WESTSHORE BUSINESS DISTRICT PUBLIC REALM MASTER PLAN
MACRO-SCALE CONCEPT: A PUBLIC REALM FRAMEWORK DEFINED BY A CONNECTED SYSTEM OF PATHS AND PLACES

"THE WESTSHORE LOOP" CONNECTIVITY FRAMEWORK

FRAMEWORK DEFINITION REINFORCED THROUGH THOROUGHFARE STREETSCAPE ENHANCEMENTS AND STRATEGIC PLACEMENT OF NEW PUBLIC SPACES
WESTSHORE BOULEVARD: EXISTING CONTEXTUAL CONDITIONS

• THOROUGHFARE LENGTH IN FOCUS AREA: 1.1 mi.

NORTH OF INTERSTATE-275

• FOUR VEHICULAR LANES
• 45 mph SPEED LIMIT
• ASYMMETRICAL STREET CONDITIONS
• NO PUBLIC SPACE OR PEDESTRIAN AMENITIES
  5’ SIDEWALKS (WITH OCCASIONAL INFRASTRUCTURE OBSTRUCTIONS)
• CONTIGUOUS FRONTAGE PARKING ON BOTH SIDES OF THE STREET
• NO INTERACTION BETWEEN BUILDINGS AND SIDEWALKS
• LACK OF PUBLIC SPACE AMD PEDESTRIAN AMENITIES

SOUTH OF INTERSTATE-275

• SIX VEHICULAR LANES
• 45 mph SPEED LIMIT
• ASYMMETRICAL STREET CONDITIONS
• NO PUBLIC SPACE OR PEDESTRIAN AMENITIES
  5’ SIDEWALKS (WITH OCCASIONAL INFRASTRUCTURE OBSTRUCTIONS)
• LACK OF PUBLIC SPACE AMD PEDESTRIAN AMENITIES
WESTSHORE BOULEVARD: PROPOSED PUBLIC REALM ENHANCEMENTS
ENVISIONED PUBLIC REALM ENHANCEMENTS AT WESTSHORE BOULEVARD

PROPOSED RIGHT OF WAY MODIFICATIONS AND STREETSCAPE CONDITIONS:

NORTH OF INTERSTATE-275

- Vehicular lane narrowing (10’ – 6”)
- Lowered speed limit (35 MPH)
- Widened sidewalks (10’-0” min.)
- Shared bus and bicycle lanes
- Landscaped medians
- Sidewalk enhancements: street trees, paver brick accents, concrete patterning & bioswales (where possible)
- Intersection enhancements and pavement markings
- Street furnishings and pedestrian amenities
- New open space features
- Parking lot screening (4’ x 10’ temporary living wall panels)

SOUTH OF INTERSTATE-275

- All of the above
- “FLEX Lanes” - outside vehicular lanes (convertible for bus, bicycle and evening/weekend on-street parking)
ENVISIONED PUBLIC REALM CONDITIONS AT I-275/WESTSHORE BOULEVARD BRIDGE UNDERPASS
PROPOSED CONDITIONS @ STREET CROSS SECTION
KENNEDY BOULEVARD: EXISTING CONTEXTUAL CONDITIONS

- THOROUGHFARE LENGTH IN FOCUS AREA: 1.5 mi.
- SIX VEHICULAR LANES
- 45 mph SPEED LIMIT
- NO INTERACTION BETWEEN BUILDINGS AND SIDEWALKS
- PARTIAL CONTIGUOUS FRONTAGE PARKING
- LACK OF PUBLIC SPACE AND PEDESTRIAN AMENITIES
- 5' SIDEWALKS
KENNEDY BOULEVARD: PROPOSED PUBLIC REALM ENHANCEMENTS

