

WEST TAMPA CRA ALLEYWAY ACTION PLAN

A blueprint for the future of the
alleyways in West Tampa.

October 2025



TAMPACRA



Acknowledgments

City of Tampa

City Council
Code Enforcement Department
Community Redevelopment Agency
Legal Department
Mobility Department
Planning Department
Police Department
Solid Waste Department
Stormwater Department

Project Consultant

Kimley-Horn and Associates, Inc.

West Tampa Community Advisory Committee (CAC)

Joseph Robinson, Chair
Carlos Ramirez, Vice Chair
Shemeka Archer-Grundy
Benjamin (Heem) Baisden
Michael Braccia
David Iloanya
Delphine Jones
Jeanette La Russa-Fenton
Cynthia Maloney
Sandra Sanchez
Walter Smith II
Janice Williams
Emanuel (Bobby) Wilson
Tina Young

TABLE OF CONTENTS

Introduction	4
Existing Conditions	12
Stakeholder and Community Engagement	22
Alleyway Improvement Alternatives	32
Alleyway Prioritization	54
Implementation	82

SECTION 1

INTRODUCTION

The purpose and benefits of an alleyway action plan.

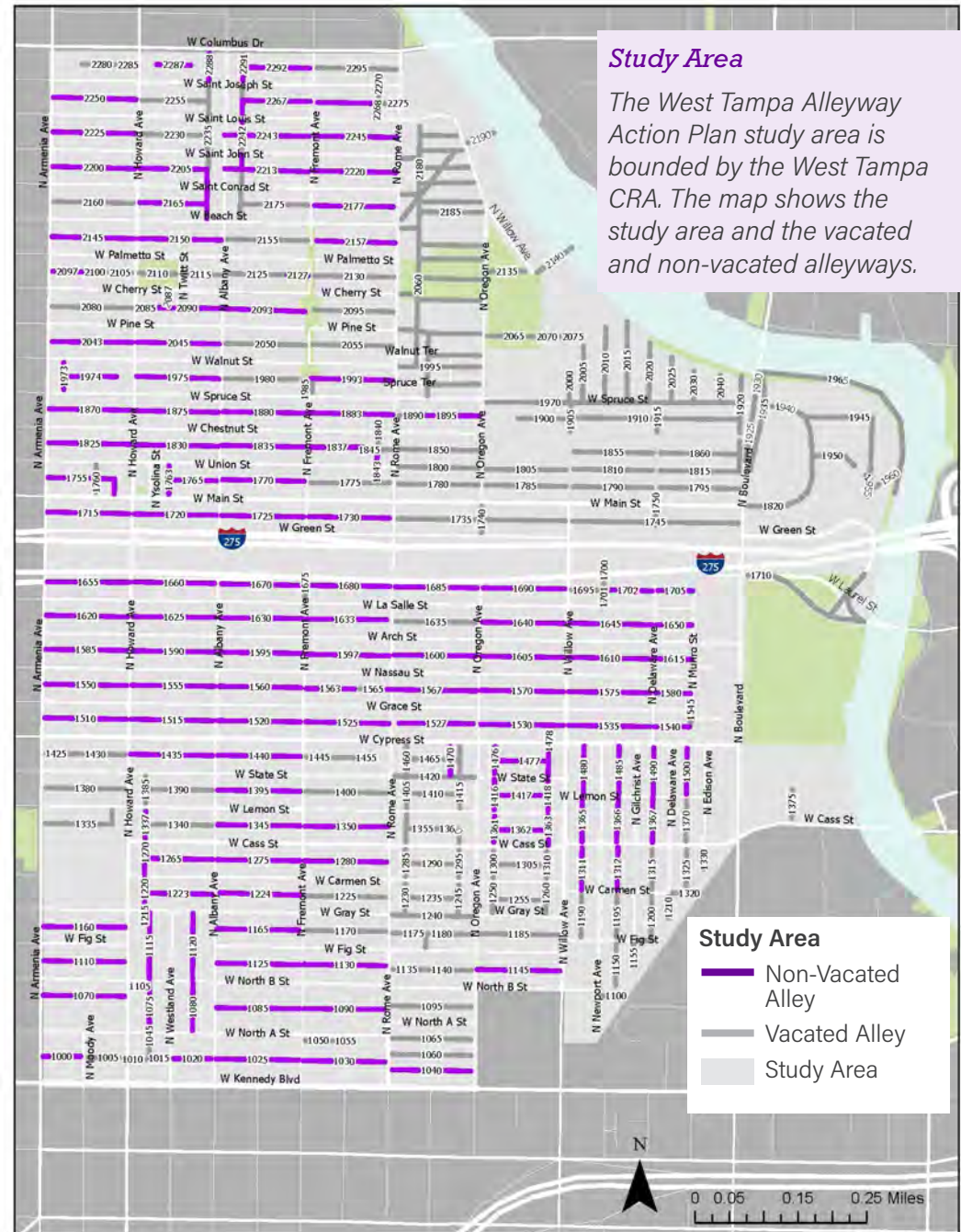
Purpose

The purpose of the West Tampa CRA Alleyway Action Plan is to develop a long-term vision and implementation plan for improving the alleyway network within the West Tampa Community Redevelopment Area (CRA), as shown in **Figure 1**. The West Tampa Community Redevelopment Agency funded this Action Plan and is a collaborative effort between City of Tampa staff and the West Tampa Community Redevelopment Agency. The proposed recommendations will be used to guide alleyway improvements and design.

As new development occurs, the West Tampa Overlay works in conjunction with the zoning and building regulations to promote the vision for West Tampa and encourage development that:

- Creates a sense of interest
- Promotes a physically attractive and functionally integrated environment
- Ensures compatibility with pedestrian access and safety by minimizing conflict points with vehicles
- Minimizes driveway proliferation and prioritizes safety for pedestrians by limiting conflict points between vehicles and pedestrians

Figure 1. Study Area Map



Goals

The City of Tampa and the West Tampa CRA understand the importance of maintaining and preserving the alleyway network and historic development pattern of West Tampa while balancing current economic markets and development opportunities. The overall vision of the Alleyway Action Plan is to preserve the historic development pattern, and maintain and improve the alleyway network in West Tampa.

The West Tampa neighborhood is experiencing a high volume of redevelopment, particularly for multi-family and single-family residential properties. Much of the older housing stock and structures utilize the existing alleyway network with vehicular access and garages abutting the alleyways. The West Tampa Overlay District requires parking and access for new construction to be located from the alleyways. In some cases, alleyways are poorly maintained making this requirement burdensome to redevelopment. This Alleyway Action Plan describes the benefits of an alleyway network and identifies recommendations and strategies to achieve the overall vision to maintain and improve the alleyway network.

The primary goals of the West Tampa Alleyway Action Plan are listed to the right.

Connection to the Comprehensive Plan

Alleyways play a crucial role in the development pattern of the City. The importance of alleyways, and the future of alleyways, is established in the City's Comprehensive Plan:

- LU Policy 4.4.6: Recognize the significant design role of alleys in defining the character of traditional Tampa neighborhoods with regard to access and building orientation.
- LU Policy 15.3.2: Where feasible, parking areas, garages, and carports should consider access from an alley or private access road.
- LU Policy 19.1.4: Promote the use of alleys for vehicular access to accessory buildings by adopting transportation standards that enable property owners to develop in a manner consistent with historic districts.
- MBY Policy 1.5.1: Ensure that the historic grid, including streets, alleys and right of ways, are preserved in form and function.

West Tampa Alleyway Action Plan Goals

1

Develop an inventory and database of alleyway locations, status, and conditions.

2

Ensure uniform application of the City code and alleyway standards in the West Tampa CRA.

3

Ensure required alleyway improvements have a nexus to a legitimate public purpose.

4

Develop standards for alternative alleyway surfaces and uses.

5

Identify priority alleyways for potential CRA-funded capital improvements.

Benefits of Alleyways

A robust alleyway network provides opportunities to address multiple challenges within the built environment. Some of the key opportunities alleyways provide are described below:



Safety - Alleyways increase walkability and pedestrian safety by reducing the need for front driveways which create conflict points between vehicles and pedestrians using the sidewalks.



Connectivity - Alleyways may provide additional pathways for pedestrians and bicyclists.



Stormwater Management - Alleyways may be constructed of permeable pavers and other green infrastructure materials to filter stormwater runoff.



Urban Design - Alleyways allow for parking in the rear of buildings which provides opportunities for architectural elements, space for people, and space for landscaping. Alleyways are also opportunities for additional store frontages, especially along busy roads



Housing - Alleyways may provide access to Accessory Dwelling Units (ADUs), providing a greater range of housing options in the community, multi-generational housing, or secondary income.



Placemaking - Alleyways provide additional space for public art, green space, community spaces, and commercial space for adjacent businesses like outdoor cafe seating or retail sales.

Benefits of Alleyways

Alleyways allow continuous sidewalk networks, uninterrupted by front-loaded driveways, which creates more space for trees and landscaping, on-street parking, and eliminates potential for conflicts between pedestrians and motor vehicles.



History of Alleyways in West Tampa

The original streets and blocks in West Tampa were developed to include a robust alleyway network. Over time, alleyways have been vacated, or vacated with easements, mostly due to redevelopment. The City tracks this information and displays it in plat maps.

The plat maps, shown in **Figures 3 and 4**, indicate the original subdivisions and blocks within West Tampa. These maps also indicate which alleyways have been vacated, vacated with easements, or are not vacated. Shown in **Figure 2**, there are 159 alleyways that have been vacated or vacated with easements and 143 non-vacated alleyways, for a total of 302 original alleyways.

This information was used to determine which alleyways are not vacated and have opportunity for continued use and potential improvements. All non-vacated alleyways were inventoried during the alleyway inventory and as well as most vacated alleyways that were accessible without infringing on private property. The non-vacated alleyways are the focus for the future improvements and vision found in this Plan.

Alleyway Vacation Definitions

Vacated = Legal process where the City formally abandons or terminates the public's right to use an alleyway, reverting the land to the ownership of the abutting property owners.

Vacated with Easements = Alleyway is legally vacated but limited right is given to one or more entities to use or access the land.

Non-Vacated = Alleyway is public right-of-way and is legal to use by the public.

