Request For Proposals

Parks Design Services

THEA PROJECT No. P-0826

RESPONSIBLE DEPARTMENT

Manuel Flores
Design Project Manager

PROCUREMENT DEPARTMENT

Toni-Catherine Atkinson
Procurement Manager
1104 East Twiggs Street, Suite 300
Tampa, Florida 33602
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Notice: This document is constructed in four (4) sections. Section A contains the general information and general conditions the respondents need to prepare an Expanded Letter of Response Package. Section B contains service-specific information and specific response requirements. Section C contains forms required to be submitted as part of the ELOR Package. Section D contains attachments incorporated into the ELOR Package for general information and reference.

TAMPA-HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY
EXPANDED LETTER OF RESPONSE ~ No. P-0826
Parks Design Services

The Tampa-Hillsborough County Expressway Authority (THEA) in Tampa, Florida is soliciting a Request for Proposals ("RFP") including Expanded Letters of Response (ELOR) from Firms/Respondents that are Florida Department of Transportation (FDOT) pre-qualified to provide parks design services**.** This contract will cover the design of proposed park facilities that include, but is not limited to, 12th Street Park, Meridian Trail and Storm Water, Bay to Bay Park and Selmon Greenway from 12th Street to 19th Street. Selection will be made from the ELOR Package and oral presentation.

The following firms participated in the development of the scope or procurement documentation for this project and are prohibited from proposing or participating with a proposer on this project.

- HNTB Corporation

Selection will be made from the ELOR Packages and oral presentations. THEA will evaluate the ELOR Packages and will shortlist a minimum of three (3) respondents to proceed to oral presentations. In its sole and absolute discretion, THEA intends to award a contract to the respondent who is determined to be the most responsive and responsible in accordance with the evaluation process described herein.

Responses will be evaluated and ranked on the following criteria: Relevant Firm and Team Experience; Qualifications and Availability of Key Personnel; Understanding of THEA's Program, Sites, and Critical Issues; Technical Approach to Design and Project Delivery; Management of a Multitask, Multidisciplinary Contract; and SBE Participation and Team Integration.

Interested respondents will obtain a copy of the ELOR instructions and submittal documents and submit a completed ELOR Package to THEA as referenced in Paragraph 1.4, Schedule of Events.

ELOR Packages shall include completion of the documents and required forms attached within this solicitation in Section C, Required Forms. Respondents failing to submit the Required Forms may be deemed non-responsive. The Schedule of Events containing additional important deadlines is located in the instructions and submittal documents at Section A, Paragraph 1.4.

The Instructions and Submittal Documents are available on THEA's website and the DemandStar System (www.demandstar.com).

Questions concerning this advertisement **must** be directed by email to THEA's Procurement Office at procurement@tampa-xway.com.

SECTION A

GENERAL INFORMATION AND GENERAL CONDITIONS

1. GENERAL INFORMATION:

1.1 INSTRUCTIONS TO RESPONDENTS:

To be considered, responses must be made in accordance with the instructions and requirements as contained within this solicitation's corresponding sections.

1.2 ATTACHMENTS:

The attachments listed in Section D of this solicitation, are by this reference, hereby incorporated into and made a part of this solicitation as though fully set forth herein.

1.3 PROCUREMENT PROCESS:

The procurement process that will be utilized for this selection will be Expanded Letters of Response (ELOR) Packages and oral presentations. It is THEA's intention to solicit responses from potentially qualified respondents and to enter into a contract for services upon successful negotiation of a satisfactory contract with one (1) respondent whose ELOR and oral presentation are judged, through the evaluation and negotiation process, to be in the best interest of THEA in its sole and absolute discretion.

Respondents must demonstrate to THEA that they are fully capable, staffed, and qualified to provide the services required by this solicitation. Fully qualified respondents (and/or their team assigned to provide these services) will have the qualifications (knowledge, education, training, expertise, and skills), and experience (documentation, successful, and relevant) necessary to meet the requirements of this solicitation. Determination of the respondent best qualified and experienced to perform the services required through this solicitation will be determined by THEA in its sole opinion and absolute discretion.

Respondents must submit an "Expanded Letters of Response Package" conforming to and containing all documents, forms, and information as required by the ELOR Instructions and Submittal Documents and as specifically identified in *Section B, Service Information and Expanded Letters of Response (ELOR) Requirements at Section 2.1, Expanded Letters of Response (ELOR) Package.*

THEA will evaluate and rank all responses received by the submittal date as set forth in this solicitation, or as amended by addendum, on the basis of the criteria stated herein. THEA reserves the right to request additional information and to seek clarification of any information submitted, including any omission from the original response. Additionally, THEA reserves the right to waive as informalities any irregularities in any response and to reject any and/or all responses, in its sole and absolute discretion. A minimum of three (3) top ranked respondents will proceed to oral presentations.

1.4 SCHEDULE OF EVENTS:

The selection process will adhere to the following schedule. All times given are Eastern Daylight Time. THEA reserves the right to make changes or alterations to the schedule as THEA determines in its best interest. Unless otherwise notified in writing by THEA, the dates, times, and locations indicated below for submission of items or for other actions on the part of a respondent shall constitute absolute deadlines for those activities, and failure to fully comply by the time stated shall be cause for the ELOR Package to be rejected and disqualified from further consideration.

SCHEDULE OF EVENTS

DATE	DESCRIPTION	LOCATION
October 2, 2026, by 5:00 PM	Solicitation Published	THEA Website, DemandStar
October 19, 2026, by 9:00 AM	Deadline for respondent's submission of questions to THEA	Email to Procurement@tampa-xway.com
October 30, 2026, by 5:00 PM	Deadline for THEA to respond to respondent's questions	THEA Website, DemandStar
November 13, 2026, by 9:00 AM	Deadline for Submitting Expanded Letters of Response (ELOR)	Email to Procurement@tampa-xway.com
December 4, 2026, by 12:00 PM	Evaluation Committee submits scoring of ELORs to THEA Procurement Office	Email to Procurement@tampa-xway.com
December 9, 2026, @ 1:00 PM	Evaluation Committee Meets to Confirm Scoring and Recommend Proposers for Shortlisting	Authority's Office 1104 E. Twiggs Street Tampa, FL 33602
December 9, 2026, @ 5:00 PM	Posting of Notice of Intended Shortlist	Authority Website, DemandStar
December 14, 2026, @ 1:30 PM	Board Approval of Shortlist	Authority's Office: Authority Board Room 1104 E. Twiggs Street Tampa, FL 33602
January 17, 2026 @ 9:00 – 11:00 AM	Oral presentations with shortlisted respondents	Authority's Office: 1104 E. Twiggs Street Tampa, FL 33602
January 29, 2027, by 5:00 PM	Evaluation Committee submits scores to Procurement Office	Email to Procurement@tampa-xway.com
February 3, 2027, @ 10:00 AM	Evaluation Committee Meets to Confirm Scoring & Selection	Authority's Office: 1104 E. Twiggs Street Tampa, FL 33602
February 4, 2027, by 5:00 PM	Posting of Notice of Intended Selection	THEA Website, DemandStar
February 22, 2027, @ 1:30 PM	Board Approval of Intended Selection	Authority's Office: Authority Board Room 1104 E. Twiggs Street Tampa, FL 33602
February 22, 2025, by 5:00 PM	Posting of Final Rankings	THEA Website, DemandStar

1.5 CHANGES TO SCHEDULE OR MEETING PLACE/TIME:

Any changes to paragraph 1.4 Schedule of Events or meeting place/time will be posted as an addendum and published through the DemandStar System (www.demandstar.com), OpenGov System (opengov.com), and is also available through a link on the THEA website (www.tampa-xway.com) under the Procurement Notice section.