- Living Wall Privacy/Screen Noise Buffer
- Widened Sidewalks
- Window Shopping
- Sharing the Street
- Sidewalk Dining
- Sidewalk Shopping
- Catch a Bus
- Mobile Food Vending
- Meet a Friend
- Street Vending
- Lowered Speed/Traffic Calming
- Way Finding
- Enhanced Pedestrian Lighting
- Walk to Work
- Pedestrian Safety

Envisioned Activities and Public Realm Conditions

Inspiration for Walkable Street

West Kennedy Boulevard Public Realm Focus
ENVISIONED PUBLIC REALM CONDITIONS AT KENNEDY BOULEVARD

PROPOSED RIGHT OF WAY MODIFICATIONS AND STREETScape CONDITIONS:

- Vehicular lane narrowing (10’ – 6")
- Lowered speed limit (35 MPH)
- Widened sidewalks (10’-0” min.)
- Bicycle lanes
- Landscaped medians
- Sidewalk enhancements: street trees, paver brick accents & concrete patterning
- Intersection enhancements and pavement markings
- Street furnishings and pedestrian amenities
- New open space features
- Parking lot screening (48” x 10’ temporary living wall panels)
PROPOSED CONDITIONS @ STREET CROSS SECTION
LOIS AVENUE: EXISTING CONTEXTUAL CONDITIONS

- THOROUGHFARE LENGTH IN FOCUS AREA: 1.5 mi.
- SIX VEHICULAR LANES
- 45 mph SPEED LIMIT
- NEIGHBORHOOD STREET CONDITIONS
- NO PUBLIC SPACE OR PEDESTRIAN AMENITIES
- 5’ SIDEWALKS (WITH OCCASIONAL INFRASTRUCTURE OBSTRUCTIONS)
LOIS AVENUE: PROPOSED PUBLIC REALM ENHANCEMENTS
ENVISIONED PUBLIC REALM CONDITIONS AT LOIS AVENUE
PROPOSED CONDITIONS @ STREET CROSS SECTION
ENVISIONED PUBLIC REALM CONDITIONS AT I-275/LOIS AVENUE BRIDGE UNDERPASS
CYPRESS STREET: EXISTING CONTEXTUAL CONDITIONS

- Thoroughfare length in focus area: 2.3 mi.
- Four vehicular lanes
- 45 mph speed limit
- No interaction between buildings and sidewalks
- Varied building frontage conditions
- Varied sidewalk widths
CYPRESS STREET: PROPOSED PUBLIC REALM ENHANCEMENTS

- Living Wall Privacy
- Screen Noise Buffer
- Wider Sidewalks
- Window Shopping
- Sharing the Street
- Sidewalk Dining
- Catch a Bus
- Enhanced Pedestrian Lighting
- Lowered Speed Traffic Calming
- Mobile Food Vending
- Meet a Friend
- Way Finding
- Street Vending
- Walk to Work
- Pedestrian Safety

Envisioned Activities and Public Realm Conditions

Inspiration for Walkable Street

Cypress Street Public Realm Focus

Jefferson High School
Future Transit Station
Future Westshore Multimodal Facility
Future Parking Garage
Cypress Point Park
Future Transit Station
Future Westshore Multimodal Facility
Future Parking Garage
Cypress Point Park
ENVISIONED PUBLIC REALM CONDITIONS AT CYPRESS STREET/WESTSHORE BOULEVARD INTERSECTION
ENVISIONED PUBLIC REALM CONDITIONS AT CYPRESS STREET/WESTSHORE BOULEVARD INTERSECTION
DALE MABRY HIGHWAY: EXISTING CONTEXTUAL CONDITIONS

- THOROUGHFARE LENGTH IN FOCUS AREA: 1.5 mi.
- SIX VEHICULAR Lanes; 120’ – 188’ R.O.W.
- 40-45 mph SPEED LIMIT
- VARIED STREET CONDITIONS
- NO PUBLIC SPACE OR PEDESTRIAN AMENITIES
  5’ SIDEWALKS NO INTERACTION BETWEEN BUILDINGS AND SIDEWALKS
DALE MABRY HIGHWAY: PROPOSED PUBLIC REALM ENHANCEMENTS