Figure 2. Vacated and Non-Vacated Alleyways Map

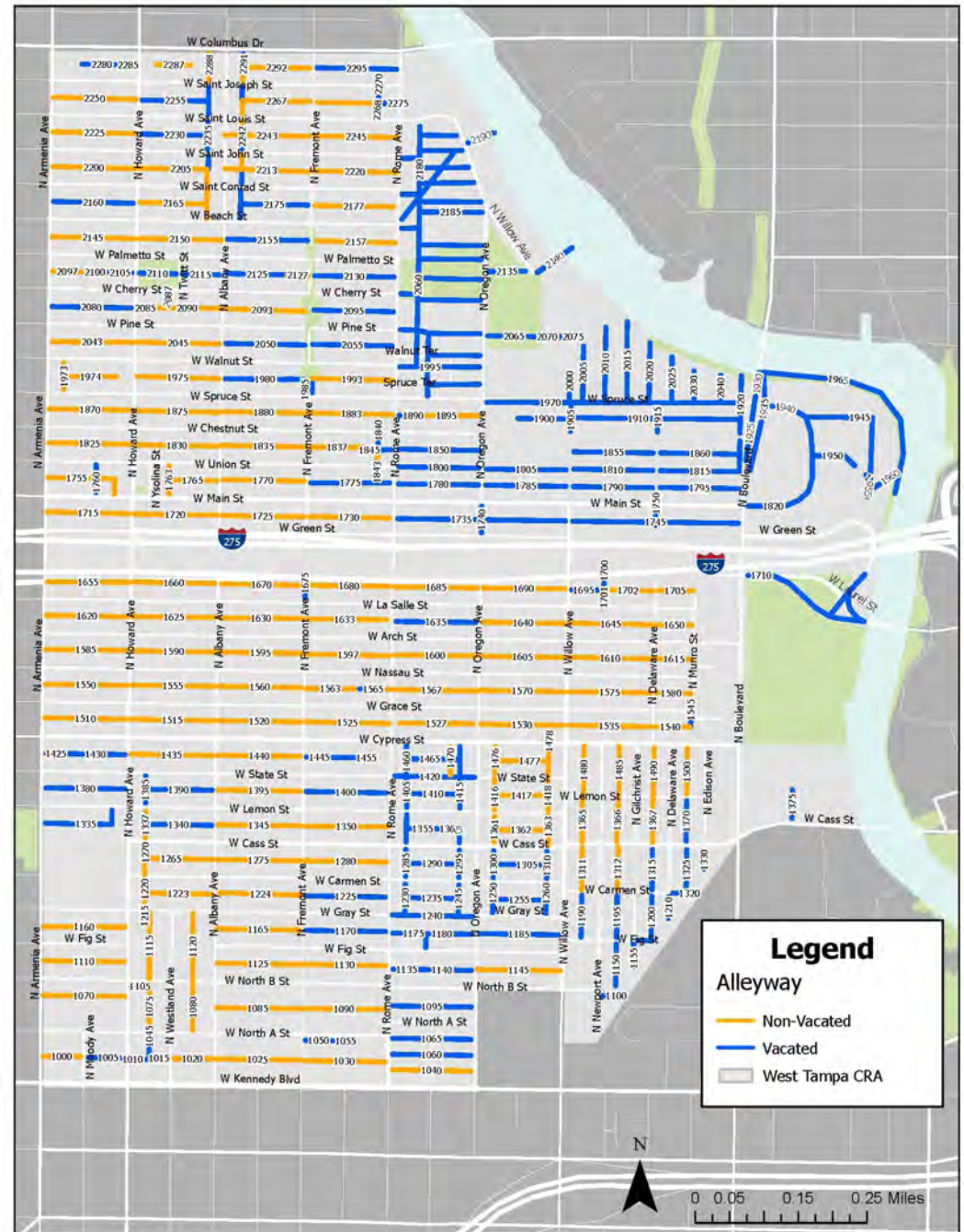


Figure 3. Plat Map

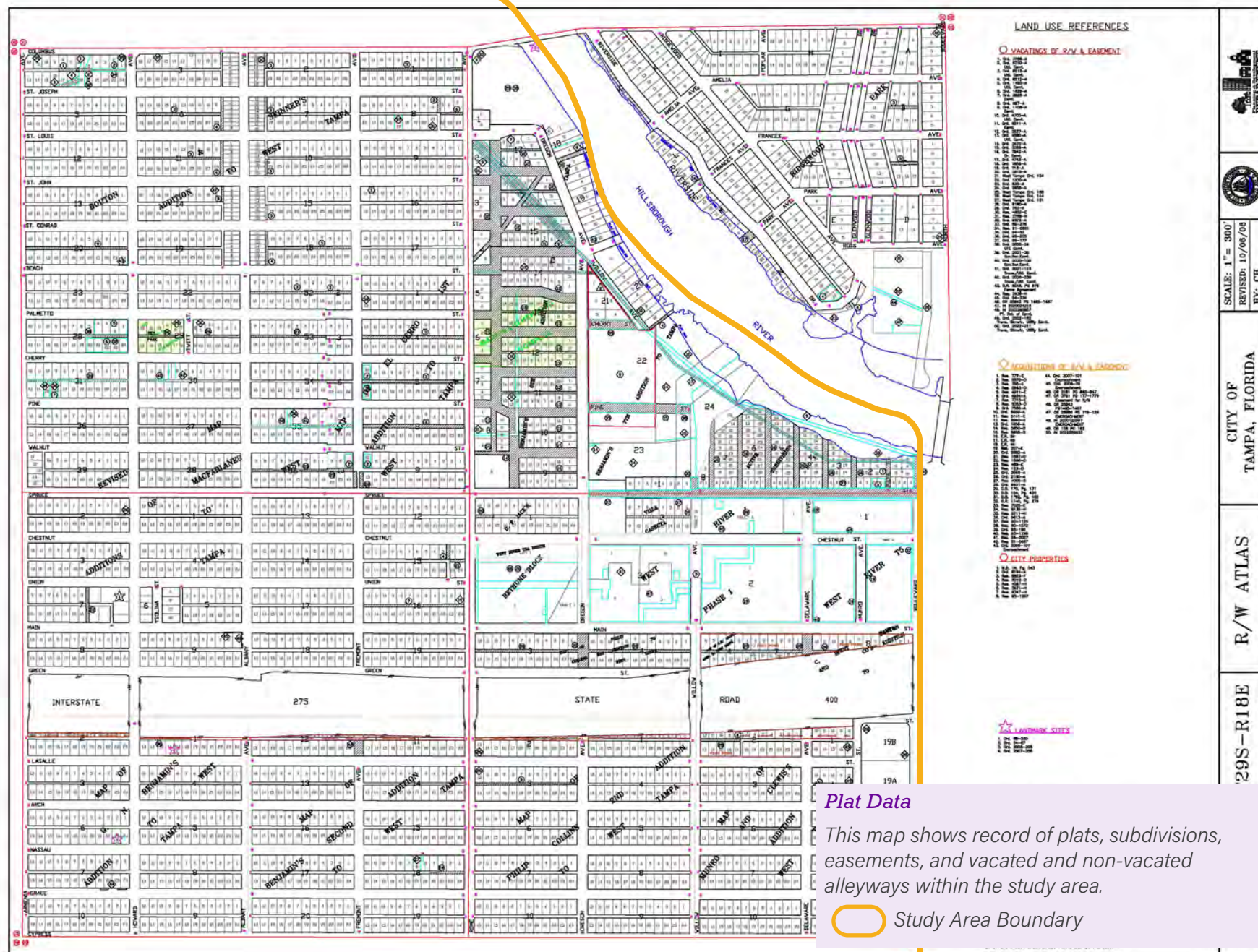
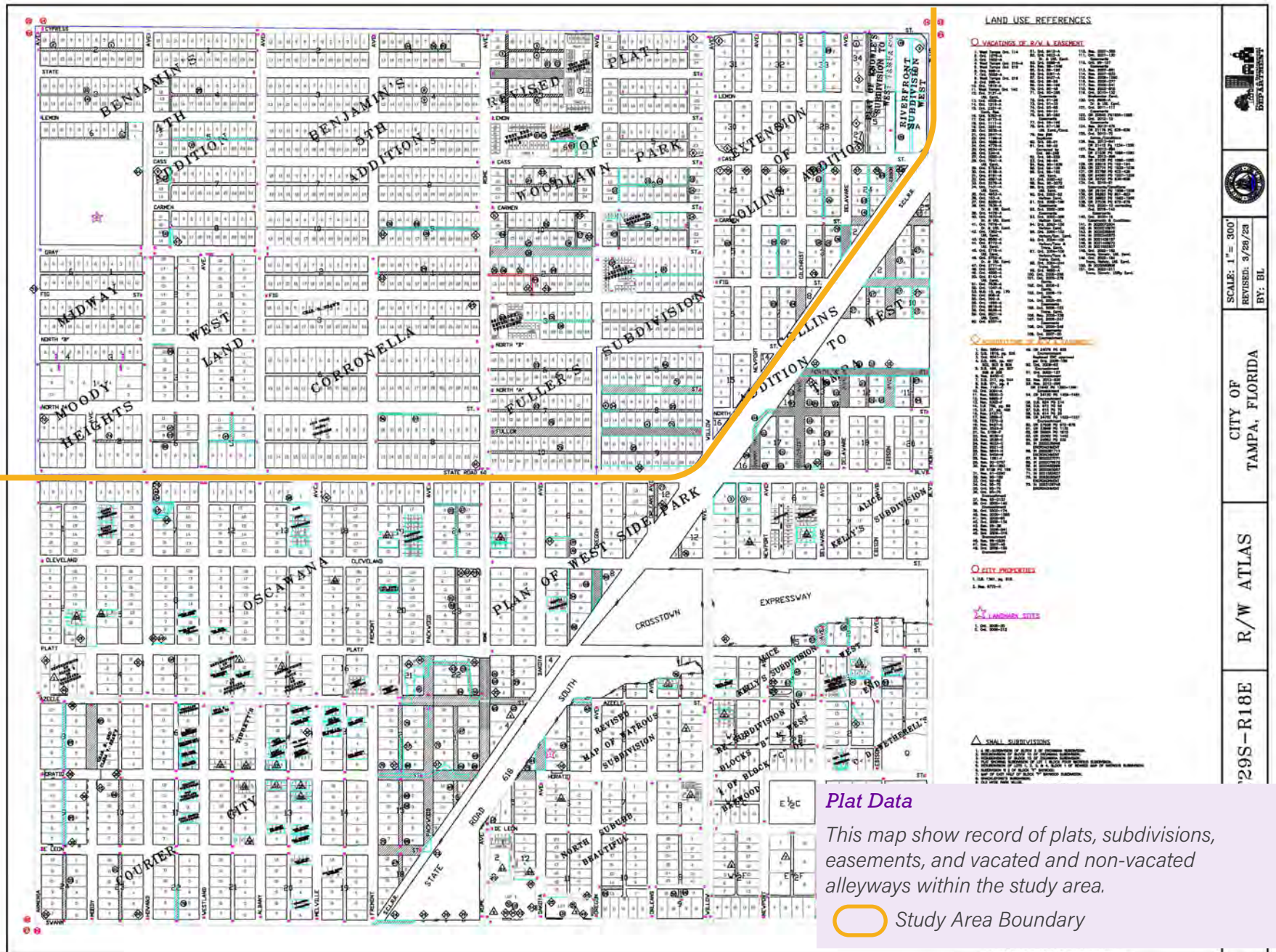


Figure 4. Plat Map



This page was intentionally left blank.

SECTION 2

EXISTING CONDITIONS

Alleyway conditions and features within the West Tampa CRA.

Alleyway Inventory

In July 2023, the project team of City of Tampa and Kimley-Horn staff collected data for 143 non-vacated and 9 vacated alleyways in the West Tampa CRA. The team collected data on various characteristics for each alleyway. The goal was to inventory existing conditions and attributes and place them in a database to inform future use and improvements. The following pages contain data summarizing alleyway conditions that were observed during the inventory. Below are descriptions of the collected data:

Existing Condition

Alley is clear, semi-obstructed, or completely obstructed

Type of Access

Indicates if the alleyway connects to another alleyway or if it connects to a public roadway

Sole Access

Indicates if an alleyway provides the only access to a parcel

Pavement Condition

Existing condition of pavement (asphalt) in the alleyway

Private Use

Observations of private use of alleyways such as vehicle parking, trash collection, or absorption into private property

Surface Type

Type of surface present in the alleyway: paved, partially paved, gravel, or dirt/grass

Typical Width

The typical width (in feet) measured in the field for the alleyway

Plat Width

The width (in feet) identified for the alleyway on the plat map

Power Poles

Observation of utility poles in the alleyway

Stormwater

Observations of standing water or stormwater related issues

Wastewater

GIS data was used to confirm the presence of below ground wastewater facilities

Private Utilities

Observation of private utilities located in the alleyway

Landscaping

Identified the presence of landscaping and its condition: none, maintained, minor, overgrowth, partially blovking, or blocking

Debris

Observations of any debris or garbage present in the alleyway

Trash Bins

Observation of trash bins or dumpsters in the alleyway

Drainage Conditions

Observation of any drainage issues such as standing water or flooding in the alleyway

Plat Dedication

Proof from the Plat that the alleyway is dedicated to public use or public right-of-way

Alleyway Existing Conditions Summary

This inventory is a snapshot in time of the conditions of the alleyways during July 2023. The following is a summary of the non-vacated alleyway network and conditions within the West Tampa CRA.

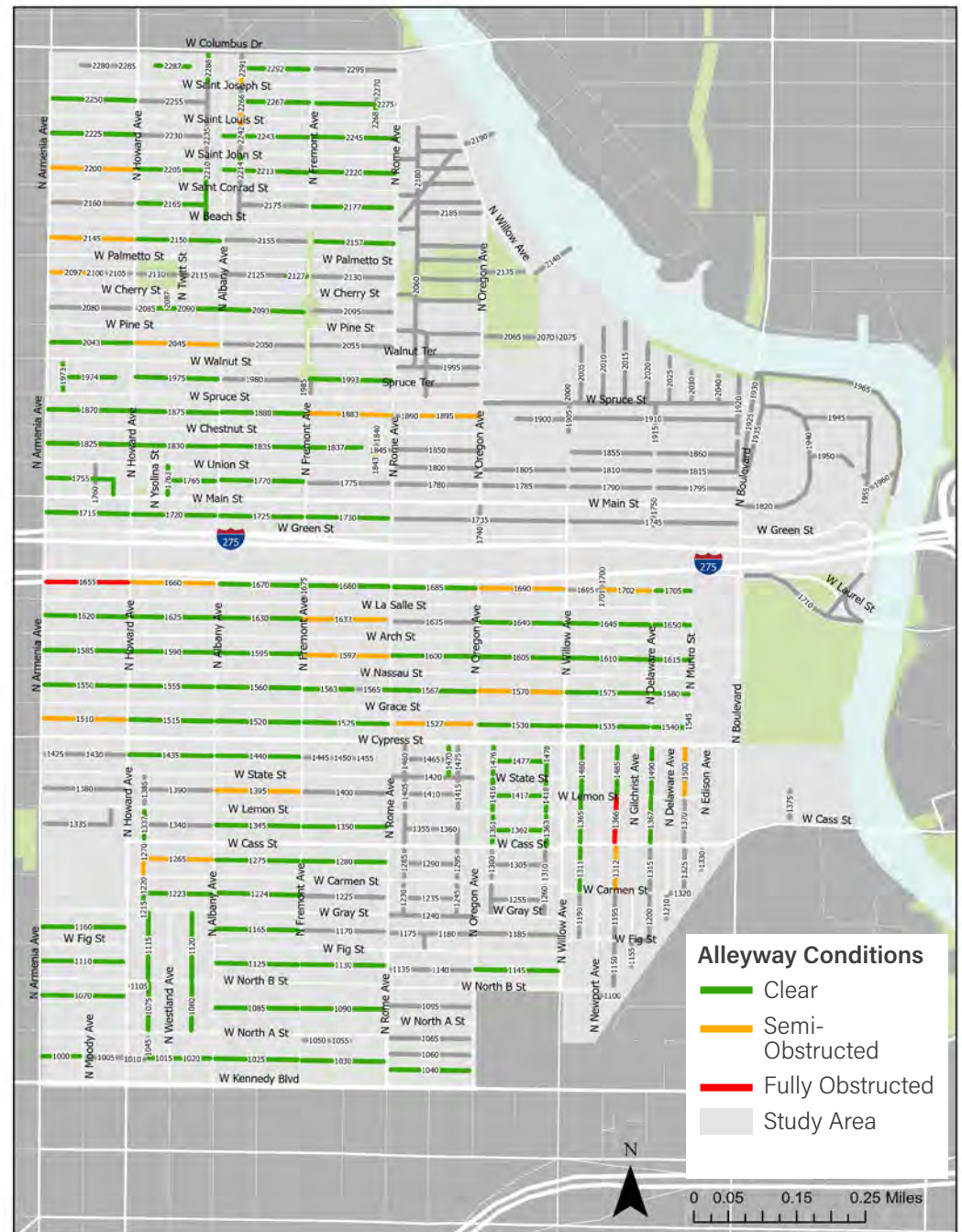
The Alleyway Network is in Good Condition

During the alleyway inventory, the project team observed the overall alleyway network to be intact and in relatively good conditions. **Figure 5** depicts the existing conditions determined during the inventory. **Over 80% of the non-vacated alleyways were identified as “Clear”**, meaning there were no physical obstructions and a car could generally pass through the alleyway. It is important to note that identifying an alleyway as Clear, doesn’t mean it is able to be used today. Many Clear alleyways that were not in use today had overgrown vegetation, debris, or litter that would need to be removed to allow the alleyway to be usable for vehicles. The inventory identified encroachments to the alleyways as side, height, both side and height, and none. **Over 50% of alleyways had both side and height encroachments** mostly involving trees, vegetation, utility lines, and in some cases fences or structures. Many of these encroachments were temporary and could be removed fairly easily.

Typical Alleyway Widths and Height Clearance

Based on the plat maps and data, minimum, typical, and maximum alleyway right-of-way widths were collected and included in the inventory. **The typical, platted alleyway width is 14 feet.** The minimum platted width is 10 feet and the maximum is 20 feet in the Study Area. Approximate alleyway widths were also measured in the field at the narrowest point in an alleyway and those measurements ranged from 7 feet to 40 feet. The typical alleyway width of 14 feet is enough room for passenger vehicles to maneuver and some trash collection vehicles. Approximate alleyway height

Figure 5. Alleyway Existing Conditions Map

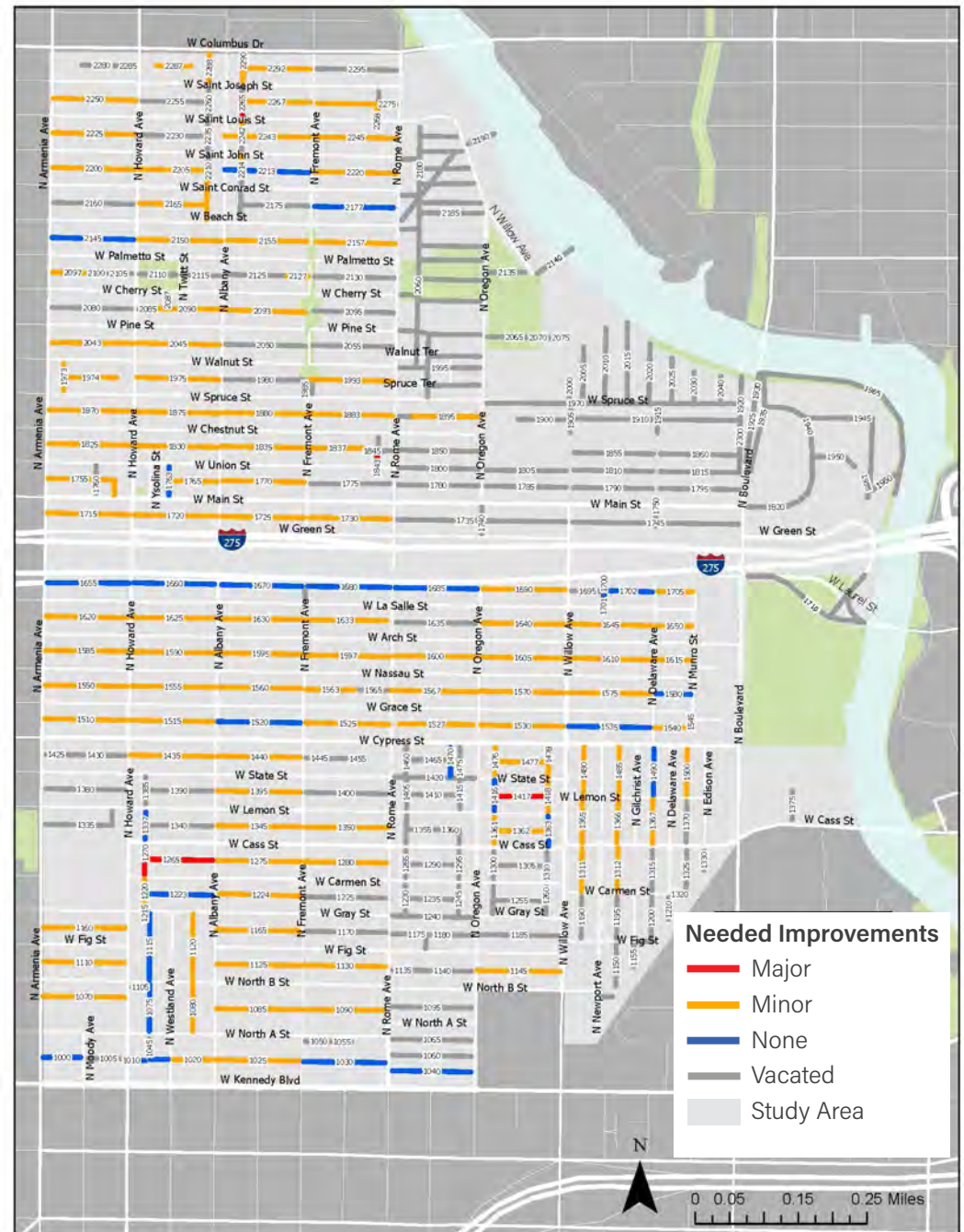


clearance was also inventoried to determine if an alleyway is clear or has encroachments. The approximate height used to determine the height clearance was 14 feet, as this was determined by City Departments being a minimum clearance for vehicular use.

Improvements to the Alleyway Network

During the inventory, the project team identified the level of improvements each alleyway would need to become usable for vehicles. The results are shown in **Figure 6. Nearly 80% of alleyways needed minor improvements to become usable.** As previously mentioned, many of these improvements involve addressing encroachments into the alleyway to provide clearance for a vehicle to safely and easily travel. Most of the improvements would involve removal of overgrown landscaping, removing debris and litter, or filling potholes in the pavement. These are improvements that can be completed at a lower cost to bring an alleyway into use.

Figure 6. Needed Improvements Map



Clear Alleyways

81%

or 11.2 miles, of the alleyways were identified as "Clear" (116 alleyways).



Semi-Obstructed Alleyways

18% of the alleyways were identified as "Semi-Obstructed" (25 alleyways).



Fully-Obstructed Alleyways

1% of alleyways were identified as "Fully-Obstructed" (2 alleyways).