1.6 SPECIAL ACCOMMODATIONS:

Any person requiring special accommodations to attend or participate in a THEA meeting regarding this solicitation, pursuant to the Americans with Disabilities Act, should contact the THEA Procurement Manager in person at 1104 East Twiggs Street, Suite 300, Tampa, Florida 33605 or by telephone at 813-272-6740, or by email at Procurement@tampa-xway.com at least five (5) business days prior to the scheduled meeting.

1.7 ELECTRONIC DISTRIBUTION SYSTEM:

THEA advertisements of solicitations are issued electronically via the THEA Website (https://www.tampa-xway.com/procurement/#), DemandStar's eProcurement distribution system. (DemandStar Contact Information: Telephone: 800-711-1712 /www.demandstar.com).

Obtaining solicitations documents through DemandStar ensures respondents have the following capabilities:

a) Receipt of Expanded Letters of Response (ELOR) Instructions and Submittal Documents electronically;
b) Tracking status of the procurement process;
c) Receiving Letters of Clarification and addendum;
d) Receiving the results of rankings and contract awards;

RESPONDENTS WHO OBTAIN SOLICITATION DOCUMENTS REGARDING THIS SOLICITATION FROM SOURCES OTHER THAN DEMANDSTAR OR THE THEA WEBSITE ARE CAUTIONED THE SOLICITATION PROCUREMENT DOCUMENTS MAY BE INCOMPLETE.

ATTACHMENTS, EXHIBITS, AND/OR REFERENCES NOT ATTACHED HERETO WILL BE SUPPLIED UPON REQUEST AND SHARED VIA A ONEDRIVE FILE OR SHAREPOINT. PLEASE CONTACT THE PROCUREMENT OFFICE AT PROCUREMENT@TAMPA-XWAY.COM TO REQUEST YOUR LINK.

1.8 QUESTIONS ABOUT THIS SOLICITATION OR THE SERVICES:

All requests for interpretation, clarification or questions about the procurement process or the services **must be in writing**, addressed to THEA, Procurement Office at Procurement@tampa-xway.com.

To be considered, such requests must be received no later than the date and time stated for the **Deadline for Respondent's Submission of Questions to THEA** referenced in Paragraph 1.4, Schedule of Events.

THEA will **not** make any oral response to requests for interpretation, clarification or questions about the procurement process or the services requested.

Any such responses or supplemental instructions by THEA to the respondents will be in the form of a Letter of Clarification or written addendum which if issued, will be posted on the DemandStar System (www.demandstar.com) and the THEA website no later than the date

and time stated for the **Deadline for THEA to respond to respondent's questions** referenced in Paragraph 1.4, Schedule of Events.

Failure of any respondent to receive any such Letter of Clarification or Addendum shall not relieve said respondent from any obligations contained within this solicitation.

Respondents are required to acknowledge receipt of any such addendum issued for this solicitation. A copy of the required **ACKNOWLEDGMENT OF RECEIPT OF ADDENDUM** is contained in Section C as **Exhibit 6**.

All Letters of Clarification and Addendum so issued shall become part of the contract documents.

1.9 COMMUNICATIONS/CONE OF SILENCE:

Respondents to this solicitation or persons acting on their behalf **may not** contact members of the Evaluation Committee, other THEA staff, THEA officers or THEA Board Members, or the consultants or contractors representing THEA with this solicitation once the advertisement of the solicitation has been published and until the THEA Board of Directors has made a final decision regarding the award of the contract.

Any communications regarding this advertisement must be in writing to THEA, Attention Procurement Office at procurement@tampa-xway.com.

Violation of this provision shall be cause for the respondent's ELOR Package to be rejected and disqualified from further consideration.

1.10 MODIFICATION AND WITHDRAWAL:

ELOR Packages may be withdrawn by written request dispatched by the respondent and received by THEA at any time prior to the deadline stated for the **Deadline for submitting Expanded Letters of Response (ELOR) Package** referenced in Paragraph 1.4, Schedule of Events.

Negligence on the part of the respondent in preparing its ELOR Package confers no right of withdrawal or modification after the ELOR Package has been opened at the appointed time and place by THEA.

ELOR Packages shall remain valid and in force for a period of one hundred twenty (120) days after the opening date.

1.11 DISQUALIFICATION AND CANCELLATION OF THIS SOLICITATION:

THEA reserves the right to disqualify ELOR Packages before or after opening, upon evidence of collusion with the intent to defraud or other illegal practices upon the part of the respondent.

THEA may consider any ELOR Package unresponsive that is not prepared and submitted in accordance with the instructions as contained within this solicitation and may waive as informalities any irregularities, or reject any and all responses, at its sole and absolute discretion.

THEA reserves the right to reject, at its sole and absolute discretion, an ELOR Package if the evidence submitted by the respondent or an investigation of the qualifications and/or experience of the respondent fails to satisfy THEA's Evaluation Committee that such respondent is sufficiently qualified or experienced to carry out the obligations as required in the solicitation. THEA also reserves the right to reject all ELOR Packages to the solicitation, in its sole and absolute discretion.

THEA reserves the right to reject any or all ELOR Packages as not responsible or non-responsive; to re-advertise for the services; to postpone or cancel this process; to waive irregularities in the procurement process or in the ELOR Package thereto; and to change or modify the procurement schedule at any time.

1.11.1 Examples of **not responsible** may include, without limitation, termination of a previous contract with THEA, financial weakness, or multiple legal actions taken against the respondent.

1.11.2 Examples of **non-responsive** may include, without limitation, failure to include all required information in the ELOR package, documents not properly signed, goods or services not in compliance with specifications, substitution of terms and conditions, limitation of liability, failure to comply with delivery schedule or qualification of response package contingent on another contract award.

1.12 WAIVER OF IRREGULARITIES:

THEA reserves the right to waive as informalities any irregularities contained in any ELOR Package received where such is merely a matter of form and not substance, and the correction or waiver of which is not prejudicial to other respondents. Minor irregularities are defined as those that will not have an adverse effect on THEA's interest and will not give a respondent an advantage or benefit not enjoyed by other respondents.

1.13 BINDING OFFER:

Respondent's submission of an ELOR Package will be considered a binding offer to perform the required services, assuming all terms are negotiated satisfactorily. The submission of an ELOR Package shall be taken as prima facie evidence that the respondent has familiarized itself with the contents and requirements of this solicitation.

1.14 MANDATORY PRE-PROPOSAL MEETING:

There will be no pre-proposal meeting.

1.15 COST OF PREPARATION:

The cost of preparing an ELOR Package for this solicitation will be borne entirely by the respondent.

1.16 DELIVERY OF ELOR PACKAGE:

The deadline for delivery of respondent’s ELOR Package is no later than the date and time stated for the **Deadline for Submitting Expanded Letters of Response (ELOR) Package** referenced in Paragraph 1.4, Schedule of Events.