- Envisioned Activities and Public Realm Conditions
  - Widened sidewalks
  - Window shopping
  - Sharing the street
  - Sidewalk dining
  - Catch a bus
  - Sidewalk shopping
  - Pedestrian safety
  - Enhanced pedestrian lighting
  - Walk to work
  - Lowered speed traffic calming
  - Way finding
  - Meet a friend

Inspiration for Walkable Street

Inspiration for Walkable Street
ENVISIONED PUBLIC REALM CONDITIONS AT I-275/DALE MABRY HIGHWAY
ENVISIONED PUBLIC REALM CONDITIONS AT DALE MABRY HIGHWAY COMMERCIAL CENTER

- COMMERCIAL CENTER PUBLIC SPACES
- PEDESTRIAN BRIDGE
- PEDESTRIAN AMENITIES
ENVISIONED PUBLIC REALM CONDITIONS AT DALE MABRY HIGHWAY COMMERCIAL CENTER
BOYSCOUT BOULEVARD: EXISTING CONTEXTUAL CONDITIONS

- THOROUGHFARE LENGTH IN FOCUS AREA: 1.3 mi.
- SIX VEHICULAR LANES; VARIED R.O.W. WIDTH
- 45-55 mph SPEED LIMIT

- VARIED STREET CONDITIONS
- NO PUBLIC SPACE OR PEDESTRIAN AMENITIES
BOY SCOUT BOULEVARD: PROPOSED PUBLIC REALM ENHANCEMENTS

Envisioned activities and public realm conditions:
- Living wall privacy/screen noise buffer
- Widened sidewalks
- Window shopping
- Sharing the street
- Sidewalk dining
- Catch a bus
- Mobile food vending
- Meet a friend
- Enhanced pedestrian lighting
- Lowered speed/traffic calming
- Way finding
- Street vending
- Walk to work
- Pedestrian safety

Inspiration for walkable street:
- Tampa International Airport
- International Plaza
- Future TIA Conrac MC
- Yankee Training Facility

Map of Boy Scout Boulevard public realm focus.
ENVISIONED PUBLIC REALM CONDITIONS AT BOY SCOUT BOULEVARD:
OPEN SPACE DAILY ACTIVITIES

- PEDESTRIAN BRIDGE OVER BOY SCOUT
- PUBLIC PLAZA/EVENT SPACE
- PEDESTRIAN BRIDGE TO INTERNATIONAL PLAZA
ENVISIONED PUBLIC REALM CONDITIONS AT BOY SCOUT BOULEVARD:
OPEN SPACE SPECIAL EVENT
ENVISIONED PUBLIC REALM CONDITIONS AT BOY SCOUT BOULEVARD
ENVISIONED PUBLIC REALM CONDITIONS AT BOY SCOUT BOULEVARD
EXPANDING THE PUBLIC REALM: INCREMENTAL ROADWAY MODIFICATIONS
(TYPICAL CONDITIONS ON A 100 FT. + R.O.W.)

EXISTING CONDITIONS: LIMITED SIDEWALK WIDTHS; UNSAFE PEDESTRIAN CONDITIONS; HIGH SPEED LIMITS; WIDE VEHICLE TRAVEL LANES
PHASE 1 INTERVENTIONS: ROADWAY RE-STRIPING; NEW BIKE LANES; PARKING LOT SCREENING; REDUCED SPEED LIMITS; PEDESTRIAN AMENITIES
PHASE 2 INTERVENTIONS: WIDENED SIDEWALKS; INTRODUCTION OF SIDEWALK PLANTERS (BIO-SWALES) & PLANTED MEDIANS; STREETSCAPE ENHANCEMENTS; NEW SECONDARY INFRASTRUCTURE AND VISUAL ELEMENTS; STREET TREES AND OTHER LANDSCAPE FEATURES
PHASE 3 INTERVENTIONS: INTRODUCTION OF NEW PUBLIC SPACES; NEW SHADE/Bus SHELTER STRUCTURES; PEDESTRIAN AMENITIES; LANDSCAPE FEATURES; PUBLIC ART; COMPLETE STREET CONDITIONS
PROPOSED AREA-WIDE PEDESTRIAN AMENITIES,
STREETSCAPE FURNISHINGS AND TYPICAL PUBLIC
REALM FEATURES
Westshore Boulevard Pedestrian Amenities