Side Encroachments

19% of alleyways have only a side encroachment (27 alleyways).



Side and Height Encroachments

52% of alleyways have both side and height encroachment (75 alleyways).



Height Encroachments

12% of alleyways have only a height encroachment (17 alleyways).



No Encroachments

17% of alleyways have no encroachments (24 alleyways).

A Mixture of Alleyway Use

Active alleyway use was observed to be mixed throughout the Study Area. **Some blocks had more alleyway use than others** for various reasons. In some instances, the alleyways were not usable for vehicles to maneuver through, or property owners choose to use on-street parking to access their property. A portion of the newer housing stock is designed with a front garage which does not use the alleyway for access. This is another contributing factor as to why the alleyways are not being used or have fallen into an unusable condition. However, on blocks where alleyways are in good and clear conditions, new homes are providing vehicle property access from the alleyway.

Varying Pavement Surfaces

The alleyways within the Study Area had a variety of surfaces including: grass/dirt, pavement, and a mixture of both. Of the non-vacated alleyways, 57% had pavement present throughout the length of the alleyway. **The majority of the non-vacated alleyways with pavement had pavement in fair condition** (55% of paved alleyways). Many alleyways with pavement appeared to be in use, some with pot holes or pavement cracks.

Utilities in the Alleyway

An inventory of existing utility infrastructure such as power lines and poles, underground sewer lines, and stormwater infrastructure was conducted through the field inventory and using City data. **The majority of the non-vacated alleyways have power lines and poles (83%) and underground sewer lines (69%) in the alleyways.** Very few alleyways (1%) had stormwater infrastructure present.



Surface Treatments

29% of alleyways have no pavement (41 alleyways).



Pavement Condition

55% of paved alleyways are in fair condition (78 alleyways).

Overgrown Vegetation

70%

of the alleyways were identified to have overgrown vegetation ranging from minor to completely blocking the alleyway (100 alleyways).



Debris

59% of the alleyways were identified to have debris that needed to be removed. Some alleyway debris was more extreme than others (86 alleyways).



Trash Collection

14% of alleyways appeared to have alleyway trash collection (20 alleyways).

Alleyway Inventory Summary

13.27 Miles

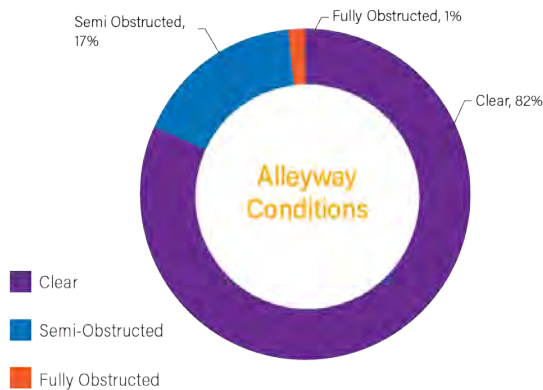
of non-vacated alleyways in
the West Tampa CRA

138

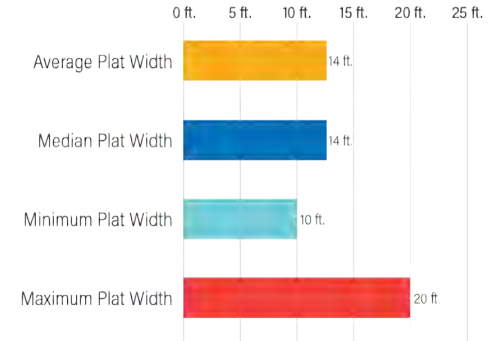
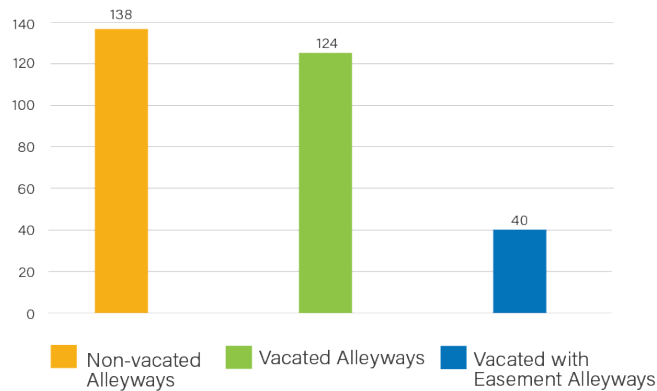
Non-Vacated Alleyways

14 ft.

Average Plat Width



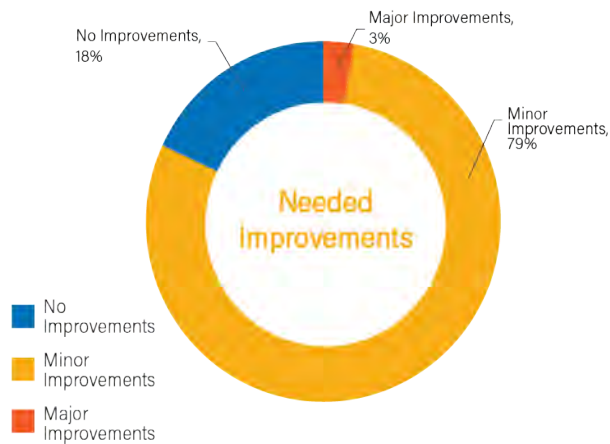
Total Alleyways = 302



Alleyway Inventory Summary

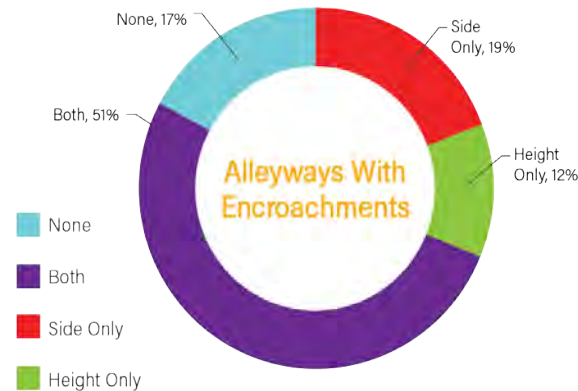
120

Alleyways with powerlines and poles



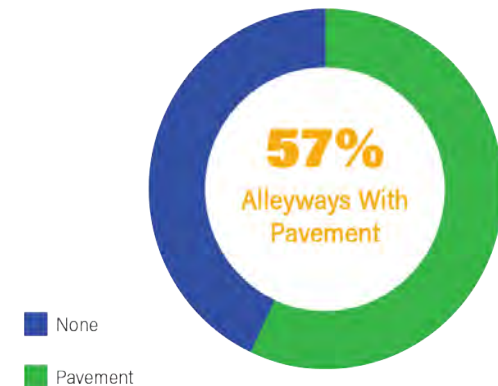
99

Alleyways with sewer lines



20

Alleyways with current trash collection



SECTION 3

STAKEHOLDER AND COMMUNITY ENGAGEMENT

Summary of outreach, interviews, and meetings conducted to inform the alleyway action plan.

Introduction

The Project Team conducted a series of community and stakeholder engagement activities throughout the course of the project. The Project Team sought to capture a range of voices in the planning process by engaging with community leaders, residents, business owners, developers, technical experts, and others with interests in the West Tampa CRA.

West Tampa Community Advisory Committee (CAC) Meetings

November 2023 Meeting

The Project Team attended a West Tampa CRA Citizen Advisory Committee (CAC) meeting on November 28, 2023, which was held at the Hillsborough Education Foundation. An extensive presentation was given on the project goals, inventory and field collection, best practices for alleys, proposed alley typologies, alley best practices, and updates to be made to the Transportation Technical Manual (TTM) and City of Tampa Land Development Code (LDC). CAC members and the public were given the opportunity to ask questions about the presentation and provide general feedback on the material presented.

The following themes were gathered from the November 28th CAC Meeting:

- Concern over solid waste pick-up in limited right-of-way in the alleyways
- Concern over state of existing infrastructure in the alleyways
- General interest in the benefits of the City keeping existing alleys versus vacation
- Expand pilot projects to include commercial areas as well as connections to parks
- On-going issues with parking
- Curiosity on the different surface treatments that can be used
- Request to communicate proposed improvements with local business owners for feedback
- Use clear legal definitions of vacated and non-vacated alleys from the City's legal department
- Consider how proposed improvements will connect to the front of a structure
- Curiosity on how dead-end alleys will be classified

The Project Team agreed to return to the CAC later in the project to present the draft recommendations and concepts in the draft alleyway action plan and answer the questions received from the public and CAC members.

West Tampa Community Advisory Committee (CAC) Meetings Continued...

May 2024 Meeting

The Project Team attended a West Tampa CRA Citizen Advisory Committee (CAC) meeting on May 21, 2024, which was held at the Hillsborough Education Foundation. A presentation was given to provide updates on the project tasks' statuses and gain feedback on the draft recommendations, priority alleyway criteria, and alleyways. As part of this presentation, the top ranking 20 alleyways, using the prioritization criteria, were presented to the CAC members. The CAC members voted on the top 10 alleyways to consider for the first alleyway pilot projects within the CRA.

CAC members and the public were also given the opportunity to ask questions about the presentation and provide general feedback on the material presented. The following themes were gathered from the May 21st CAC Meeting:

- Engage with the local businesses and commercial property owners to gain feedback on the proposed alleyway standards
- Preference should be given to use green infrastructure and sustainability design to avoid flooding issues
- The setback standards should be further reviewed to ensure they provide enough space for vehicles to maneuver in existing alleyway dimensions

The Project Team agreed to return to the CAC to present the complete draft alleyway action plan and answer the questions received from the public and CAC members.

January 2025 Meeting

The Project Team attended a West Tampa CRA Citizen Advisory Committee (CAC) meeting on January 21, 2025, which was held at the Hillsborough Education Foundation. A presentation was given to provide updates on the project tasks' statuses and gain feedback on the pilot project concepts which were selected during the May 2024 meeting. CAC members and the public were given the opportunity to ask questions about the concepts and provide general feedback on which concepts should be prioritized to be constructed first. The following feedback and key discussion points surrounding the concepts include:

- Preference for asphalt over brick/pavers because of long-term maintenance and costs concerns
- Desire to include native, low-maintenance landscaping and plantings in alleyways
- Urgency to coordinate with other ongoing City improvement projects in the area
- Concern to not create new drainage issues with alleyway improvements and ensure improvements will improve stormwater runoff

The CAC identified three alleyway concepts that should be prioritized for construction as funding is available. These alleyways were alleyways 1720, 1725, and 1825. The alleyway pilot project concepts can be found on pages 59-81.

West Tampa Community Advisory Committee (CAC) Meetings Continued...

September 2025 Meeting

The Project Team attended a West Tampa CRA Citizen Advisory Committee (CAC) meeting on September 16, 2025, which was held at the Hillsborough Education Foundation. A presentation was given to present the final draft of Alleyway Action and present the three pilot alleyway projects to the community. Property owners and tenants along the three pilot project alleyway received a separate invitation to attend the CAC meeting to provide input and feedback on the pilot project concepts.

Following the presentation from the project team, CAC members and the public were also given the opportunity to ask questions about the presentation and provide general feedback on the Action Plan and pilot projects. The following themes were gathered from the meeting:

- Explore the possibility of using permeable pavement or an alleyway surface treatment to minimize the urban heat island effect
- CRA and City should consider the longer-term maintenance cost of alleyways and plan for future maintenance costs
- The CRA should explore an alleyway assessment or alleyway maintenance fund
- Public interest in community alleyway clean ups and increasing the frequency of clean ups
- City Department coordination (particularly with Code Enforcement, Law Enforcement, Mobility, and Utilities) will be critical to implement alleyway project and maintain alleyway infrastructure

This was the final meeting as part of the original West Tampa CRA Alleyway Action Plan project.

Stakeholder Meetings

Developers and Homebuilders

Two stakeholder meetings were virtually held on November 29, 2023, with local real estate developers and professionals, home builders, the Project Team, and City staff in attendance for both meetings. The purpose of the stakeholder meetings was to gain feedback on the design and construction of properties that abut alleys and the use of alleyways. A brief presentation was given on the project goals, inventory and field collection, best practices for alleys, proposed alley typologies, and proposed updates to be made to the Transportation Technical Manual (TTM) and City of Tampa Land Development Code (LDC). A guided discussion was held after the presentation. Stakeholders were asked a series of questions dealing with site design and flexibility, alternative alley surface materials, and alternatives to alley orientation.

The following themes were gathered from the stakeholder meetings:

- General interest in how trees and other native landscaping were accounted for in the inventory and field collection and how that impacts improvements to alleyways
- Concern over who is responsible for alley maintenance
- Determine how Code Enforcement will enforce maintenance and the proposed updates
- Coordination needed with emergency services over right-of-way width and access
- Favorable reaction to changing front setbacks to “build-to” zone to allow more flexible site design
- Use of concrete is expensive which limits site development potential
- Request for limiting alleys to one purpose such as vehicular or pedestrian to avoid conflicts
- Existing infrastructure issues limit development
- Less favorable reaction to ribbon driveways due to maintenance concerns
- Single driveway for multi-unit development can be difficult

West Tampa Chamber of Commerce and Business Owners

A stakeholder meeting was virtually held on August 27, 2024, with the West Tampa Chamber of Commerce members and business owners, the Project Team, and City staff in attendance for both meetings. The purpose of the stakeholder meeting was to gain feedback on current challenges businesses experience with alleyways and also receive ideas for how to improve the alleyways. A brief presentation was given on the project goals, inventory and field collection, proposed alleyway typologies, and the commercial priority alleyways. A more in-depth discussion was held after the presentation to discuss the priority commercial alleyways. Stakeholders were asked what type of improvements they could see being made to the five commercial priority alleyways and other ideas for alleyway activation.

Existing concerns and challenges:

- Right now there is not adequate lighting in alleyways
- Standing water, flooding, and stormwater runoff is a concern in some alleyways
- Maintaining alleyways and keeping them free of trash and debris is a priority and concern
- Desire to maintain property access through alleyways
- Concern over who will be responsible for maintenance to improved alleyways
- Desire to improve trash collection in alleyways

Future opportunities and ideas:

- Explore opportunities for pocket parks and outdoor cafes in alleyways not being used by vehicles
- Provide temporary space for outdoor events and concerts
- Provide shelter/overhead cover to host outdoor events during all times of the year
- Utilize security camera systems in alleyways for safety
- Underground powerlines in alleyways to increase resiliency to storm events
- Maintain alleyways as spaces for business deliveries and trash collection
- Invest in a street sweeper that is designed for the alleyways
- Implement a safety ambassadors group for alleyways

Community Meeting

When: Thursday, January 25, 2024 from 6–8pm

Where: Martin Luther King Jr. Recreation Complex, 2200 N. Oregon Ave, Tampa, FL

Who attended: Over 50 community members, the Project Team, and staff from the City of Tampa and Tampa CRA.

Purpose: To inform those who live, work, and visit the West Tampa CRA about the *West Tampa Alleyway Action Plan* and receive feedback on alleyway improvements the community would like to see come out of this Plan.

Event Summary

The Community Meeting was held in an Open House format which began with a brief presentation to provide event attendees with an overview of the *West Tampa Alleyway Action Plan's* purpose and goals, share insights from the alleyway inventory and field collection, and describe potential improvements and outcomes that may result from the Plan. Following the presentation, event attendees had the opportunity to ask questions and visit the various stations that were set up around the room. Members of the Project Team were at each station and floated around the room to answer questions, listen to community members' concerns, and solicit feedback on how they would like to see West Tampa's alleyways improved. Major themes are summarized on pages 28-29.

Station Activities

Live/Work Map: Event attendees marked where they live, work, and/or play within the West Tampa CRA on a map (see image to the right). This activity provides the project team with insights as to where event attendees are coming from so that future engagement can be targeted towards areas with lower participation.

Alleyway Inventory: This station summarized the existing conditions of alleyways in West Tampa.

Vision Board: Participants were asked to describe alleys in the West Tampa CRA today and the describe their vision for alleys in the West Tampa CRA.

Alleyway Prioritization: Event attendees reviewed the proposed alleyway typologies and potential improvements for residential, commercial, and non-motorized alleyways. Participants then marked on the study area map where they would like to see alley improvements prioritized and made note of the types of improvements they would like to see.

City and CRA Information Booth: This station provided informational material on the Tampa CRA and ongoing capital improvement projects in and around the West Tampa CRA.





Prioritizing Alley Improvements

After reviewing the proposed alleyway typologies and potential improvements, event attendees marked on the map where they would like to see alley improvements. This information will inform the Alley Prioritization in Section 5.

Key takeaways include:

- Desire to have well-maintained and paved alleyways
- Improved safety and enforcement of City Code
- Utilization of alleyways for non-motorized activities
- Utilization of alleyways for solid waste collection

Understanding Residents' Concerns

The Project Team floated around the room and engaged event attendees in focused conversations to glean a stronger understanding of the challenges/concerns residents have with alleyways today.