The delivery of respondent’s ELOR Package to THEA prior to the deadline is solely and strictly the responsibility of the respondent.

All ELOR Packages shall be delivered using the method stated in the **Deadline for Submitting Expanded Letters of Response (ELOR) Package** referenced in Paragraph 1.4, Schedule of Events.

All ELOR Packages must be submitted in accordance with the instructions set forth within the Advertisement Instructions and Submittal Documents and specifically in accordance with the requirements of Section B.

Any ELOR Package received after the date and time stated for the **Deadline for Submitting Expanded Letters of Response (ELOR) Package** referenced in Paragraph 1.4, Schedule of Events, will not be considered.

1.17 OPENING OF ELOR PACKAGES:

ELOR Packages will be received and opened on the date and time and at the location specified for the **Deadline for Submitting Expanded Letters of Response (ELOR) Package** referenced in Paragraph 1.4, Schedule of Events. The Procurement Office will conduct examinations of ELOR Packages for responsiveness to requirements of the RFP. Those determined to be non-responsive and not responsible will be automatically rejected. Responsive packages will be delivered to the Evaluation Committee to be evaluated.

1.18 ELOR EVALUATIONS:

Respondents will be evaluated preliminarily on whether the respondent is responsible and responsive to this solicitation and then evaluated based on criteria that will be used by THEA for final ranking of the respondents.

An Evaluation Committee consisting of representatives of THEA will be established to review and evaluate all ELOR Packages submitted in response to this solicitation. THEA reserves the right to request additional information and clarification of any information submitted, including any omission from the original response.

The Evaluation Committee will meet to confirm their scores of the ELOR Packages and shortlist a minimum of three (3) and no more than five (5) respondents on the date, time and location stated for the **Evaluation Committee meets to confirm ELOR Package scores** referenced in Paragraph 1.4, Schedule of Events. In the event THEA receives fewer than three ELOR Packages, all respondents will be shortlisted. Respondents are not required to attend; however, the meeting is open to the public.

Criteria for evaluating the ELOR Packages to shortlist respondents are as follows:

	ELOR EVALUATION CRITERIA	Maximum Points
1.	**Relevant Firm and Team Experience** Evaluates the demonstrated experience of the prime consultant, subconsultants, and proposed personnel in designing urban parks, shared-use trails, greenways, public spaces, stormwater landscapes, recreational facilities, streetscapes, and improvements beneath or adjacent to transportation infrastructure. The evaluation will address experience advancing projects from concept through final design, permitting, bidding, and construction support.	25
2.	**Qualifications and Availability of Key Personnel** Evaluates the qualifications, relevant experience, licensing, role, commitment, and availability of the proposed Project Manager and key discipline leads. The evaluation will address architecture, landscape architecture, transportation, drainage, structures, utilities, environmental resources, arboriculture, community engagement, and permitting. The Consultant's ability to mobilize personnel for separate assignments issued through purchase orders will be evaluated.	20
3.	**Understanding of THEA's Program, Sites, and Critical Issues** Evaluates the consultant's understanding of the four identified project settings and their distinct functions, users, constraints, and opportunities. The response should demonstrate understanding of connectivity, pedestrian and bicycle safety, stormwater performance, recreational programming, placemaking, community compatibility, utilities, constructability, maintainability, permitting, and operation beneath or adjacent to an active expressway.	20
4.	**Technical Approach to Design and Project Delivery** Evaluates the proposed process for existing-conditions assessment, community/stakeholder engagement, concept development, design development, construction documents, technical specifications, opinions of probable cost, permitting, bidding assistance, and post-design services. The approach should include how the disciplines will be integrated and how previous conceptual designs and the Selmon Greenway Master Plan will be validated and advanced.	20
5.	**Management of a Multitask, Multidisciplinary Contract** Evaluates the consultant's ability to manage multiple, potentially concurrent purchase orders with different schedules, budgets, disciplines, and community needs. The evaluation will address task-order mobilization, workload allocation, schedule and budget controls, responsiveness, quality management, subconsultant coordination, risk management, cost control, and communication with THEA.	10
6.	**SBE Participation and Team Integration** Evaluates meaningful integration of SBEs into study tasks and deliverables. THEA's SBE goal is 15%.	5
	TOTAL:	**100**

The 100 total points are for scoring of the shortlist firms only and will not carry over to the Evaluation Criteria in Section 1.20.

After ranking of the respondents by the Evaluation Committee, the results will be posted no later than the date, time and at the locations stated for the **Posting of Notice of Intended Shortlist** referenced in Section A, Paragraph 1.4, Schedule of Events.

The ranking of respondents based on the Evaluation Committee's evaluation will be presented to THEA's Board of Directors for consideration and approval, with a recommendation, that the top ranked respondents (minimum of 3 and no more than 5) be shortlisted to advance to oral presentations as described in Paragraph 1.18.

1.19 ORAL PRESENTATION:

Presentations will be used to select the successful respondent from an initial shortlist. During the oral presentation, the Evaluation Committee will ask questions that will assist in evaluating the capability of the respondent and key staff to provide the desired services. Attendance at the oral presentation is limited to six (6) attendees. Only the respondent's project manager and other key staff providing the services should be present.

The order of the presentations will be established by random drawing by the procurement office. A representative of the procurement office shall facilitate the presentations, be the timekeeper during the meeting, and ensure the respondents adhere to the time constraints set forth in this section.

Each shortlisted respondent will be allotted 5 minutes for opening statements, followed by a 30-minute oral presentation and a 15-minute question-and-answer session or clarifying questions by the Evaluation Committee will be held until the end of the presentation if time permits. A total of 50 minutes in total for the oral presentations.

No handouts or visual aids other than business cards are permitted before, during, or after the presentation. Laptops will be permitted to be used via a USB/USBC cord to display on provided screen.

1.20 EVALUATION CRITERIA:

The Evaluation Committee will meet to confirm their scores and final ranking of the respondents on the date, time and at the location stated for **Evaluation Committee Meets to Confirm Scores and Final Ranking of Respondents** referenced in Section A, Paragraph 1.4, Schedule of Events. Respondents are not required to attend; however, the meeting is open to the public.

The oral presentations will be scored by the Evaluation Committee per the criteria provided below. The maximum points to be earned in the evaluation are one hundred (100) points per evaluator. The evaluation committee reserves the right to request additional information and clarification of any information submitted, including any omission from the original response.

