12th Street (connecting Channel District) a continous, walkable retail experience is envisioned. However, as live-work lifestyle trends continue to evolve, retail spaces should also have the flexibility to be utilized for non-conventional commercial purposes, such as co-working, online delivery pick-up, maker space or event space.