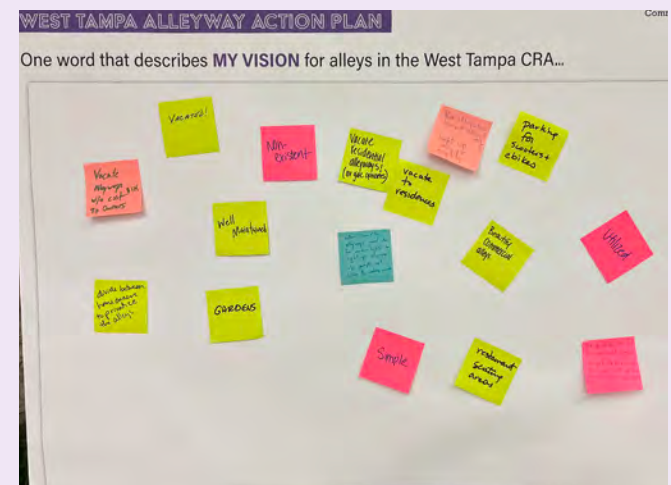
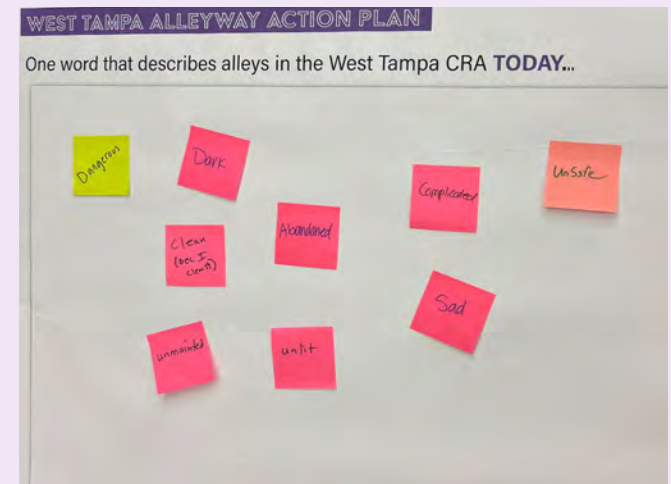
Common issues include:

- Neighbors not doing their part to maintain the alley and several instances of planting trees on the alley-side of a fence, thus limiting turn movements in the alley
- Obstructions in the alley from utility poles and vehicles, especially where construction is nearby
- Fairness regarding who is required to use alleys for driveway access



A Vision for West Tampa's Alleyways

Community members were asked to describe alleyways today and then describe their vision for West Tampa alleyways. While common themes around the state of alleyways today surfaced, it also became evident that community members have diverse ideas for the future of alleyways in West Tampa. The below images show the responses event attendees left on each workshop board.



Major Themes from Community Feedback

The following themes emerged from the feedback received at the meeting:

- Concerns over **maintenance and who is responsible** for keeping alleyways landscaped and clear of trash, debris, and other obstacles
- Concerns over **safety and crime** with mixed opinions on whether improving alleyways with pavement, lighting, and other treatments would deter or encourage loitering and illicit activity
- A desire to see **more coordination between City departments**, particularly Neighborhood Enhancement and Law Enforcement, in addressing code violations and illicit activity
- Some interest in vacating select residential alleyways, especially on blocks where most homes have front driveways and residents are not using the alley for access
- Interest in **utilizing alleyways for placemaking and non-motorized purposes**, such as restaurant seating areas, community gardens, and parking for e-scooters and e-bikes
- Questions and interest in the scope of the study, particularly whether alleys will be improved throughout and outside the CRA and how/when residents will be notified if their alley is going to be improved

Overall, the community wants to see a transformation of West Tampa's alleyways into vibrant, well-maintained, functional, and safe spaces that can serve various purposes and add value to the community.



Comment Card Responses

The following quotes are taken directly from written responses left on comment cards by event attendees.

"I'd love to see my alley improved so I might one day use my yard as an off-street parking spot, but I would prefer it not be made completely impervious so as to not to create a stormwater issue — drainage is currently pretty good."

"The City should mail flyers explaining to residents that they are responsible for their side of the alley."

"All alleyways from Rome Yard development to Freemont should be paved and lighted."

"Alleyway maintenance for access to property from alley."

"Pave and [add] lighting in commercial areas."



What types of improvements would you like to see?

"No flowers/plants/etc., just cement paved. Garbage collection in alley instead of street for rear garages/driveways."

"Repave alleys and remove overgrowth."

"Fully lighted alleyways for safety and to avoid trash dumping and criminal activities."

"Please send letters out to homeowners explaining they need to keep up their alleyways."

"Alleyways near Rome/Fig/North A/North B/Freemont: Given the commercial development occurring and apartments nearby — use them to park scooters and bikes, community gardens, and restaurant seating."

SECTION 4

ALLEYWAY IMPROVEMENT ALTERNATIVES

Best practices in alleyway improvements and implementation.

Surface treatments, improvement alternatives, and standards for each alleyway typology.

Best Practices Research

Research was conducted to evaluate local, state, and national best practices in alleyway standards. The purpose of this is to inform three elements:

- (1) Alleyway improvement alternatives,
- (2) Prioritization and funding, and
- (3) Regulatory processes and code language to inform draft language for the City's Transportation Technical Manual (TTM), West Tampa Overlay District Development Design Standards (Section 27-241 of the City's Land Development Code [LDC]), and Streets and Sidewalks Ordinance (Chapter 22 of the City's Code of Ordinances).

Best practice cities were evaluated for one of the three elements; each city provided best practices in one or two of the elements but not all three. The intent is to utilize the best practice elements drawn from the best practices research in the development of the West Tampa Alleyway Action Plan and draft regulatory standards. Key findings are presented below, with a more detailed summary of the best practices research to follow.

Key Findings

Alleyway Improvement Alternatives

Chicago, IL, Los Angeles, CA, and Seattle, WA are national leaders in providing “green alley” improvement design alternatives. These municipalities developed alleyway design handbooks as part of broader citywide initiatives to enhance sustainability, livability, and overall quality of public space. The design handbooks provide guidance for multiple elements that affect how people experience alleys, including alternative surface treatments, lighting, landscaping, and improvements for adjacent properties. Typical alternative alleyway surface treatments include permeable pavement to reduce stormwater run-off, reflective pavement to mitigate the urban heat island effect, and using pavement made from recycled materials to reduce overall waste and cost.

Green Alleyways

The Village of Skokie, IL developed a Green Alleyway Program. The Village utilized grants, state, and local funding to pilot the first green alleyway construction. These alleyways combine permeable pavers with concrete ribbons on the edge.



Image Source: Google Streeview

Prioritization and Funding for Improvements

As with any planning and design project, the question of funding is central to determining what improvements can be made, when, and by whom. In many cases, cities have limited funding for alley improvements and therefore either (1) require alley improvements be made by private actors when new developments are proposed, or (2) rely on funding through an established community redevelopment area (CRA), business improvement area/district (BIA or BID), or downtown development authority (DDA) to make improvements in a limited geographic area.

Regulatory Processes and Code Language

There are several elements within the City's Code that can be updated to improve clarity and streamline administration and enforcement of alleyway standards. The following recommendations were developed based on best practices research:

- Use a single term and definition for alleys throughout the Code
- Explicitly list specific locations or situations where alleyway improvements would be required within the West Tampa Overlay District—this will help the District build a functioning alleyway network over time.
- Create a narrow list of criteria under which variances or design exceptions from alleyway standards/requirements would be approved—this will ensure consistent alleyway design throughout the District and streamline approval procedures.
- Develop a checklist for approving/denying requests to vacate an alleyway, include objective, observable criteria to the greatest extent possible (e.g., falls below minimum right-of-way width), and consider requiring additional review or development standards for proposed developments seeking to vacate an alleyway in the West Tampa Overlay District.

Green Alleyway Program

Dubuque, IA has a Green Alleyway Program which tracks progress through an interactive story map. Over 70 alleyways have been reconstructed throughout the city. This image is a commercial alleyway which was reconstructed in 2016 for approximately \$125,000.



Image Source: Google Streeview

Best Practices Local Spotlight

Tampa Heights Alleyway Activation Project

The Tampa Downtown Partnership, in collaboration with local business owners and organizations, created an alleyway activation project, Rhythm and Hues, in the Tampa Heights neighborhood. Rhythm and Hues is a quarterly pop-up program in one alleyway adjacent to the commercial corridor in the neighborhood. Rhythm and Hues offers visitors a chance to immerse themselves in a vibrant world of creativity ranging from fashion shows, art exhibits, and space for seating and socializing. This free event activates an otherwise empty alleyway to become a space for people and showcasing art. The activation project is funded through the Tampa Downtown Partnership Special Services District program and carried out in partnership with local organizations and business owners.



Images are courtesy of the Tampa Downtown Partnership

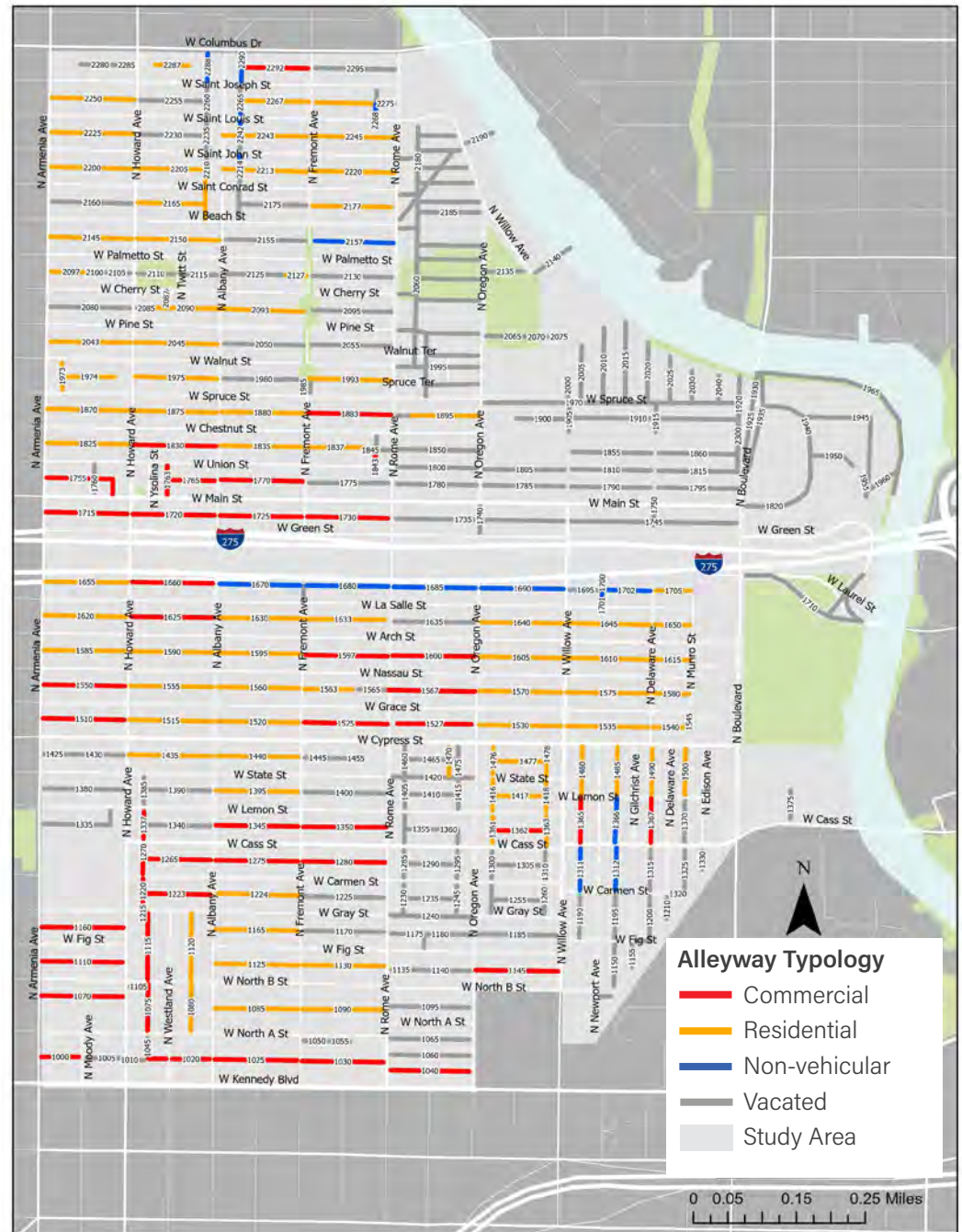
Alleyway Typologies

The alleyway vision map outlines alleyway typologies based on existing conditions, context, and future potential. The alleyway typologies include: Commercial, Residential, Non-vehicular, Public Space, and Passive.

This section further describes the general design characteristics and surface treatment improvement options for the five typologies. The typologies inform alleyway design standards found in the City of Tampa's TTM.

Alleyway Typology	Description
Commercial	Provides motor vehicle access to commercial and multi-family development. Generally designed to accommodate larger commercial and delivery vehicles.
Residential	Provide motor vehicle access to single-family developments.
Non-vehicular Access	Used for non-vehicular modes of travel such as pedestrians and bicyclists. May also provide non-vehicular access to adjacent development. May serve as a connection to the larger mobility network or key destinations. These alleyways may future defined into two sub-typologies: ▪ Public Space: Used to provide linear public space and any public use other than motor vehicle access. May also provide non-vehicular access to adjacent development. ▪ Passive: Not intended for public access but may be used to provide maintenance access for utilities, stormwater, wastewater, green space, landscaping, or other public purpose.

Figure 7. Alleyway Vision Map



Alleyway Surface Improvements



Allowable Other Alleyway Treatments by Alleyway Typology						
	Public Art	Outdoor Seating	Decorative Lighting	Landscaping and Gardens	Wayfinding	Bicycle and Scooter Parking
Commercial	●	●	●	○	●	●
Residential	●		●	○	●	
Non-vehicular Access	●	●	●	○	●	●
Public Space	●	●	●	○	●	●
Passive				●		

Other Alleyway Improvement Treatments

Public Art



Outdoor Seating



Decorative Lighting



Landscaping and Gardens



Wayfinding



Allowable Other Alleyway Treatments by Alleyway Typology

	Public Art	Outdoor Seating	Decorative Lighting	Landscaping and Gardens	Wayfinding	Bicycle and Scooter Parking
Commercial	●	●	●	⦿	●	●
Residential	●		●	⦿	●	
Non-vehicular Access	●	●	●	⦿	●	●
Public Space	●	●	●	⦿	●	●
Passive				●		

● = Allowable

⦿ = Allowable with Limitations

Allowable Alleyway Improvements by Alleyway Typology					
	Commercial	Residential	Non-Vehicular	Other Types of Non-Vehicular Alleyways	
				Public Space	Passive
Allowable Alleyway Surface Treatments					
Asphalt	●	●	●	●	
Permeable Pavers/Brick	●	●	●	●	
High-Albedo Concrete	●	●	●	●	
Concrete Ribbon		●	●		
Compacted Surface		●		○	
None					●
Preferred Alleyway Improvement Standards					
Min. ROW Width	14 ft.	14 ft.	10 ft.	14 ft.	None
Min. Surface Width	10 ft.	10 ft.	5 ft.	10 ft.	None
Min. Height Clearance	24 ft.	14 ft.	10 ft.	10 ft.	None
Other Improvement Treatments					
Murals/Public Art	●	●	●	●	
Outdoor seating or walkways	●		●	●	
Decorative Lighting	●	●	●	●	
Landscaping/Rain Gardens	○	○	○	○	●
Wayfinding	●	●	●	●	
Bicycle and Scooter Parking	●		●	●	
● = Allowable ○ = Allowable with Limitations					



Commercial Alleyway Typology

A commercial access alley is generally used to provide motor vehicle access to commercial and multi-family developments. A commercial alley is typically designed to accommodate larger commercial vehicles. Commercial alleyways are also more likely to have solid waste collection and require greater vertical and horizontal clearances than residential alleyways. Commercial alleyways also have greater opportunity to incorporate placemaking features such as public art or murals to blank building walls, space for outdoor dining, landscaping, and decorative lighting.

Commercial Alleyway Typology Improvements

Preferred Standards (One-Way)

Min. ROW Width	Min. Surface Width	Min. Height Clearance
14 ft.	10 ft.	24 ft.

Surface Treatments

Asphalt	Permeable Pavers/ Brick	High-Albedo Concrete	Concrete Ribbon	Compacted Surface
●	●	●		

Other Treatments

Murals/ Public Art	Outdoor seating or walkways	Decorative Lighting	Landscape or Rain Garden
●	●	●	⦿

● = Allowable

⦿ = Allowable with Limitations



Existing Commercial Alleyway

Meets proposed typology criteria.