The following evaluation criteria will be used to determine the best qualified respondents:

Criteria for shortlisted respondents presentations are as follows:

	PRESENTATION EVALUATION CRITERIA	Maximum Points
1.	**Relevant Firm and Team Experience** Evaluates the relevance and depth of experience demonstrated by the proposed team during the presentation. Proposers should connect prior experience directly to THEA's anticipated park, trail, greenway, stormwater, streetscape, and under-expressway facilities. The evaluation will address lessons learned, challenges encountered, and application of that experience to THEA projects.	25
2.	**Understanding of THEA's Program and Project-Specific Issues** Evaluates whether the presenters distinguish among the needs of the four initial project areas and recognize the program's major design, engineering, safety, community, permitting, utility, constructability, maintenance, and implementation issues. The consultant should demonstrate insight beyond restating the scope.	20
3.	**Technical Approach and Assignment Delivery Strategy** Evaluates how the consultant would advance an assignment from authorization through existing-conditions assessment, community engagement, design development, permitting, bidding, and construction support. The evaluation will address interdisciplinary integration, design decision-making, alternatives development, cost control, constructability, sustainability, resilience, maintenance, and incorporation of community input.	20
4.	**Key Personnel, Team Integration, and Availability** Evaluates the demonstrated competence, collaboration, communication, role clarity, and availability of the actual proposed personnel.	15
5.	**Project Management, Quality, Responsiveness, and Risk Control** Evaluates the consultant's ability to manage a multifaceted contract involving separate assignments, varying schedules, multidisciplinary reviews, cost estimates, permitting dependencies, stakeholder coordination, and construction-phase support. The evaluation will address QA/QC, schedule and budget control, risk management, turnaround time, document control, and issue escalation.	10
6.	**Responses to Evaluation Committee Questions** Evaluates the accuracy, completeness, directness, clarity, and professionalism of the consultant's answers. The evaluation will address technical judgment, candor regarding assumptions and limitations, consistency among team members, ability to address follow-up questions, and ability to translate complex design issues into clear recommendations for THEA.	10
	TOTAL:	**100**

After ranking of the respondents oral presentations by the Evaluation Committee, the results will be posted no later than the date, time and at the locations stated for the Posting of Notice of Intended Final Ranking referenced in Section A, Paragraph 1.4, Schedule of Events.

1.21 FINAL SELECTION:

The ranking of respondents based on the Evaluation Committee's evaluation will be presented to the THEA's Board of Directors for consideration and approval with a recommendation that the highest-ranked respondent be selected on the date, time and at the location stated for the **Board Approval of Final Ranking and Award of Contract** referenced in Section A, Paragraph 1.4, Schedule of Events. Respondents are not required to attend; however, the meeting is open to the public.

THEA's Board of Directors has the right to correct any errors in the evaluation and selection process that may have been made. THEA is not obligated to award the contract and THEA's Board of Directors may decide to reject all proposals.

After approval of the final ranking of the respondents and award of the contract by THEA's Board of Directors, the results will be posted no later than the date, time and at the locations stated for the **Posting of Notice of Board Approval of Final Ranking and Award of Contract** referenced in Section A, Paragraph 1.4, Schedule of Events.

1.22 AWARD OF CONTRACT:

The award of the contract by THEA's Board of Directors, if made, will be within one hundred and twenty (120) days after the opening of the ELOR Packages.

Upon approval of the final ranking by the THEA Board of Directors, THEA will begin negotiations with the top ranked respondent. Negotiations will include scope clarification, discussion of miscellaneous fees and other charges, insurance requirements and any other negotiable terms and conditions of the contract. Should THEA and the selected respondent not be able to negotiate a satisfactory contract THEA may negotiate and enter into a contract with the second highest ranked respondent.

1.23 Solicitation Results:

Preliminary results will be available on the date, time and at the location specified for the

Posting of Notice of Intended Final Ranking referenced in Paragraph 1.4, Schedule of Events.

Final decision will be posted publicly on the date and time referenced in Paragraph 1.4, Schedule of Events.

2. GENERAL CONDITIONS:

2.1 QUALIFICATIONS OF RESPONDENT:

Each respondent shall *be a FDOT Pre-Qualified Consultant for the following Work Types:*

3.1 Minor Highway Design
4.1.1 Miscellaneous Structures
4.1.2 Minor Bridge Design
6.1 Traffic Engineering Studies
6.2 Traffic Signal Timing
6.3.1 Intelligent Transportation Systems Analysis and Design
7.1 Signing, Pavement Marking & Channelization
7.2 Lighting
7.3 Signalization

8.1 Control Surveying
8.2 Design, Right of Way, & Const. Surveying
8.3 Photogrammetric Mapping
9.1 Soil Exploration
9.4.1 Standard Foundation Studies
14.0 Architect
15.0 Landscape Architecture

The pre-qualification requirements can be met with a combination of qualifications between the prime consultant and sub-consultants of the respondent's team within the identified work categories.

2.2 PERSONNEL:

ELOR Packages submitted for this solicitation will be evaluated, in part, based upon the qualifications of the respondent's team and upon the qualifications of key personnel presented in the ELOR Package.

By submitting an ELOR Package, the respondents agree and acknowledge that they will provide the full complement of staff required to perform the services, including the specific individuals named in the respondent's proposal.

The specific key personnel named in the respondent's ELOR Package shall remain assigned for the duration of the services, unless otherwise agreed to in writing by THEA.

After the award of the resulting contract from this solicitation, in the event that the selected respondent proposes to substitute any of the key personnel, the individual(s) proposed as substitute(s) must demonstrate equal or superior qualifications and experience as required to successfully perform such duties. THEA shall have the sole right to determine whether key personnel proposed as substitutes are accepted and qualified to provide the services.

2.3 AVAILABILITY OF PERSONNEL:

Personnel described in the respondent's ELOR Package shall be available to perform the services as described. All personnel shall be considered to be, at all times, the employees, or agents of a respondent and not employees or agents of THEA.

2.4 CONTRACT:

The selected respondent shall enter into a contract with THEA for these services with the terms and conditions as specified within this solicitation's instructions and submittal document.

2.5 CONTRACT DURATION:

The contract duration will be for three (3) years plus two (2) one (1) year renewal options.

2.6 CONTRACT ASSIGNMENT:

The selected respondent may not make any assignments of their obligations resulting from this solicitation without the prior written authorization of THEA.

2.7 NON-EXCLUSIVITY OF CONTRACT:

The selected respondent understands and agrees that any resulting contractual relationship is non-exclusive and THEA reserves the right to seek similar or identical services elsewhere if deemed in the best interest of THEA and to cancel any contract with a 30-day written notice from THEA.

2.8 COMPLIANCE:

THEA has the right to reject the ELOR Package or annul the award in the event respondent's ELOR Package does not comply with any of the requirements outlined herein.

2.9 OWNERSHIP OF DOCUMENTS:

All documents resulting from this procurement process and subsequent contracts will become the sole property of THEA.

2.10 PUBLIC RECORDS LAW:

In accordance with Florida Statutes Chapter 119, and, except as may be provided by other applicable State and Federal Laws, all respondents should be aware that this solicitation and all the responses thereto are in the public domain and are available for public inspection.

The respondents are requested, however, to identify specifically any information contained in their ELOR Package which they consider confidential and/or proprietary and which they believe to be exempt from disclosure, citing specifically the applicable exemption law.

All ELOR Packages received in response to this advertisement will become the property of THEA and will not be returned.

2.11 PUBLIC ENTITY CRIMES STATEMENT:

A person, affiliate, or corporation who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid on a contract to provide any goods or services to a public entity, may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work, may not submit bids on leases of real property to a public entity, may not be awarded or perform work as a contractor, supplier, consultant, subcontractor, or contractor under a contract with any public entity, and may not transact business with any public entity in excess of the threshold amount provided in Section 287.017, Florida Statutes, for a period of 36 months from the date of being placed on the convicted vendor list.