Solar panels on roof of shade structure to power LED lighting and interactive kiosk.

Translucent roofing to provide shade in the daytime, as well as rain protection. Can be lit in the evening to create a dynamic sense of place.

Multiuse interactive kiosk. Would contain touch screen route information. It would also contain public amenities such as: ticket purchase, water refill station, electronics charger, wifi connection, and other consumer related services.

Usage of all street furniture to create a sense of place on corridor. Westshore consists of vibrant colors, LED lighting, interactivity, and progressive forms.

Bench seating

Bike Arc storage. Compact way to store bikes in the public realm. Also has opportunity for bike share program.

Installation of bioswale. Bioswale will allow for more filtration of water into the water table before reaching the river.
Translucent panels to provide shade in the day yet allow for complete vision.

Low hedges for buffering parking lots

Pedestrian walkway is on average 5 feet wide (at current). Right of way allows for another 3-4 feet to be added. All furniture is narrow to allow maximum pedestrian movement.

Street furniture to have cohesive visual elements.

Blade sign to provide way Point instructions and continue vertical emphasis

Bollards installed in front of shade structure to provide lighting and safety.
Solar panels to power the LED and feed back into power grid when possible.

Large signage to create map of points of interest and advertising for both pedestrians and vehicular.

Thick bollards chosen to provide pedestrian lighting at night and sense of strength.

Wide and fast paced traffic on street, all elements are made to exude strength and safety on walkways.

Branding taken from Ray James Stadium profile. Strong verticals with angled top portions. Contain LED lighting for night place making.

Solid roofing for pedestrian shade device.

Blade signage for pedestrian wayfinding.
COORDINATED STREET FURNISHINGS:

<table>
<thead>
<tr>
<th>LIGHT BOLLARD, BIKE RACK, REFUSE BIN, AND BENCH</th>
<th>SHADE STRUCTURES WITH SOLAR PANELS</th>
<th>COMBINED BUS &amp; SHADE STRUCTURE WITH INTERACTIVE INFORMATION KIOSK</th>
<th>PEDESTRIAN WAYFINDING SIGNAGE</th>
<th>ROADWAY GATEWAY ELEMENT</th>
<th>ROADWAY SIGNAGE STANDARDS</th>
<th>PEDESTRIAN AND ROADWAY LIGHT STANDARDS</th>
</tr>
</thead>
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INTEGRATED SOLAR PANELS

EXAMPLE OF LIVING WALL – PARKING LOT SCREEN
DESIGN ALTERNATIVES:
BUS SHELTERS; SHADE STRUCTURES; SECONDARY ELEMENTS
INTERSECTION AND SIDEWALK ENHANCEMENTS

INTERSECTION DEFINITION AT TWO WIDE THOROUGHFARES

INTERSECTION DEFINITION AT WIDE THOROUGHFARE AND SIDE STREET
ENVISIONED TYPICAL PUBLIC REALM CONDITIONS: PEDESTRIAN-FRIENDLY, SAFE, VISUALLY ATTRACTIVE, COMPLETE STREET CONDITIONS

- Future buildings with ground floor active uses
- Pedestrian realm amenities and enhancements
- Sidewalk planters (Bio-Swales)
- Shared roadway conditions for vehicles, bicyclists and transit
- Living-wall parking lot screens
- Coordinated sign standards
- Reduced number of curb cuts and shared parking
- Interaction between sidewalks and buildings