This existing alleyway is categorized as a Commercial alleyway due to the adjacent commercial properties and uses. This alleyway already has an asphalt surface treatment in fair condition that meets the minimum width for vehicular use. This alleyway would need no further improvements, other than continued vegetation maintenance, to be used as a commercial alleyway.

Alleyway Location: N Westland Avenue to N Albany Avenue between W Kennedy Boulevard and W North A Street



Residential Alleyway Typology

A residential access alley is generally used to provide motor vehicle access to single-family properties and 2-4 unit multi-family developments. Residential alleyways have less vehicular traffic and generally do not need to accommodate larger delivery vehicles. Some residential alleyways may have solid waste collection. Due to lower vehicular traffic volumes and less need to accommodate larger vehicles, residential alleyways have greater flexibility for surface treatments.

Residential Alleyway Typology Improvements				
Preferred Standards				
Min. ROW Width	Min. Surface Width	Min. Height Clearance		
14 ft.	10 ft.	14 ft.		
Surface Treatments				
Asphalt	Permeable Pavers/ Brick	High-Albedo Concrete	Concrete Ribbon	Compacted Surface
●	●	●	●	●
Other Treatments				
Murals/ Public Art	Outdoor seating or walkways	Decorative Lighting	Landscape or Rain Garden	
●		●	⦿	

● = Allowable ⦿ = Allowable with Limitations



Existing Residential Alleyway

Meets proposed typology criteria.

This existing alleyway is categorized as a residential alleyway due to existing residential context and conditions. This alleyway is clear for vehicles to pass through the alleyway even though there is not a surface pavement. The frequent vehicular use has compacted the dirt, creating a ribbon treatment. This alleyway would need no further improvements, other than continued vegetation maintenance, to be used as a residential alleyway.

Alleyway Location: W Lemon Street to W State Street near N Willow Avenue



Existing Residential Alleyway

Meets proposed typology criteria.

This existing alleyway is categorized as a residential alleyway due to existing residential context and conditions. This alleyway has recently been resurfaced with asphalt and is clear for vehicular use. This alleyway exhibits one of the ideal surface treatment improvements for residential alleyways. This alleyway would need no further improvements to be used as a residential alleyway.

Alleyway Location: W Cass Street to Lemon Street near N Willow Avenue

NON-VEHICULAR ALLEYWAY TYPOLOGY



Non-Vehicular Alleyway Typology

A non-vehicular access alley is an alley that is primarily used for non-vehicular modes of travel such as pedestrians and cyclists. Non-vehicle access to adjacent development may be provided. For example, this type of alley may serve as a connection to a larger trail system or access to a neighborhood destination.

Non-Vehicular Alleyway Typology Improvements

Preferred Standards

Min. ROW Width	Min. Surface Width	Min. Height Clearance
12 ft.	5 ft.	10 ft.

Surface Treatments

Asphalt	Permeable Pavers/ Brick	High-Albedo Concrete	Concrete Ribbon	Compacted Surface
●	●	●	●	●

Other Treatments

Murals/ Public Art	Outdoor seating or walkways	Decorative Lighting	Landscape or Rain Garden
●	●	●	⦿

● = Allowable

⦿ = Allowable with Limitations



Existing Non-Vehicular Alleyway

Meets proposed typology criteria.

This existing alleyway is categorized as a non-vehicular alleyway due to existing context and conditions. This alleyway already has a concrete pathway in good condition that is not allowed for vehicular use. The pathway runs parallel to I-275 which provides an east-west pedestrian and bicycle connection. This alleyway would need no further improvements, other than continued vegetation maintenance, to be used as a non-vehicular alleyway.

Alleyway Location: I-275 Greenway between N Albany Avenue and N Fremont Avenue



Public Space Alleyway Typology

An alley primarily used to provide for any public use other than motor vehicle access. Non-vehicle access to adjacent development may be provided. This alley type is intended to function as a linear public space.

Public Space Alleyway Typology Improvements

Preferred Standards

Min. ROW Width	Min. Surface Width	Min. Height Clearance
14 ft.	Varies	10 ft.

Surface Treatments

Asphalt	Permeable Pavers/ Brick	High-Albedo Concrete	Concrete Ribbon	Compacted Surface
●	●	●		⦿

Other Treatments

Murals/ Public Art	Outdoor seating or walkways	Decorative Lighting	Landscape or Rain Garden
●	●	●	⦿

● = Allowable

⦿ = Allowable with Limitations

PASSIVE ALLEYWAY TYPOLOGY



Passive Alleyway Typology

An alley that is not intended for general public access but may be used to provide for maintenance access such as utilities, stormwater, wastewater, green space, landscaping, or other public purpose. Passive alleys should be used for environmental purposes if feasible based on site specific conditions and constraints.

Passive Alleyway Typology Improvements

Preferred Standards

Min. ROW Width	Min. Surface Width	Min. Height Clearance
None	None	None

Surface Treatments

Asphalt	Permeable Pavers/ Brick	High-Albedo Concrete	Concrete Ribbon	Compacted Surface
---------	-------------------------	----------------------	-----------------	-------------------

Other Treatments

Murals/ Public Art	Outdoor seating or walkways	Decorative Lighting	Landscape or Rain Garden
--------------------	-----------------------------	---------------------	--------------------------

● = Allowable

⦿ = Allowable with Limitations

Alleyway Typology Summary

Alleyway Typology	Desired Min. ROW Width	Range	Min. Surface Width	Surface Treatments	Alternative Surfaces
Commercial A commercial access alley is generally used to provide motor vehicle access to commercial and multi-family development. A commercial alley is typically designed to accommodate larger commercial vehicles.	14 ft. (one-way) 24 ft. (two-way)	10 ft. - 20 ft. (one-way) 20 ft. - 24 ft. (two-way)	10 ft. (one-way) 20 ft. (two-way)	- Asphalt - High-Albedo Concrete	- Permeable Pavers - Brick
Residential A residential access alley is generally used to provide motor vehicle access to single family development.	14 ft. (one-way) 24 ft. (two-way)	9 ft. - 20 ft. (one-way) 20 ft. - 24 ft. (two-way)	10 ft. (one-way) 20 ft. (two-way)	- Asphalt - High-Albedo Concrete - Permeable Pavers - Brick	Compacted surface
Non-vehicular A non-vehicular access alley is an alley that is primarily used for non-vehicular modes of travel such as pedestrians and cyclists. Non-vehicle access to adjacent development may be provided. For example, this type of alley may serve as a connection to a larger trail system or access to a neighborhood destination.	12 ft.	8 ft. - 14 ft.	5 ft.	- Asphalt - High-Albedo Concrete	- Permeable Pavers - Brick
Public Space An alley primarily used to provide for any public use other than motor vehicle access. Non-vehicle access to adjacent development may be provided. This alley type is intended to function as a linear public space.	14 ft.	14 ft. - 20 ft.	Varies	- Asphalt - High-Albedo Concrete - Permeable Pavers - Brick	- Stabilized surface with geoblock - Compacted surface
Passive An alley that is not intended for general public access but may be used to provide for maintenance access such as utility, stormwater, wastewater, green space, landscaping, or other public purpose. Passive alleys should be used for environmental purposes if feasible based on site specific conditions and constraints.	Varies	10 ft. - 20 ft.	None	N/A	N/A

Alleyway Typical Sections

A set of typical sections were developed to depict desired alleyway surfaces treatments, and dimensions based on the previous pages. The typical sections are intended to inform City staff and private developers to develop a consistent alleyway network in the West Tampa CRA. Below are estimated costs per linear foot for each surface treatment type.

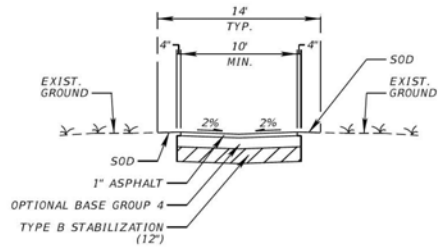
Estimated Cost per Square Yard (SY) by Surface Treatment

Alleyway Surface Treatment (One-Way)	Cost per SY
Asphalt with Concrete Ribbons	\$609.00
Asphalt	\$358.00
High Albedo Concrete	\$707.00
Brick	\$900.00
Permeable Pavers	\$946.00
Compacted Surface	\$155.00
Concrete Ribbon	\$547.00

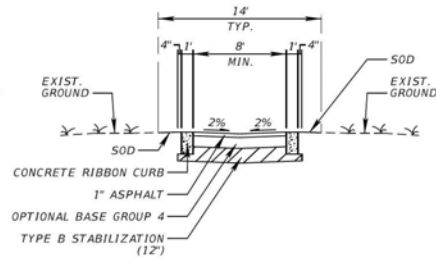
Unit prices are per FDOT Item Average Unit for year 2023-2024 using Statewide and Area 8 (Hillsborough County).

Kimley-Horn and Associates, Inc. has no control over the cost of labor, materials, equipment, or services furnished by others, or over methods of determining price, or over competitive bidding or market conditions. Any and all professional opinions as to costs reflected herein, including but not limited to professional opinions as to the costs of construction materials, are made on the basis of professional experience and available data. Kimley-Horn and Associates, Inc. cannot and does not guarantee or warrant that proposals, bids, or actual costs will not vary from the professional opinions of costs shown herein.

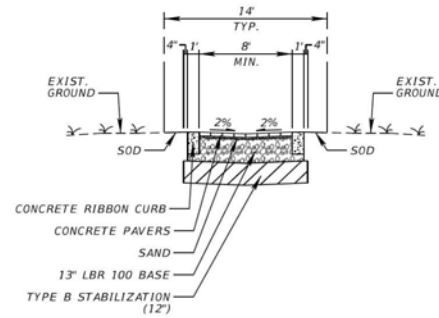
ASPHALT



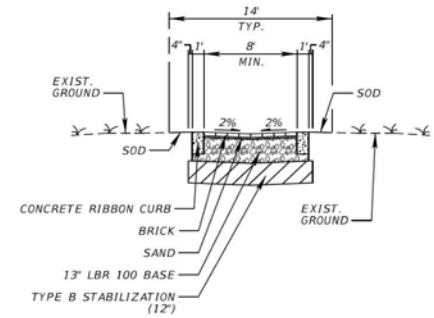
ASPHALT W/ CONCRETE RIBBONS



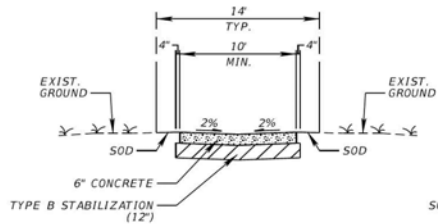
PERMEABLE PAVERS



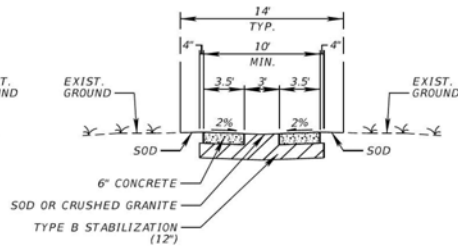
BRICK



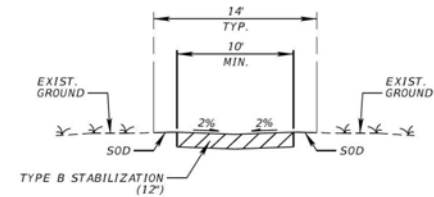
HIGH-ALBEDO CONCRETE



CONCRETE RIBBON



COMPACTED SURFACE



NOTE: ALLOWABLE WITH CITY APPROVAL.
ENSURE NO DEBRIS/SEDIMENTATION
IS GOING INTO STORMWATER SYSTEM.

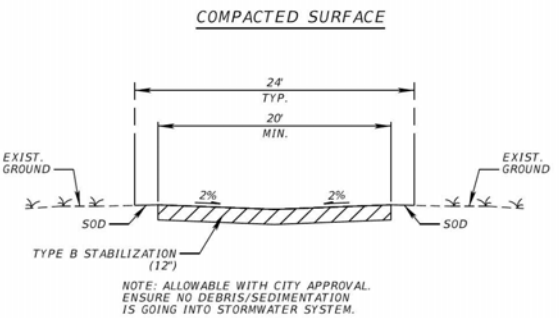
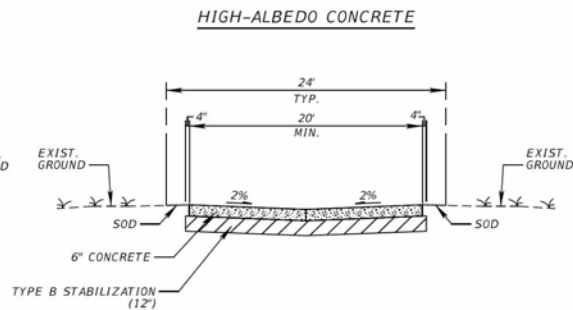
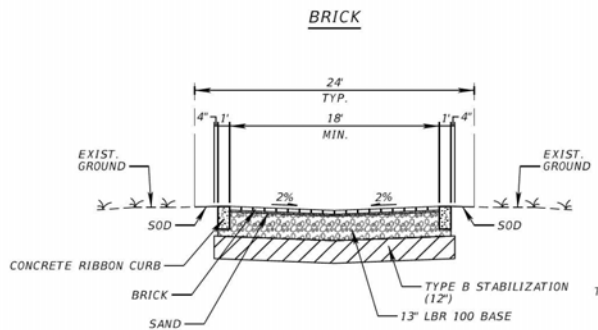
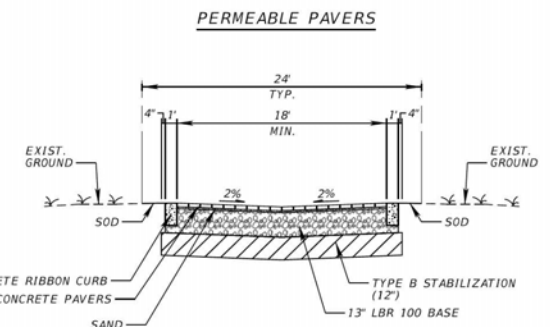
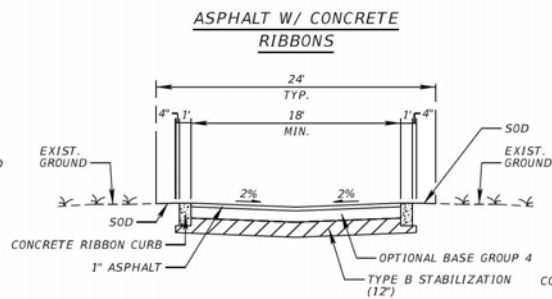
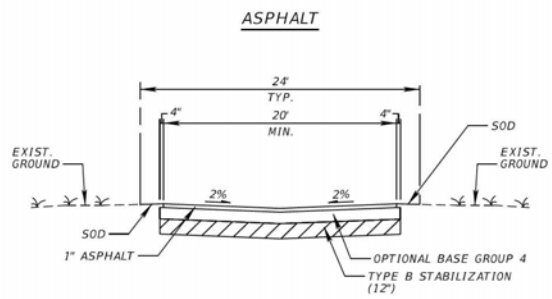
NOTE: PAVEMENT WIDTH MAY BE REDUCED TO 9 FEET IN RESIDENTIAL AREAS WHERE RIGHT-OF-WAY IS LIMITED WITH APPROVAL FROM THE MOBILITY DEPARTMENT DIRECTOR OR DESIGNEE.

REVISIONS				Kimley»Horn	CITY OF TAMPA	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION			
					ONE-LANE ALLEYWAY TYPICAL SECTIONS	

Mason.Hoke

7/27/2024 3:44:21 PM Default

K:\TAM_Roadway\140088 - City of Tampa\Tampa Alleyway\Roadway\TYP5HD01.dgn



NOTE: PAVEMENT WIDTH MAY BE REDUCED TO 18 FEET IN RESIDENTIAL AREAS WHERE RIGHT-OF-WAY IS LIMITED WITH APPROVAL FROM THE MOBILITY DEPARTMENT DIRECTOR OR DESIGNEE.

REVISIONS				Kimley»Horn	CITY OF TAMPA	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION			
					TWO-LANE ALLEYWAY	
					TYPICAL SECTIONS	

Mason.Hoke

7/2/2024 3:44:23 PM Default

K:\TAM_Roadway\140088 - City of Tampa\Tampa Alleyway\Roadway\TYP5RD02.dgn

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

This page was intentionally left blank.

SECTION 5

ALLEYWAY PRIORITIZATION

Prioritizing alleyways to determine a starting place to implement the improvement alternatives and recommendations.