Any such person, affiliate, or corporation wishing to propose on this solicitation must include a current sworn statement pursuant to Section 287.133 (1) Florida Statutes, on public entity crimes. A copy of the required **Exhibit 2 - PUBLIC ENTITY CRIMES** is contained in Section C.

THEA may make inquiries regarding alleged convictions or public entity crimes. The failure of the respondent to promptly supply information in connection with an inquiry or the failure to comply with the requirement contained within this section will cause the rejection of any submitted bid, offer, response, or proposal, at the sole discretion of the THEA.

2.12 INSURANCE REQUIREMENTS:

For the term of these services and agreement, during contract award the respondent shall procure and maintain insurances of the types and limits specified in **ATTACHMENT 2**, **INSURANCE REQUIREMENTS, COVERAGES AND LIMITS**.

2.13 BID SECURITY:

A Bid Security is not required for this solicitation.

2.14 PAYMENT AND PERFORMANCE BOND:

A Payment and Performance Bond is not required for this solicitation.

2.15 COMPUTER ANIMATION:

The selected firm will develop this project utilizing Computer Aided Drafting and Design (CADD) systems and provide a 3D model to the THEA general engineering consultant ("GEC"). It is the responsibility of the selected firm to meet the requirements in the *FDOT CADD Manual* and coordinate with the

THEA GEC to determine the 3D model requirements. The selected firm will submit final documents and files as described therein. The selected firm will find additional related information in the *FDOT Design Manual.*

The selected firm will scan all computer disks and drives for viruses prior to submitting files to the THEA. Failure to scan for viruses may result in a lower selected firm work performance evaluation.

2.16 CONFLICTS OF INTEREST:

The respondent shall state if it represents clients that may present conflicts or potential conflicts with representation of THEA. Respondent shall provide a list of any potential conflicts by description. Respondent need not identify a particular client. If conflicts are listed, the respondent shall address how these conflicts will be resolved. A copy of the required **CONFLICTS OF INTEREST STATEMENT** is contained in Section C as **Exhibit 3**.

2.17 SCRUTINIZED COMPANIES:

Section 287.135 of the *Florida Statutes* prohibits governmental entities from contracting for goods and services of $1 million or more with companies with Activities in Sudan List, (b) it is not on the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, (c) it is not on the Scrutinized Companies with Activities in Iran Terrorism Sectors List, (d) that it does not have Business operations or is engaged in business in Cuba or Syria, and (e) that it is not engaged or engaging in a Boycott of Israel, and that all such certifications were true at the time it submitted its ELOR Package.

A company that, at the time of bidding or submitting a proposal for a new contract is on the Scrutinized Companies with Activities in Sudan List, (b) it is not on the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, (c) it is not on the Scrutinized Companies with Activities in Iran Terrorism Sectors List, (d) that it does not have Business operations or is engaged in business in Cuba or Syria, and (e) that it is not engaged or engaging in a Boycott of Israel, is ineligible for, and may not bid on, submit a proposal for, or enter into or renew a contract with an agency or local government entity for goods or services of $1 million or more.

Respondents must certify that it is not listed on the Scrutinized Companies with Activities in Sudan List, (b) it is not on the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, (c) it is not on the Scrutinized Companies with Activities in Iran Terrorism Sectors List, (d) that it does not have Business operations or is engaged in business in Cuba or Syria, and (e) that it is not engaged or engaging in a Boycott of Israel.

The resulting contract from this solicitation shall contain a provision that allows for immediate termination of the contract by THEA if the respondent is found to have submitted a false statement or if the respondent during the term of the resulting contract is placed on the Scrutinized Companies with Activities in Sudan List, (b) it is not on the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, (c) it is not on the Scrutinized Companies with Activities in Iran Terrorism Sectors List, (d) that it does not have

Business operations or is engaged in business in Cuba or Syria, and (e) that it is not engaged or engaging in a Boycott of Israel.

Respondents are required to complete and submit the Certification Regarding Scrutinized Companies Lists with its ELOR Package. A copy of the required **Exhibit 4 - CERTIFICATION REGARDING SECURITIZED COMPANIES LIST** is contained in Section C.

2.18 E-VERIFY SYSTEM:

The respondent shall comply with all applicable provisions of sections 448.09 and 448.095, Florida Statutes, as may be amended. The definitions in section 448.095(1), Florida Statutes, as may be amended, apply to this solicitation. The respondent shall register with and use the U.S. Department of Homeland Security's E-Verify system to verify the work authorization status of all employees of respondent. The respondent may not enter into a contract with a subcontractor to perform work under the awarded respondent agreement unless and until the subcontractor registers with and uses the E-Verify system. If the respondent enters into a contract with a subcontractor to perform work, the respondent must obtain a properly executed affidavit from the subcontractor stating that the subcontractor does not employ, contract with, or subcontract with an unauthorized alien. The respondent must maintain copies of all such affidavits for the duration of these Services. THEA may terminate the executed agreement for cause if THEA determines that respondent or respondent's subcontractor has not complied with any applicable provision of sections 448.09 or 448.095, Florida Statutes, as may be amended. THEA will terminate the agreement for cause if THEA has a good faith belief that respondent has knowingly violated subsection 448.09(1), Florida Statutes, as may be amended. If the THEA has a good faith belief that a subcontractor knowingly violated section 448.09(1), Florida Statutes, as may be amended, but THEA determines that respondent otherwise complied with section 448.09(1), Florida Statutes, as may be amended, THEA will notify the respondent as such, and the respondent must immediately terminate the respondent's contract with said subcontractor. If the executed agreement is terminated under section 448.095(c), F.S.: (a) such termination is not a breach and may not be considered as such; (b) respondent may not be awarded a public contract for at least one (1) year after the date on which the agreement is terminated; and (c) respondent is liable for any additional costs incurred by THEA as a result of the termination of the agreement.

The selected respondent and all its subconsultants shall provide proof of registration and required certificate (as of January 1, 2021) in the E-Verify system to THEA upon execution of a contract.

2.19 NOTICE OF PROTEST:

2.19.1 Protests Prior to Notice of Award:

Any person wishing to protest THEA's procurement process or its solicitation documents for the procurement of services must file a Notice of Intent to Protest accompanied by a protest bond in the amount of $5,000 within 72 hours of THEA's publication of the procurement documents, (excluding Saturdays, Sundays, and legal holidays). Within five (5) calendar days of the filing of the Notice of Intent to Protest and posting of bond, the protesting party must file a written protest stating with particularity the facts and law upon which the protest is based. The protest should: (1) state the specific provision(s) of the bid or proposal package or process applicable to the protest; (2) state the specific manner or method in which the protesting party alleges that THEA erred in its interpretation or implementation of its procurement process, procedures or statutory provisions; (3) state the basis upon which the protest is premised; and (4) state the protesting party's position and arguments of law, including any evidence supporting the position.

2.19.2 Protests After Notice of Award:

Any person wishing to protest THEA's actions leading up to a notice of recommendation to either reject any or all bids, or to make a selection or award ("Notice of Decision"), must file a Notice of Intent to Protest, accompanied by a protest bond in the amount of $5,000 with THEA within 72 hours of THEA's publication of its Notice of Decision, (excluding Saturdays, Sundays, and legal holidays). The protest bond required herein shall be in addition to the protest bond referenced in Paragraph 2.27.1 above. Within five (5) calendar days of the filing of the Notice of Intent to Protest and posting of bond, the protesting party must file a written protest stating with particularity the facts and law upon which the protest is based. The protest should: (1) state the specific provision(s) of the bid package or process applicable to the protest; (2) state the specific manner or method in which the protesting party alleges that THEA erred in its interpretation or implementation of its procurement process, procedures or statutory provisions; (3) state the basis upon which the protest is premised; and (4) state the protesting party's position and arguments of law, including any evidence supporting the position.

2.20 EXPANDED LETTERS OF RESPONSE (ELOR) PACKAGE REVIEW:

To assist respondents in preparing and submitting a complete ELOR Package, a checklist is included for respondent's use.

The **RESPONDENT'S Expanded Letters of Response (ELOR) PACKAGE REVIEW CHECKLIST** is contained in Section C as **Exhibit 5**.

2.21 RESTRICTION ON RESPONDENTS' ELIGIBILITY TO COMPETE FOR THIS PROJECT

A respondent, its affiliate, or sub-consultant that is under contract with THEA for the development of this solicitation cannot be part of a respondent's team proposing to this solicitation.

[**END OF SECTION A – GENERAL INFORMATION AND GENERAL CONDITIONS]**

SECTION B

3. EXPANDED LETTERS OF RESPONSE (ELOR) PACKAGE:

ELOR Packages must be submitted using the method stated in the **Deadline for Submitting Expanded Letters of Response (ELOR*)* Package** referenced in Section A, Paragraph 1.4, Schedule of Events.

Submittal Deadline - The deadline for delivery of respondent's ELOR Package is no later than the date and time stated for the **Deadline for Submitting Expanded Letters of Response (ELOR*)* Package** referenced in Section A, Paragraph 1.4, Schedule of Events.

Submittal Quantities - One (1) electronic copy of the ELOR Package in Adobe PDF shall be delivered to THEA by the date, time, and at the location stated for the **Deadline for Submitting Expanded Letters of Response (ELOR*)* Package** referenced in Section A, Paragraph 1.4, Schedule of Events.

Format - The response should be submitted on 8½-inch by 11-inch pages unless otherwise authorized. Each page should be typewritten and single-spaced with a font size of 10. Text should be presented single-sided on each separate page. Graphics and photographs shall be held to a minimum.

ELOR Packages must be submitted as a single document attached to an e-mail, submitted electronically to the indicated address as referenced in Section A, Paragraph 1.4, Schedule of Events. The ELOR Packages must not exceed 8 MG in size in Adobe PDF format and unzipped. Failure to comply with the submittal requirements may cause the ELOR Packages to be considered non-responsive.

Signature - All responses must be either manually or digitally signed by an authorized officer, principal or partner (as applicable).

Content - In order to ensure a uniform review process and to obtain the maximum degree of understanding of the respondent's abilities, experience and qualifications, it is **required** that respondent's ELOR Package be organized, tabbed and submitted as follows:

1. **Table of Contents**
2. **Expanded Letters of Response**

   A maximum of **five (5) pages** will be allowed for the "Expanded Letter of Response" element. The five-page limit does not include organizational chart, resumes, forms, or staff hour estimate. The ELOR shall contain the following:

   Minimum Requirements:

   - State the RFP name and number;
   - Name of Firm;
   - Firm address;
   - Firm telephone number;
   - Project Manager's name (Project Manager will be considered the primary contact for the respondent during the procurement process **and** during performance of the scope of services);
   - Project Manager's address;
   - Project Manager's telephone number;
   - Project Manager's email address;

- Relevant Firm and Team Experience
- Qualifications and Availability of Key Personnel
- Understanding of THEA's Program, Sites, and Critical Issues
- Technical Approach to Design and Project Delivery
- Management of a Multitask, Multidisciplinary Contract
- SBE Participation and Team Integration

3. Organizational Chart

Attach an organizational chart that includes the following:

- Identify key members of respondent's team including the proposed Project Manager and names and roles of other key personnel;
- State firm name for key members of respondent's team (if from a Subconsultant);
- State office location (city and state) for key members of respondent's team.

Only those members of the team who will **actively** participate under the potential work assignments should be included. Individuals who would be available on an "as-needed" basis should be omitted.

A maximum of 1 page will be allowed for the "Organizational Chart" element. The Organizational Chart may be submitted on paper sized larger than 11" x 17" if folded neatly to 11" x 17".

4. Resumes

Include **one (1) page** resume for the Project Manager and each of the lead staff of respondent's team.

5. FDOT Prequalification Letter

Include the FDOT Prequalification Letter for all consultant firms included on the respondent's team's organizational chart.

[END OF SECTION B – RESPONSE REQUIREMENTS]

SECTION C

REQUIRED EXHIBITS

Required forms to be completed, signed, notarized when indicated and included in Respondent's ELOR Package:

EXHIBIT 1: Declaration of Respondent
EXHIBIT 2: Public Entity Crimes Form
EXHIBIT 3: Conflicts of Interest Statement
EXHIBIT 4: Certification Regarding Scrutinized Companies Lists
EXHIBIT 5: Respondent's Response Package Review Checklist
EXHIBIT 6: Acknowledgment of Receipt of Addendum
EXHIBIT 7: Drug Free Workplace Form
EXHIBIT 8: Anticipated SBE Participation Statement Form

Note: Failure to submit the required forms may result in respondent's ELOR Package being determined non-responsive and rejected.

EXHIBIT 1

DECLARATION OF RESPONDENT

1. Name of Respondent: _____
(RESPONDENT, CORPORATION, BUSINESS OR INDIVIDUAL)

2. Name of Contact Person: _____

3. Our local (to Tampa, Florida) business and mailing address is: _____

_____

4. Professional License Number is:_____

5. The Project Manager assigned to this contract has a current Professional License Number of _____ issued by the State of _____.

6. Federal I.D. Number: _____

7. Our primary business address is: _____

8. Our present business phone number is: _____

9. Our present fax number is: _____

10. Our present e-mail address is: _____

11. Our business has been operating under its present name since: _____

The below named respondent affirms and declares:

(1) That the respondent has contractual capacity and that no other person, respondent, or corporation has any interest in this response.

(2) That this response is made without any understanding, agreement, or connection with any other person, respondent or corporation making a response for the same purpose, and is in all respects fair and without collusion or fraud.

(3) That the respondent is not in arrears to the Tampa-Hillsborough County Expressway Authority (THEA) upon debt or contract and is not a defaulter, as surety or otherwise, upon any obligation to THEA.

(4) That the respondent is not in litigation or been disbarred from doing business with THEA.

(5) That no officer or employee or person whose salary is payable in whole or in part from THEA is, shall be, or become interested, directly or indirectly, as surety or otherwise in this response; in the performance of the contract; for the supplies, materials, equipment, and work or labor to which they relate; or in any portion of the profits thereof.

(6) That by submitting a proposal, the respondent agrees and acknowledges that it will provide the full complement of staff required to perform the scope of

services, including the specific individuals named in the its proposal and the specific key personnel named in its proposal shall remain assigned for the duration of the project, unless otherwise agreed to in writing by the THEA.

(7) By submitting this response, respondent accepts and acknowledges that respondent can comply with all terms and conditions set forth in the solicitation including, without limitation, the insurance and performance/payment bond requirements and the indemnification provisions.