Alleyway Prioritization

The alleyways are prioritized based on multiple factors. The prioritization criteria considers attributes that were gathered during the field inventory, zoning, surrounding development, and stakeholder and community input. In addition to the prioritization criteria, all non-vacated alleyways will be considered for concurrent improvements when adjacent to other projects near an alleyway such as roadway, stormwater, wastewater, or utility projects.

Prioritization Criteria

The initial criteria to prioritize the alleyways are further described below:

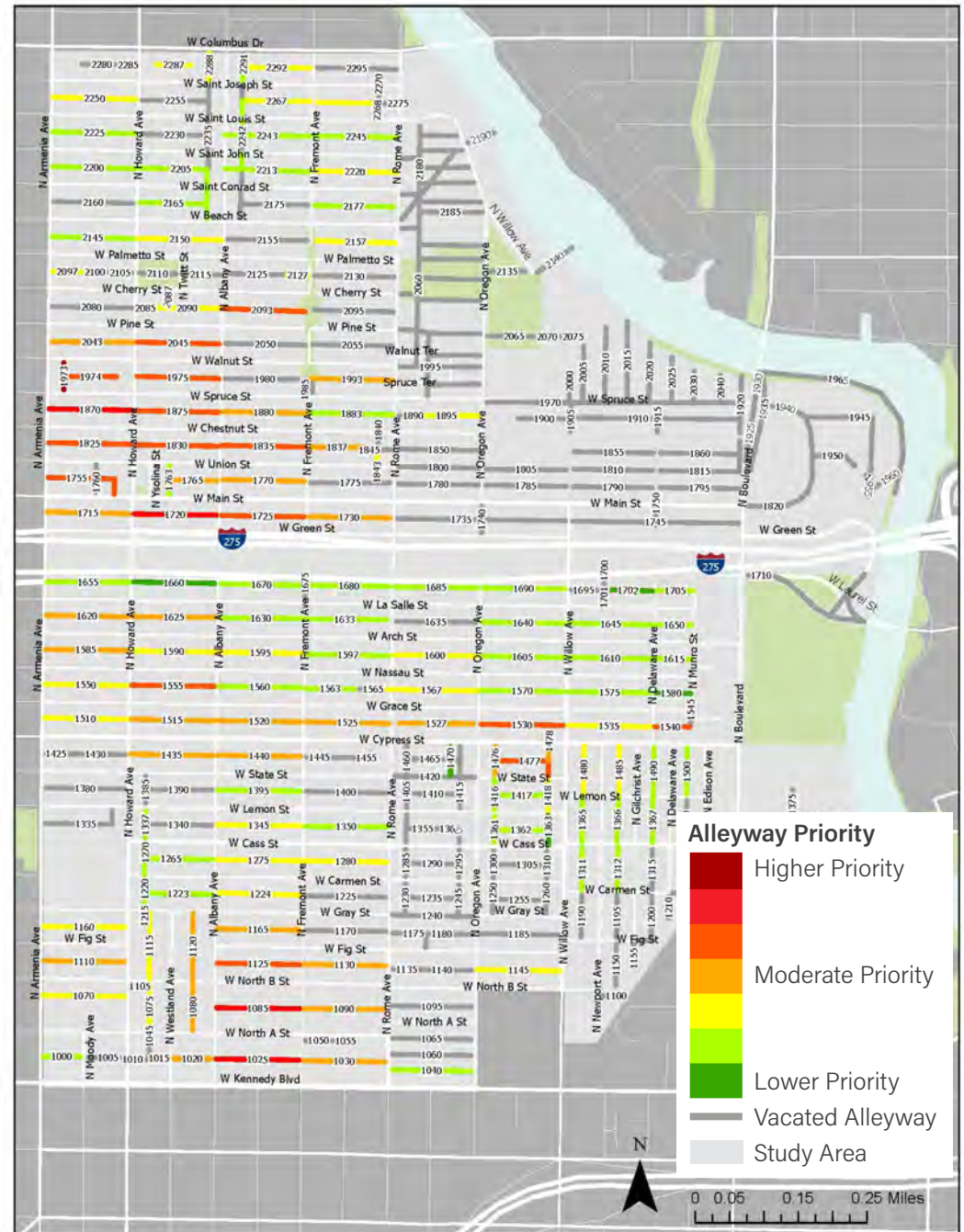
- **Alleyway Condition:** Alleyways that were identified as needing major or minor improvements during the field inventory are given priority. These alleyway provide a greater opportunity to create change and improve the alleyway network in West Tampa.
- **Existing Alleyway Use:** A desktop analysis was conducted to determine which blocks are already using the alleyways by proof of off-street parking and lack of front driveways. Alleyways on blocks with approximately 30% or more of properties already using alleyway access were given priority.
- **Narrow Lots:** Blocks with a large number of narrow lots (too narrow for a single wide front single drive to get to the back),
- **Redevelopment Potential:** Using Hillsborough County Property Appraiser data, properties with structures older than 50 years were identified to determine opportunities or likelihood for redevelopment. Alleyways on blocks with multiple properties with older structures were given priority as these may be likely to redevelop in the near future.
- **Zoning District:** Alleyways within zoning districts that allow attached dwelling units/duplexes, and multi-family (RM-16, RM-18, RM-24) were prioritized to encourage development of more housing options in West Tampa.
- **Adjacent Streets:** Alleyways adjacent to busy or high traffic streets are given priority because they can improve transportation safety by reducing the number of driveways and conflict points on a busy street which will help reduce crashes.
- **Community Priority:** These are alleyways that were identified by community members and stakeholders for improvements during the project process.

Based on the criteria above, the alleyways on the following page have been identified as a starting point to focus on improving the conditions of the alleyways to support existing use and encourage redevelopment that uses alleyway access. Top priority alleyways are identified in the Implementation section which display potential improvements using the recommended alternative improvements in this Plan.

Priority Alleyways

All alleyways in the West Tampa CRA are important to the overall alleyway network. The Alleyway Priority Map, **Figure 8**, utilizes the prioritization criteria on the previous page as a starting point for improving the alleyway network. Alleyways in red and orange resulted in a higher prioritization score, meeting 5-7 of the criteria categories.

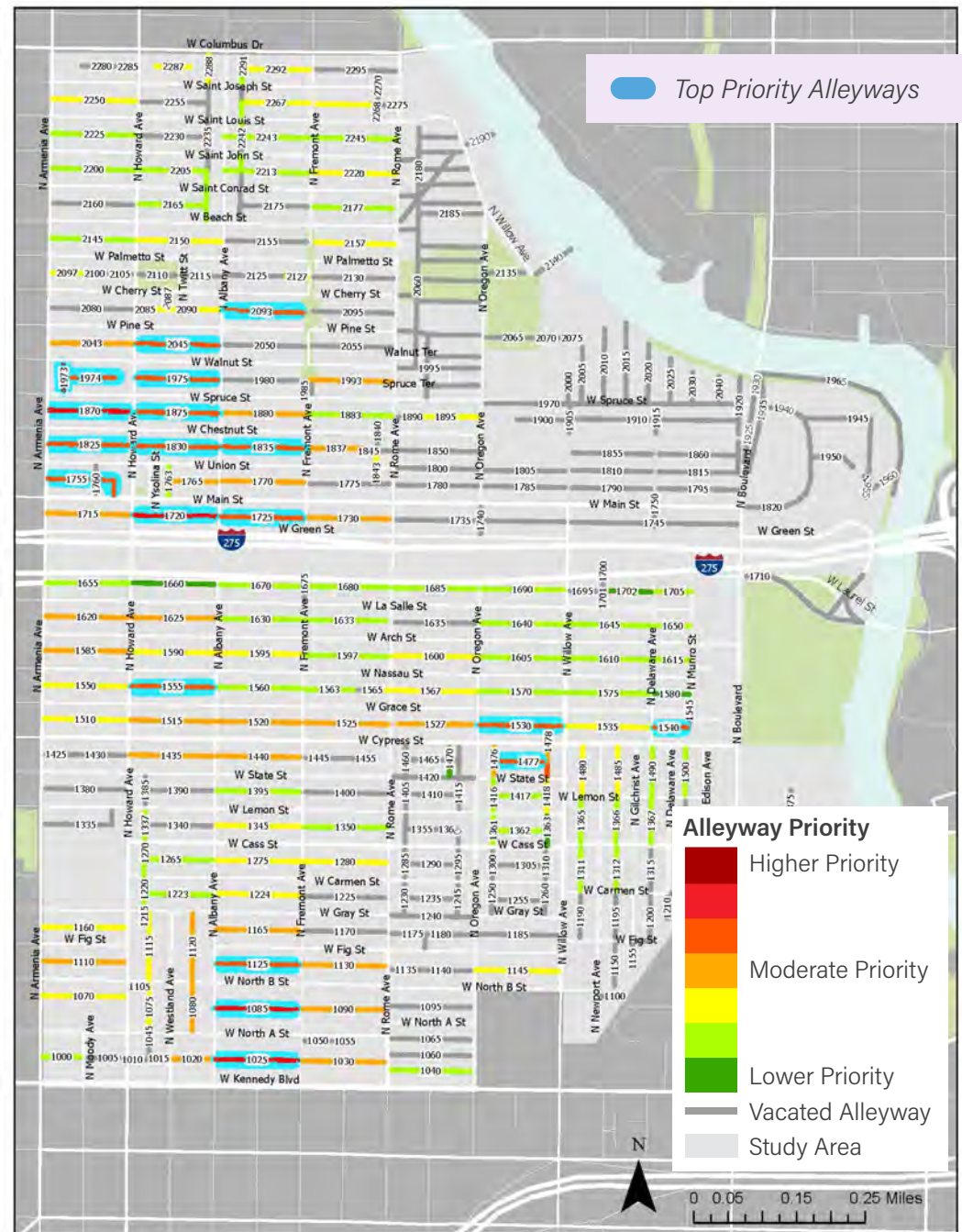
Figure 8. Alleyway Priority Map



Top Priority Alleyways

There are 20 alleyways that are within the higher range of the prioritization rating. These alleyways, shown in **Figure 9**, generally have adjacent narrow lots, high potential for redevelopment, need minor improvements, are located in blocks with higher alleyway usage, and in multi-family residential zoning districts. From this group of alleyways a list of pilot project candidate alleyways was developed to determine a starting point for alleyway improvements the West Tampa CRA.

Figure 9. Top Priority Alleyway Map



Alleyway Pilot Project Candidates

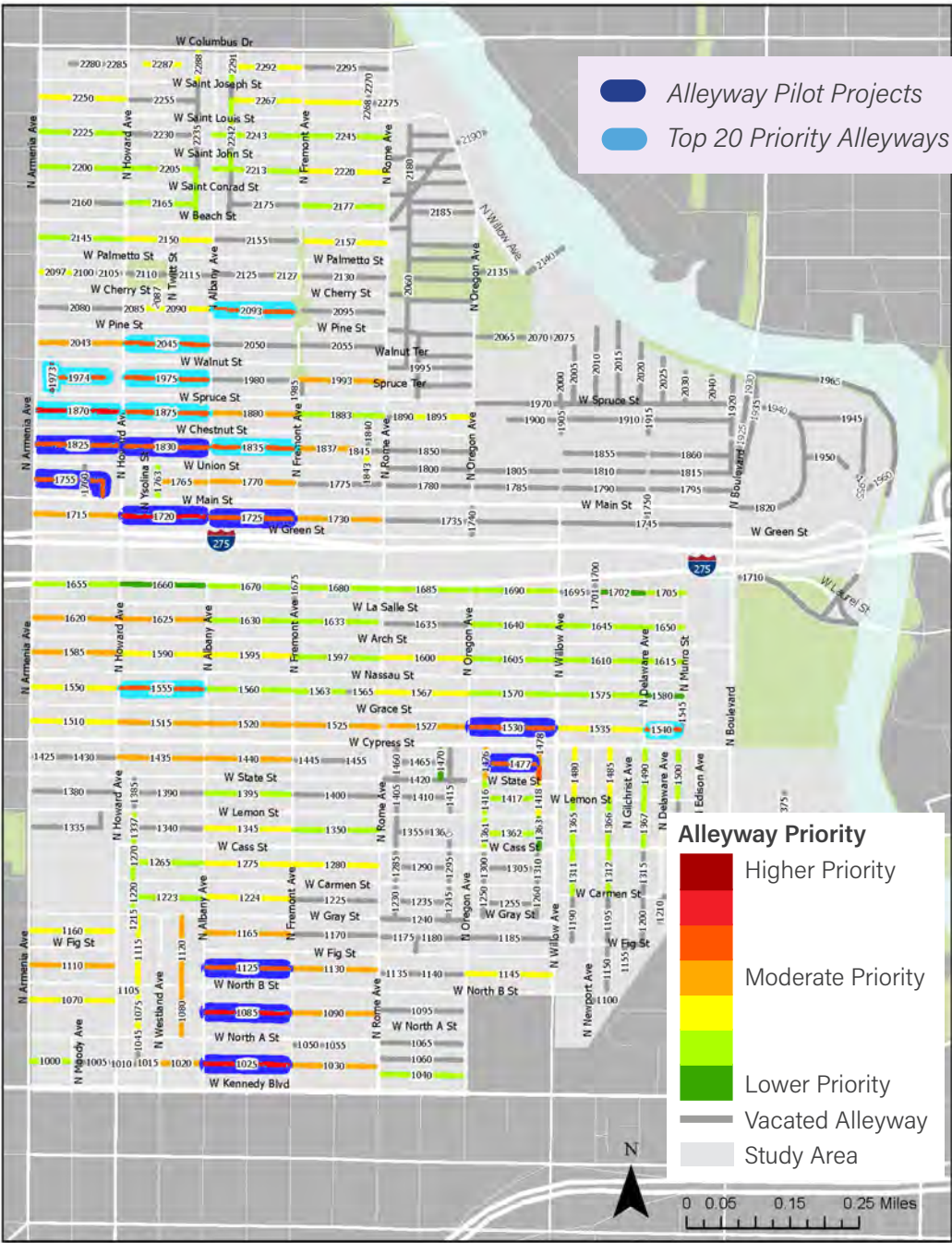
The top 20 alleyways from the prioritization analysis were presented to the West Tampa CAC on May 21, 2024 to determine a list of 10 alleyways to be considered for pilot projects. **Figure 10**, to the right, depicts the top 10 alleyway projects as identified by the West Tampa CAC.

Figure 11 below outlines which prioritization criteria each of the pilot alleyways meets. Many of the alleyways met 5-6 of the criteria categories, but no alleyway meets all seven.

Figure 11. Pilot Projects Prioritization Criteria

Alleyway	Alleyway Condition	Existing Alleyway Use	Narrow Lots	Redevelopment Potential	Zoning District	Adjacent Streets	Community Priority
1830	✓		✓	✓	✓		✓
1825	✓	✓	✓	✓	✓		
1755	✓	✓		✓		✓	
1720	✓	✓	✓	✓	✓	✓	
1725	✓	✓		✓	✓	✓	
1530	✓	✓		✓		✓	✓
1477	✓	✓		✓		✓	✓
1125	✓	✓		✓	✓		✓
1085	✓	✓	✓	✓	✓		✓
1025	✓	✓	✓	✓	✓	✓	

Figure 10. Alleyway Pilot Projects Map



Alleyway Pilot Project Concepts

The following pages contain conceptual renderings and site plans to depict potential improvements to each of the pilot project alleyways. The concepts depict potential surface treatments, lighting improvements, landscaping, and public art installations that can be implemented within the right-of-way of the alleyway. The concepts are intended to inspire community members and leaders to show the potential of each alleyway. Planning level costs for the alleyway concepts were developed to inform the implementation process for the pilot projects, which will be implemented over time, based on available funding. The **Figure 12** below shows the planning level cost estimates for the identified improvements for each of the priority alleyways.