(8) The person signing hereby warrants that they are duly authorized to sign and bind on behalf of the respondent.

IN WITNESS WHEREOF, this response is hereby signed and sealed as of the date indicated below.

ATTEST:	**RESPONDENT:**
_____	_____
(Witness Signature)	Respondent Name
_____	By: _____
(Printed Name of Witness)	(AUTHORIZED SIGNATURE)
_____	_____
(Witness Signature)	(Printed Name of Signer)
_____	_____
(Printed Name of Witness)	(Title of Signer)
	_____
	(Date Signed)

NOTE: The person signing for the respondent shall in his/her own handwriting, sign the company's name, his/her own name and his/her title. Where the person signing for a corporation is <u>other</u> than the President or Vice-President, he/she must by affidavit, show his/her authority to bind the Company. Said affidavit shall be attached to this Declaration of Respondent.

STATE OF _____

COUNTY OF _____

Sworn to (or affirmed) and subscribed before me this _____ day of _____20_____, by

_____. (Name
of Individual Signing)

_____
Signature of Notary Public

My Commission Expires: _____

[Apply Notary Seal Here]

[END OF EXHIBIT 1 - DECLARATION OF RESPONDENT]

EXHIBIT 2

SWORN STATEMENT UNDER SECTION 287.133(3)(a), FLORIDA STATUTES, ON PUBLIC ENTITY CRIMES

THIS FORM MUST BE SIGNED AND SWORN TO IN THE PRESENCE OF A NOTARY PUBLIC OR OTHER OFFICER AUTHORIZED TO ADMINISTER OATHS.

1. This sworn statement is submitted to Tampa-Hillsborough County Expressway Authority

by _____
[print individual's name and title]
for _____
[print name of entity submitting sworn statement]
whose business address is _____
and (if applicable) its Federal Employer Identification Number (FEIN) is _____
(If the entity has no FEIN, include the Social Security Number of the individual signing this sworn statement: _____.)

2. I understand that a "public entity crime" as defined in a Paragraph 287.133(1)(g), Florida Statutes**,** means a violation of any state or federal law by a person with respect to and directly related to the transaction of business with any public entity or with an agency or political subdivision of any other state or of the United States, including, but not limited to, any bid or contract for goods or services to be provided to any public entity or an agency or political subdivision of any other state or of the United States and involving antitrust, fraud, theft, bribery, collusion, racketeering, conspiracy, or material misrepresentation.

3. I understand that "convicted" or "conviction" as defined in Paragraph 287.133(1)(b), Florida Statutes, means a finding of guilt or a conviction of a public entity crime, with or without an adjunction of guilt in any federal or state trial court of record relating to charges brought by indictment or information after July 1, 1989, as a result of a jury verdict, nonjury trial, or entry of a plea of guilty or nolo contendere.

4. I understand that an "affiliate" as defined in Paragraph 287.133 (1)(a), Florida Statutes, means:

i. A predecessor or successor of a person convicted of a public entity crime; or

ii. An entity under the control of any natural person who is active in the management of the entity and who has been convicted of a public entity crime. The term "affiliate" includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in the management of the affiliate. The ownership by one person of shares constituting a controlling interest in another person, or a pooling of equipment or income among persons when not for fair market value under an arm's length agreement, shall be prima facie case that one person controls another person. A person who knowingly enters into a joint venture with a person who has been convicted of a public entity crime in Florida during the preceding 36 months shall be considered an affiliate.

5. I understand that a "person" as defined in Paragraph 287.133(1)(e), Florida Statutes, means any natural person or entity organized under the laws of any state or of the United States with the legal power to enter into a binding contract and which bids or applies to bid on contracts for the provision of goods or services let by a public entity. The term "person" includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in management of an entity.

6. Based on the information and belief, the statement which I have marked below is true in relation to the entity submitting this sworn statement. **[indicate which statement applies.]**

____ Neither the entity submitting this sworn statement, nor any officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of entity, nor any affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989.

____ The entity submitting this sworn statement, or one or more of its officers, directors, executives, partners, shareholders, employees, members or agents who are active in the management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent of July 1, 1989.

____ The entity submitting this sworn statement, or one or more of its officers, directors, executives, partners, shareholders, employees, members or agents who are active in the management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent of July 1, 1989. However, there has been a subsequent proceeding before a Hearing Officer of the State of Florida, Division of Administrative Hearings and the Final Order entered by the hearing Officer determined that it was not in the public interest to place the entity submitting this sworn statement on the convicted vendor list. **[attach a copy of the final order]**

I UNDERSTAND THAT THE SUBMISSION OF THIS FORM TO THE CONTRACTING OFFICER FOR THE PUBLIC ENTITY IDENTIFIED IN PARAGRAPH 1 (ONE) ABOVE IS FOR THAT PUBLIC ENTITY ONLY AND, THAT THIS FORM IS VALID THROUGH DECEMBER 31 OF THE CALENDAR YEAR IN WHICH IT IS FILED. I ALSO UNDERSTAND THAT I AM REQUIRED TO INFORM THE PUBLIC ENTITY PRIOR TO ENTERING INTO A CONTRACT IN EXCESS OF THE THRESHOLD AMOUNT PROVIDED IN SECTION 287.017, FLORIDA STATUTES FOR CATEGORY TWO OF ANY CHANGE IN THE INFORMATION CONTAINED IN THIS FORM.

_____
[signature]

Sworn to and subscribed before me this _____day of _____, 20_____.
Personally known _____ OR Produced identification ____
Notary Public – State of _____
My commission expires _____
(Type of Identification)
(Printed, typed or stamped Commissioned Name of Notary Public)

(END OF EXHIBIT 2- PUBLIC ENTITIES CRIME STATEMENT)

EXHIBIT 3

CONFLICTS OF INTEREST STATEMENT

Check one of the boxes below:

☐ To the best of our knowledge, the undersigned respondent has no potential conflict of interest due to any other clients, contracts, or property interest for this solicitation and project.

OR

☐ The undersigned respondent, by attachment to this form, submits information which **may** be a potential conflict of interest due to other clients, contracts or property interest for this solicitation and project.

RESPONDENT:

By: _____
(AUTHORIZED SIGNATURE)

_____
(Printed Name of Signer)

_____
Title of Signer)

_____
(Date Signed)

[END OF EXHIBIT 3 – CONFLICTS OF INTEREST STATEMENT

EXHIBIT 4

CERTIFICATION REGARDING SCRUTINIZED COMPANIES LISTS

This certification is required pursuant to Florida Statute, Section 287.135.