Figure 12. Pilot Projects Planning Level Cost Estimates

Alleyway	Alleyway Condition	Existing Alleyway Use	Narrow Lots	Redevelopment Potential	Zoning District	Adjacent Streets	Community Priority	Low Cost Estimates*	High Cost Estimates*
1830	✓		✓	✓	✓		✓	\$432,000.00	\$450,000.00
1825	✓	✓	✓	✓	✓			\$390,000.00	\$408,000.00
1755	✓	✓		✓	✓	✓		\$392,000.00	\$407,000.00
1720	✓	✓	✓	✓	✓	✓		\$373,000.00 - \$391,000.00	\$930,000.00 - \$940,000.00
1725	✓	✓		✓	✓	✓		\$467,000.00 - \$485,000.00	\$1,155,000.00- \$1,165,000.00
1530	✓	✓		✓		✓	✓	\$474,000.00	\$489,000.00
1477	✓	✓		✓		✓	✓	\$357,000.00	\$372,000.00
1125	✓	✓		✓	✓		✓	\$420,000.00	\$438,000.00
1085	✓	✓	✓	✓	✓		✓	\$365,000.00	\$383,000.00
1025	✓	✓	✓	✓	✓	✓		\$329,000.00	\$345,000.00

** Planning level costs were developed to inform implementation with available funding. The Consultant has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Planning level costs provided herein are based on the information known to the consultant at this time and represent only the consultants judgment as a design professional familiar with the construction industry. The consultant cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs. It is assumed existing base materials are suitable for proposed improvements with no modification. The consultant does not include escalation or design services as part of this estimate.*

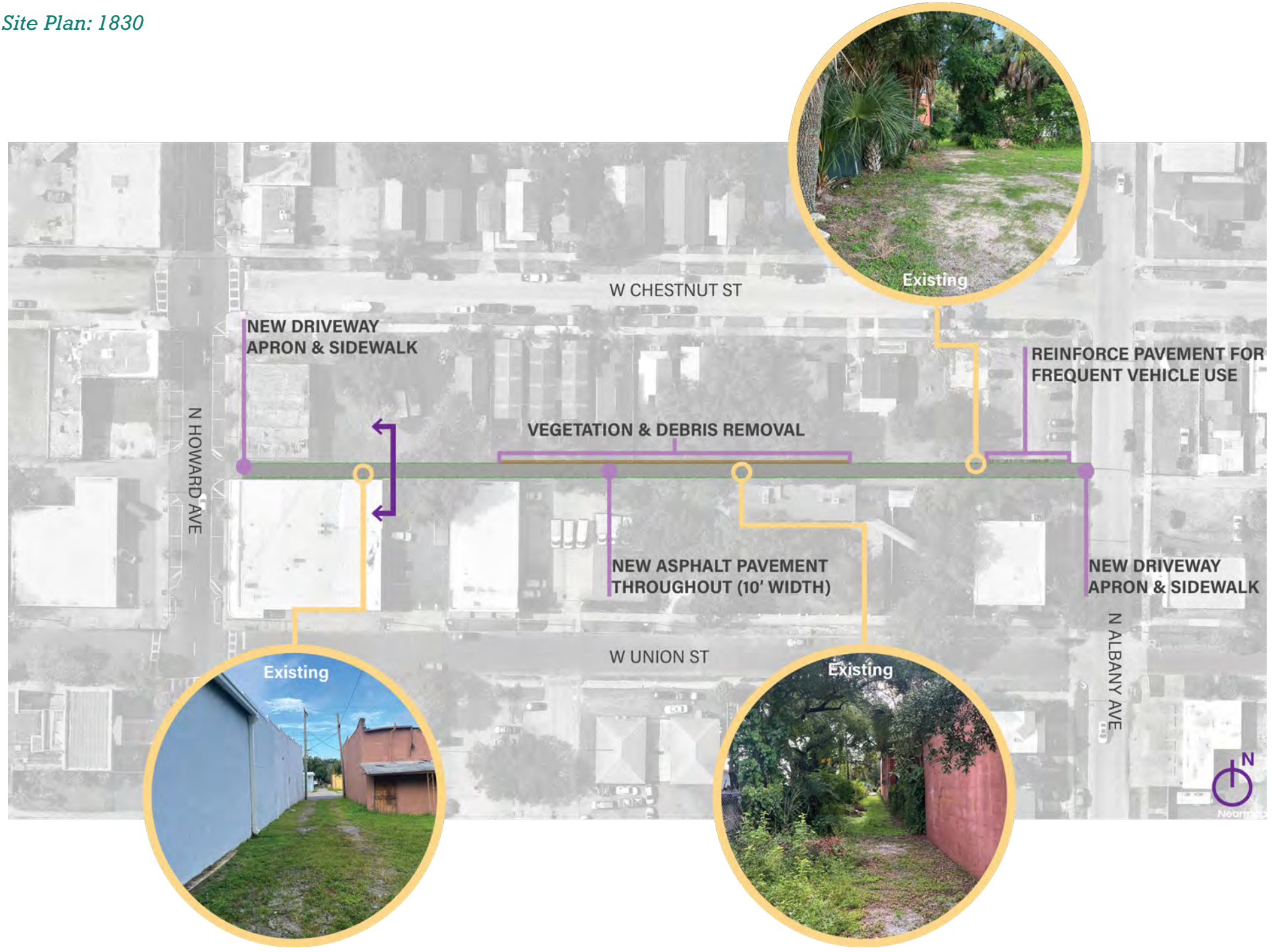
Priority Alleyway: 1830

Typology: Commercial



Alleyway Concept





Priority Alleyway: 1825

Typology: Residential



Alleyway Concept





Priority Alleyway: 1755

Typology: Commercial



Alleyway Concept





Priority Alleyway: 1720 - Open Access

Typology: Commercial



Alleyway Concept

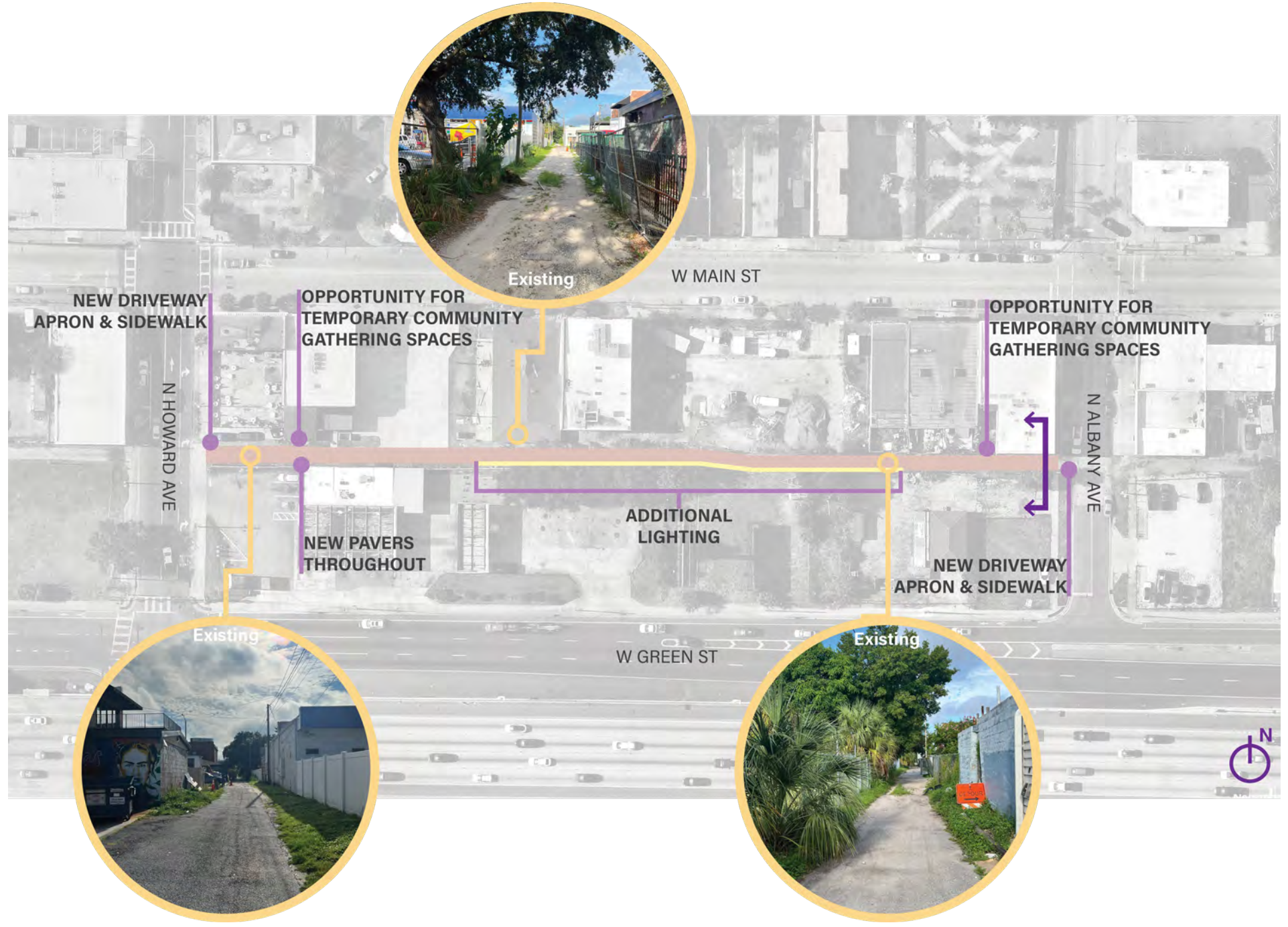


Priority Alleyway: 1720 - Temporary
Community Gathering Space



Alleyway Concept





Priority Alleyway: 1725 - Open Access

Typology: Commercial



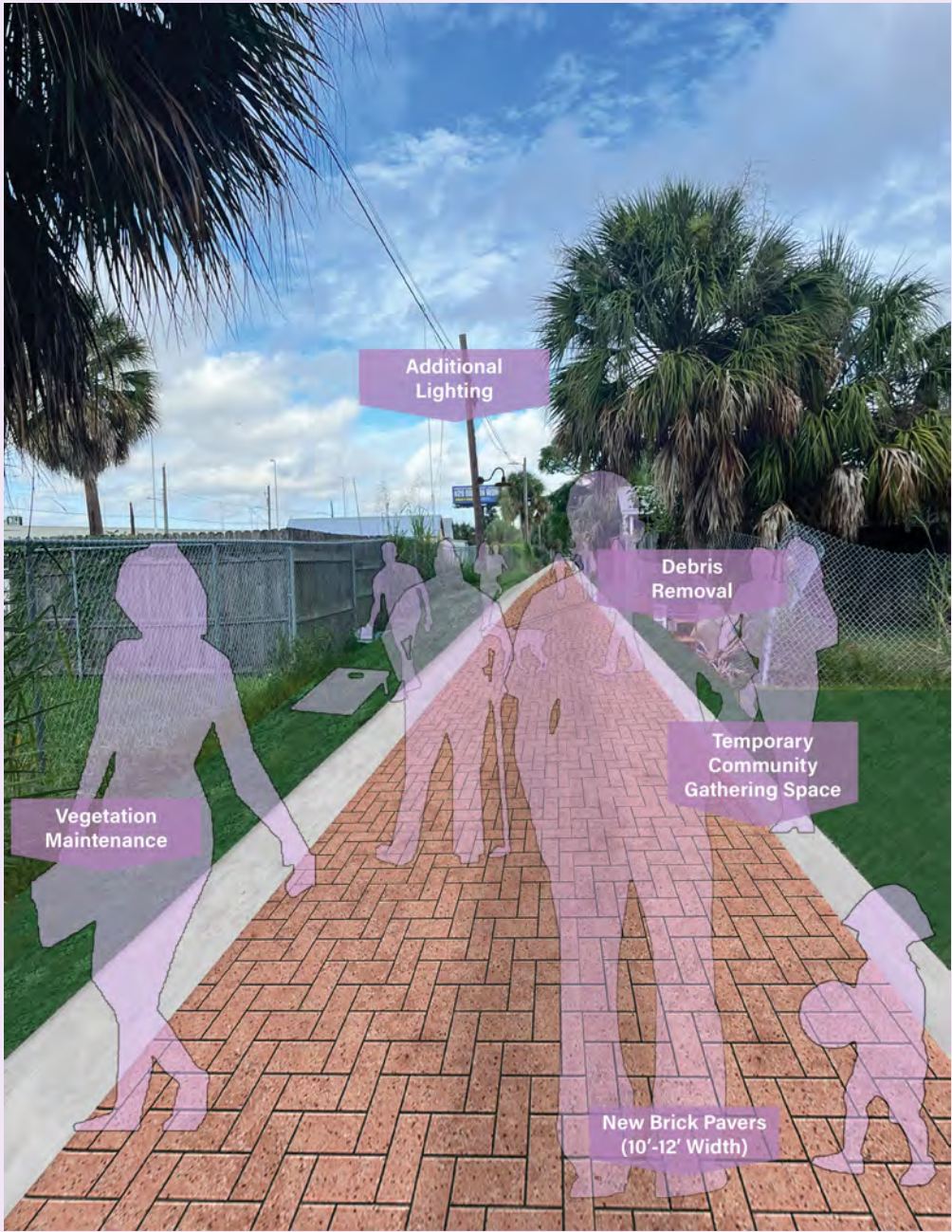
Alleyway Concept

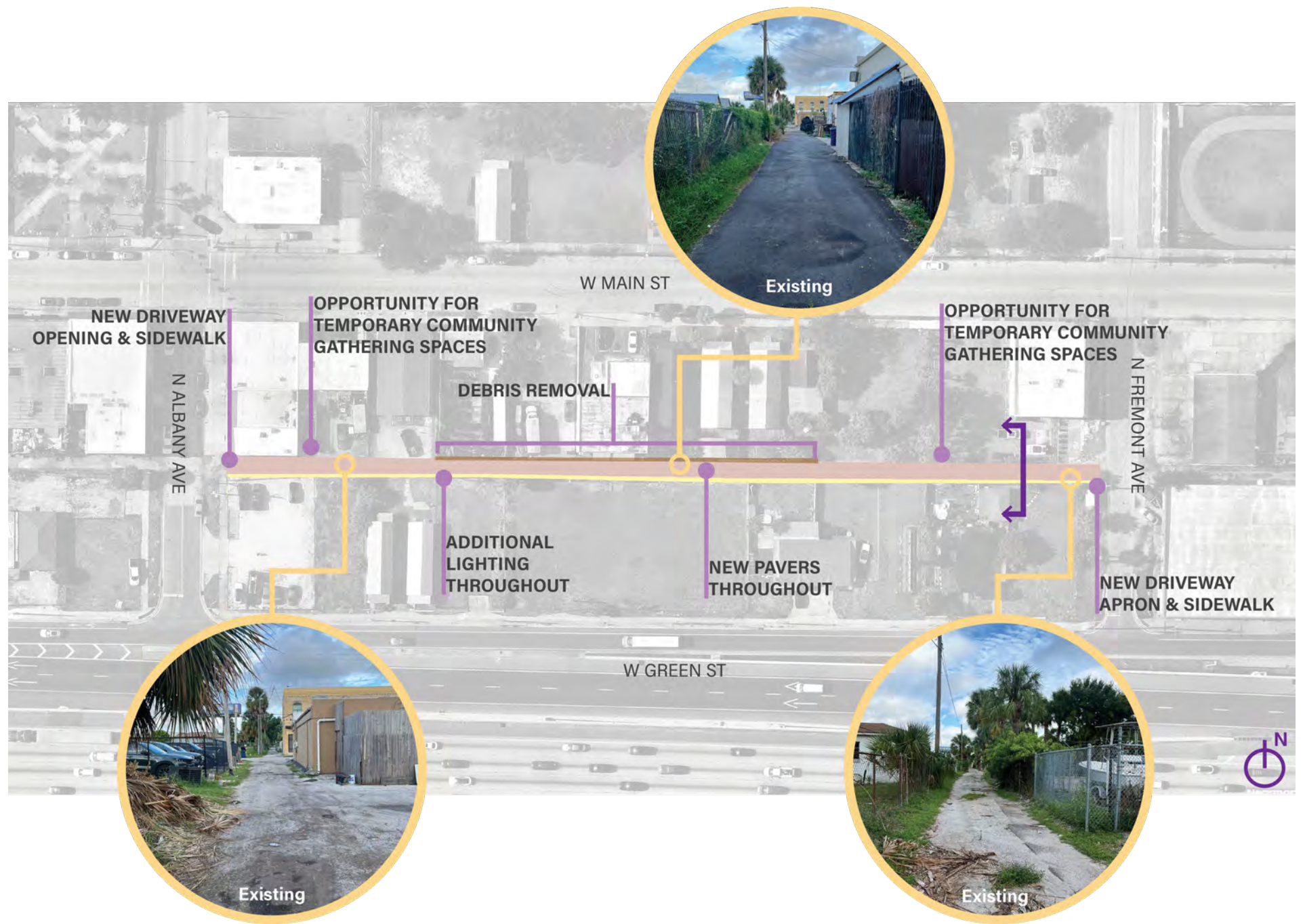


Priority Alleyway: 1725 - Temporary
Community Gathering Space



Alleyway Concept





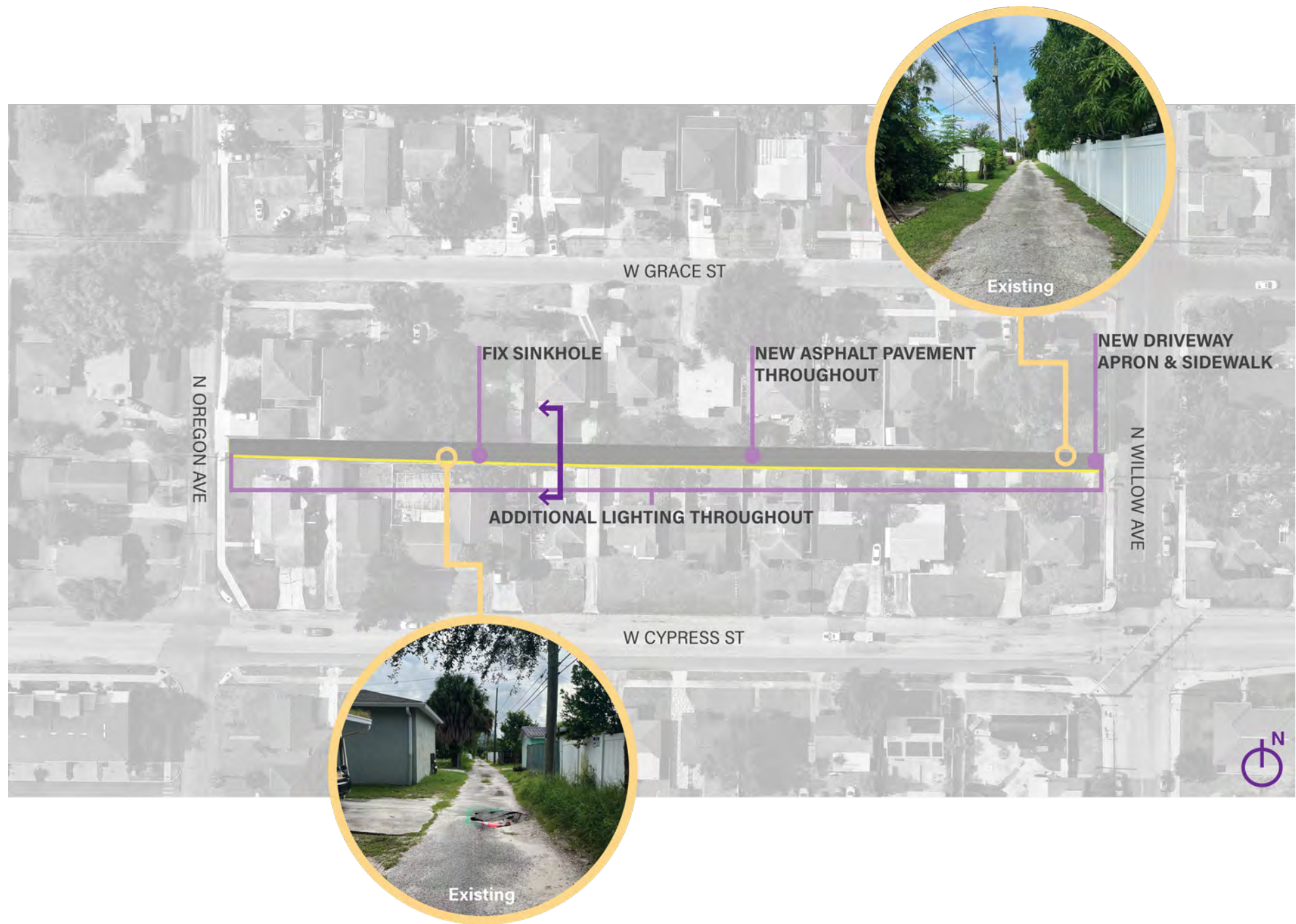
Priority Alleyway: 1530

Typology: Residential



Alleyway Concept





Priority Alleyway: 1477

Typology: Residential



Alleyway Concept





Priority Alleyway: 1125

Typology: Residential

Existing:



Alleyway Concept





Priority Alleyway: 1085

Typology: Residential



Alleyway Concept





Priority Alleyway: 1025

Typology: Commercial



Alleyway Concept





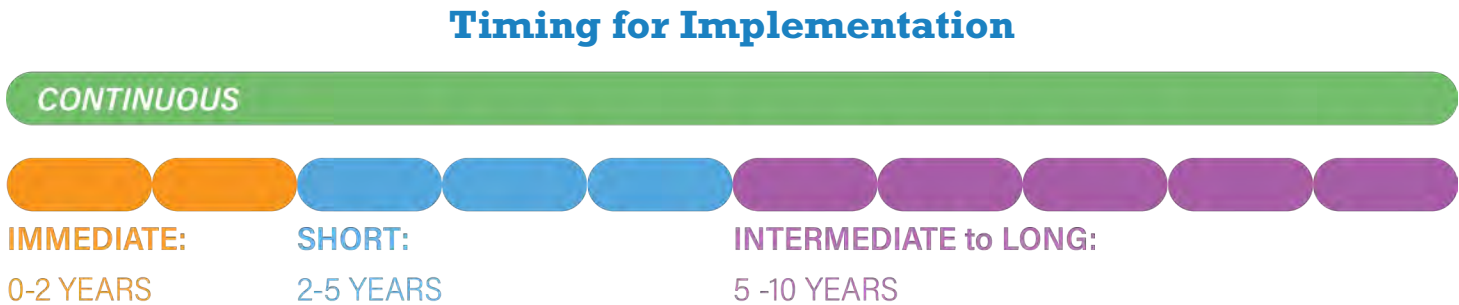
SECTION 6

IMPLEMENTATION

Recommendations and funding strategies to implement the Alleyway Acton Plan.

Recommendations and Strategies

Implementing the alternative improvements and recommendations from the previous sections are vital to continue the momentum of maintaining and creating a connected, usable, and safe alleyway network. The recommendations and strategies found in the table on the following pages, combined with updates to the Land Development Code (LDC) and Transportation Technical Manual (TTM), will achieve an improved and well-maintained alleyway network in West Tampa. The table also includes general timing for all recommendations and strategies as well as the responsible parties for implementation.



West Tampa Alleyway Action Plan Recommendations and Strategies

No.	Action	Type	Timing	Responsible Party
1	Coordinate with solid waste to maintain alleyway trash pick up in qualifying areas.	Improvements	Continuous	City, Solid Waste Department
2	Coordinate with law enforcement and code enforcement to report and patrol for illicit activities and illegal dumping in alleyways.	Safety	Continuous	City, CRA
3	Improve alleyways concurrent with other roadway, stormwater, wastewater, or utility improvements.	Improvements	Continuous	City
4	Continue to enforce no parking, dumping or other debris that may block alleyways from being used. Provide opportunities for compliance before penalties.	Improvements	Continuous	City, Code Enforcement
5	Continue to monitor alleyway conditions and address new issues that may arise such as stormwater, landscaping, and illegal dumping.	Improvements	Continuous	City, CRA, CAC, Community Members
6	Investigate and track potential federal, state and county funding opportunities for improvements and maintenance.	Funding	Continuous	City, CRA
7	Investigate and track potential private funding opportunities for improvements and maintenance.	Funding	Continuous	City, CRA
8	Implement murals and public art where possible and provide funding assistance to local businesses through CRA funds	Improvements, Funding	Continuous	City, CRA, CAC
9	Form an alleyway improvement team to conduct routine alleyway clean ups throughout the CRA.	Partnerships, Improvements, Safety	Continuous	City, CRA, CAC
10	Conduct educational campaigns and mailers with information on alley maintenance responsibilities.	Partnerships	Immediate	City, CRA
11	Identify neighborhood alleyway captains to lead monthly walk and talks with City staff, Code Enforcement, and CAC members to discuss neighborhood priorities and concerns.	Partnerships	Immediate	City, CRA, CAC
12	Develop and implement an Alleyway Improvement Process Chart	Regulatory	Immediate	City
13	Review feasibility to add lighting to existing powerline poles to improve lighting and safety conditions in the alleyways.	Safety, Improvements	Short	City
14	Develop a clear and direct process for reporting issues in the alley.	Partnerships	Short	City (Code Enforcement, Law Enforcement)
15	Allocate CRA Funding for tree removal and landscape maintenance for alleyways in the CRA.	Funding, Improvements, Safety	Short	City, CRA

No.	Action	Type	Timing	Responsible Party
16	Update land development code (LDC) to provide clarity for when vehicular access to a property must be provided from an alley	Regulatory	Short	City
16.1	Consider amending the descriptive terms "open and used" in Sec. 27-241(e)(2)c.5.i to terms that can be more readily and objectively defined, such as "clear and navigable." Develop criteria/standards that describe under what circumstances an alley is considered "clear and navigable" and implement language within Chapter 27 - Zoning and Land Development, Chapter 22 - Streets and Sidewalks, and/or Transportation Technical Manual (TTM).	Regulatory	Short	City
16.2	To provide clarity to property owners and reduce the amount of cases going through the alternative design exception process, amend Sec. 27-241(e)(2)c.5.i to explicitly state that vehicular access to a site from an alleyway is not required when the alleyway does not meet minimum standards, pursuant the criteria for a "clear and navigable" alley and standards provided in the TTM	Regulatory	Short	City
17	Provide flexibility on the placement and screening of exterior garbage receptacles and dumpsters when a commercial property abuts an alley serviced by the solid waste department.	Regulatory	Short	City
18	Permit businesses to utilize alleyways for business uses (outdoor seating, markets, etc.) if alley is not used by vehicles.	Regulatory, Improvements	Short	City
19	Consider specifying a maximum front setback for residential properties so that the current block averaging standard does not result in a development pattern that limits potential use of the alley by pushing the principal structure towards the rear of the property. For example: "Front yards shall be determined by block averaging, not to exceed a maximum of 20 feet when the rear property line abuts a public alley."	Regulatory	Short	City
20	Conduct an analysis to determine how many properties are using the alleyways per block and typical existing setbacks.	Improvements	Short	City
21	Implement recommendations from the West Tampa CRA Parking Study, and remove off-street parking requirement for visitor parking. Allow multi-family to use on-street parking to fulfill a portion of or all visitor parking requirements.	Regulatory	Short	City
22	Develop cost effective alley improvement alternatives and incorporate options into the TTM.	Regulatory, Improvements	Short	City
23	Allow alleyways to be named to create a sense of place.	Improvements	Short	City, CRA

No.	Action	Type	Timing	Responsible Party
24	Update parking standards in the Land Development Code to allow bicycle micromobility parking to be located in alleys when certain conditions are met (e.g., a minimum alley width) or through an alternative design exception process.	Regulatory, Improvements	Short	City, Business owners
25	Develop an alleyway dashboard to track improvements and progress.	Improvements	Short	City
26	Construct alleyway pilot projects using CRA funds to show the recommended improvements.	Improvements	Short	City, CRA
27	Update land development code to require alley improvements when developing over a certain dwelling unit threshold so that the West Tampa area can maintain a functional alleyway network over time.	Regulatory	Short	City
27.1	Develop a tiered system for alley improvements so that the required improvements are fair and proportionate to the scale of development.	Regulatory	Short	City
27.2	Develop options for acceptable alley surface treatments within the TTM to provide flexibility and cost-effective alternatives when alley improvements are required.	Regulatory	Short	City
27.3	Require lighting be provided along a public alley for commercial and residential properties of a specified development scale (e.g., more than 2 units).	Regulatory	Short	City
27.4	Clearly define criteria or circumstances under which alley improvement requirements may be waived or modified to streamline variance/exception processes and promote consistent alley design throughout the district.	Regulatory	Short	City
28	Update Chapter 19 - Property Maintenance and Structural Standards to affirmatively assign maintenance responsibilities for the area between the property line to the centerline of the alley right-of-way.	Regulatory	Short	City
29	Update the procedures for vacating public rights-of-way, including alleys, in Chapter 22 - Streets and Sidewalks with explicit standards under which applications for vacations will be reviewed to create standardization, transparency, and predictability in how requests are processed are evaluated.	Regulatory	Short	City
29.1	Consider updating the vacation application requirements to require the applicant to explain the public benefit derived from the vacation within their reason for the request (Sec. 22-36(c)) and also include an initial assessment of the impact the vacation will have on access, circulation, utilities, etc.	Regulatory	Short	City
29.2	Consider updating the procedures for distribution to reviewing agencies to explicitly list the city departments/agencies/boards/etc. that should receive the opportunity to provide input on a vacation application. Also consider codifying that all comments be compiled in a staff report to be considered by City Council during the public hearing process.	Regulatory	Short	City

No.	Action	Type	Timing	Responsible Party
29.3	Develop standards for evaluating requests to vacate an alleyway that include criteria such as width and clearance, consistency with the City Comprehensive Plan and other relevant neighborhood/special area plans, impact on access, circulation, existing/planned public facilities, and public safety. Require that City Council consider these criteria in rendering a decision on whether to vacate an alleyway.	Regulatory	Short	City
29.4	Explicitly delegate authority to City Council to approve a vacation request with conditions to ensure the project is built as proposed and mitigate impacts to public access and utilities.	Regulatory	Short	City
30	Encourage pollinator-friendly native plants in alleyways and develop an educational guide to inform the community on which plants are native and are pollinators.	Improvements	Short	City, CRA
31	Establish an alley assessment as a long-term funding mechanism to improve alleyways.	Funding	Intermediate - Long	City
32	Develop an Alley Fund, or cost in-lieu fund, that can be matched using CRA TIF funding to improve alleyways by funding full survey and design, construction of pilot projects, and annual construction of full alleyway improvements.	Funding	Intermediate - Long	City, CRA
33	Invest in a smaller solid waste collection vehicle to access narrower alleyways for solid waste collection.	Improvements	Intermediate - Long	City, CRA
34	Improve and construct driveway aprons to platted alleyways within the CRA.	Improvements	Intermediate - Long	City, CRA
35	Consider having dedicated funding for alleyway maintenance for residents who struggle to maintain their portion of an alley due to economic hardship or physical limitations.	Funding, Programming	Intermediate - Long	City, CRA
36	Consider using code enforcement notices as the mechanism to notify residents that they can apply for alleyway maintenance assistance if they are experiencing economic hardship or physical limitations.	Improvements	Intermediate - Long	City
37	Vacate dead-end alleyways via City-initiated action.	Improvements, Regulatory	Intermediate - Long	City

Additional Funding Opportunities

Funding for the recommendations and alternative improvements may come from sources outside of City and CRA funds, such as local, state, and federal grants. The below table provides a list of grant opportunities that the City of Tampa and the West Tampa CRA can apply for to partially fund the recommended improvements. The full detailed funding matrix can be found in **Appendix C**.

No.	Grant Name	Agency	Funding Max.
1	Promoting Resilient Operations for Transformative Efficient and Cost-saving Transportation (PROTECT)	U.S. Department of Transportation (USDOT)	Min: \$100,000
2	Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	U.S. Department of Transportation (USDOT)	\$25,000,000
3	Safe Streets and Road for All (SS4A)	U.S. Department of Transportation (USDOT)	\$30,000,000
4	Hazard Mitigation Grant Program (HMGP)	Federal Emergency Managements Association (FEMA)	-
5	Building Resilient Infrastructure and Communities (BRIC)	Federal Emergency Management Agency (FEMA) via Florida Division of Emergency Management (FDEM)	\$50,000,000
6	Flood Mitigation Assistance (FMA)	Federal Emergency Management Agency (FEMA) via Florida Division of Emergency Management (FDEM)	\$50,000,000
7	Transportation Alternatives Set-Aside Program	Florida Department of Transportation (FDOT)	\$3M allocated to district
8	People for Bikes Grants	PeopleforBikes	\$10,000
9	AARP Community Challenge Grants, Flagship Grant	AARP	\$50,000
10	Grants for Arts Projects	National Endowment for the Arts	\$100,000
11	Our Town	National Endowment for the Arts	\$25,000 - \$150,000

Available funding options as of April 2024.

Next Steps

As funding and opportunities for partnership become available, the alleyway network will incrementally be improved and maintained throughout the Study Area. As noted in the recommendations and strategies table on the previous pages, smaller, cost effective projects and initiatives can be implemented more quickly to improve current conditions within the alleyways. Some of the actions residents and business owners and renters can do to improve the alleyways are shown on the right. Improvements to the alleyway network will be incremental and continuous over a period of many years. The Action Plan's findings and recommendations will serve as the basis for the improvement of West Tampa's alleyways.

What Can Residents Do?

Know the Rules

Property owners, agents, custodians, lessees, and occupants are required to maintain vegetation on both the private property and the abutting City right-of-way, including mowing grass, edging sidewalks and curbs, and trimming hedges, according to specific criteria outlined in the City code. This includes public alleys.

City of Tampa Code of Ordinances Sec. 19-46, 19-49, 19-50, and 19-53 and F.S. Sec. 403.413



Mow the alley to its center and keep it free of debris and other obstructions, including overhanging tree limbs and other plants that impede the passage of vehicular and pedestrian traffic; your neighbor is responsible for maintaining the other half.

Participate in neighborhood alleyway clean ups.

Report, if you witness an illegal dumping in progress; obtain the vehicle tag number and call the Tampa Police non-emergency number at (813) 231-6130.

Contact the City if you have any questions or have received a notice of violation from Neighborhood Enhancement.



TAMPACRA