By executing this form and each and every renewal hereof (if renewal is separately provided for herein), pursuant to section 287.135, Florida Statutes, Consultant certifies, represents, and warrants that: (a) it is not on the Scrutinized Companies with Activities in Sudan List, (b) it is not on the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, (c) it is not on the Scrutinized Companies with Activities in Iran Terrorism Sectors List, (d) that it does not have Business operations or is engaged in business in Cuba or Syria, and (e) that it is not engaged or engaging in a Boycott of Israel, and that all such certifications were true at the time it submitted its bid or proposal for this Agreement, as of the Effective Date of this Agreement, and as of the effective date of any renewal of this Agreement. Notwithstanding anything contained in this Agreement to the contrary, the Authority may terminate this Agreement immediately for cause if: (1) Consultant is found to have submitted a false certification regarding (a) – (e) above in accordance with section 287.135(5), Florida Statutes, (2) Consultant is found to have been placed on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, or is or has been engaged in Business operations in Cuba or Syria or a Boycott of Israel, or (3) Consultant is found to have been placed on a list created pursuant to section 215.473, Florida Statutes, relating to scrutinized active business operations in Iran. Such termination shall be in addition to any and all remedies available to the Authority at law or in equity. The terms "Boycott of Israel" and "Business operations" used in this section are defined as in Section 287.135, Florida Statutes. The Lists referred to in this section are those Lists in and maintained pursuant to section 287.135, Florida Statutes.

Firm: _____

Firm FID or EIN: _____

Address: _____

City: _____ **State:** _____ **Zip:** _____

I hereby warrant that I am duly authorized to sign and bind on behalf of the company listed above as the "Firm".

I hereby certify and affirm that the company listed above as the "Firm" certifies, represents, and warrants that:

(a) it is not on the Scrutinized Companies with Activities in Sudan List, (b) it is not on the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, (c) it is not on the Scrutinized Companies with Activities in Iran Terrorism Sectors List, (d) that it does not have Business operations or is engaged in business in Cuba or Syria, and (e) that it is not engaged or engaging in a Boycott of Israel, and that all such certifications were true at the time it submitted its bid or proposal for this Agreement, as of the Effective Date of this Agreement, and as of the effective date of any renewal of this Agreement. I understand pursuant to Florida Statue, Section 287.135, the submission of a false certification may subject the Respondent/Bidder to civil penalties, attorney's fees and/or costs.

Firm:

By: _____
(Authorized Signature)

_____
_____
(Printed Name of Signer) (Title of Signer)

_____
(Date Signed)

[END OF EXHIBIT 4 – CERTIFICATION REGARDING SCRUTINIZED COMPANIES LIST]

EXHIBIT 5

RESPONDENT'S EXPANDED LETTERS OF RESPONSE (ELOR) PACKAGE REVIEW CHECKLIST

Respondent's ELOR Package **must be** organized and labeled following the instructions as contained in **Section B**, Paragraph 2.1, ELOR Package.

Proposal Format	Section Title
	1. Table of Contents
	2. ELOR
	3. Organizational Chart
	4. Resumes
	5. Completed Forms Exhibit 1 - Declaration of Respondent Exhibit 2 - Public Entity Crimes Statement Exhibit 3 - Conflicts of Interest Statement Exhibit 4 - Certification Regarding Scrutinized Companies List Exhibit 5 - Respondents Response Package Review Checklist Exhibit 6 - Acknowledgement of Receipt of Addendum Exhibit 7 - Drug Free Workplace Form Exhibit 8 - Anticipated SBE Participation Statement Form

By submitting this response, we accept and acknowledge that we can comply with all terms and conditions set forth in the ELOR including, without limitation, the insurance and performance/payment bond requirements and the indemnification provision.

_____ _____

Name of Person Responsible Date

_____ _____

Title of Person Responsible Company Name

[END OF EXHIBIT 5 - RESPONDENT'S EXPANDED LETTERS OF RESPONSE (ELOR) PACKAGE REVIEW CHECKLIST]

EXHIBIT 6

ACKNOWLEDGEMENT OF RECEIPT OF ADDENDUM

Were Addenda issued on this Solicitation?

☐ Yes

☐ No

Were Letter of Clarification issued on this Solicitation?

☐ Yes

☐ No

I (We) hereby acknowledge receipt of the following Addendum/Addenda issued in reference to this solicitation by listing the Addenda by number, date and signing the form:

Addendum _____ Date: _____

Addendum _____ Date: _____

Addendum _____ Date: _____

Addendum _____ Date: _____

Letter of Clarification _____ Date: _____

Letter of Clarification _____ Date: _____

Letter of Clarification _____ Date: _____

Letter of Clarification _____ Date: _____

RESPONDENT:

By: _____
(AUTHORIZED SIGNATURE)

_____
(Printed Name of Signer)

_____
(Title of Signer)

_____
(Date Signed)

[END OF EXHIBIT 6 - ACKNOWLEDGEMENT OF RECEIPT OF ADDENDUM]

EXHIBIT 7

DRUG FREE WORKPLACE FORM

The undersigned firm, in accordance with Florida Status 287.087 hereby certifies that

_____ does:

Name of Business

1. Publish a statement of notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.
2. Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.
3. Give each employee engaged in providing the commodities or contractual services that are under bid a copy of the statement specified in Paragraph 1.
4. In the statement specified in paragraph 1, notify the employees that, as a condition of working on the commodities or contractual services that are under bid, the employees will abide by the terms of a statement and will notify the employer of any conviction of, or plea of guilty or nolo contendere to, any violation of Florida Statute 893 or of any controlled substance law of the United States or any state, for a violation occurring in the workplace no later than five (5) days after such conviction.
5. Impose a sanction of, or require the satisfactory participation in a drug abuse assistance or rehabilitation program is such is available in the employee's community, by any employee who is convicted.
6. Make a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs 1 thru 5.

As the person authorized to sign this statement, I certify that this firm complies with the above requirements.

_____
Firm's Signature

_____
Date

[END OF EXHIBIT 7 - DRUG FREE WORKPLACE FORM]

EXHIBIT 8

ANTICIPATED SBE PARTICIPATION STATEMENT

FOR TAMPA-HILLSBOROUGH COUNT EXPRESSWAY AUTHORITY

Project Number: _____

Respondent: _____

Is the prime contractor an SBE as described in THEA's Policy adopted February 25, 2002?
(Yes___) (No___)

It is our intent to subcontract_____% of the contract dollars to SBE(s). Listed below are the proposed SBE sub-contractors_____(to the extent known, please indicate whether the company holds, Minority, Women or Disadvantaged Business Enterprise Status.):

SBE(s) Name	Type of Work/Specialty Minority Status	Dollar Amount/Percentage

Submitted by:_____

Title: _____

Email: _____

Date: _____

[END OF EXHIBIT 8 – ANTICIPATED SBE PARTICIPATION]

SECTION D

ATTACHMENTS:

1. Scope of Services
2. Insurance Requirements, Coverages and Limits

ATTACHMENT 1

SCOPE OF SERVICES

FOR

PARKS DESIGN SERVICES

1. PURPOSE:

Tampa-Hillsborough County Expressway Authority (THEA) is soliciting qualified firms to provide parks design services. The Scope of Services defines the services that are required.

2. SCOPE:

THEA intends to engage the selected firm to perform park and trail design services at the following locations:

- 12th Street Park
  12th Street Park is a new park located along the Selmon Greenway north of the Deputy Kotfila Dog Park and west of North 12th Street. Strategically located between Downtown Tampa, Water Street, Ybor City, the Channel District, GasWorx, and future waterfront development areas, the park will serve as a critical pedestrian and bicycle connection while providing recreational and open-space amenities. The park will include enhanced stormwater facilities, ecological space, recreational areas, greenspace and plaza areas. Conceptual design has been completed for 12th Street Park and will be made available as a reference document.

- Meridian Avenue Trail and Stormwater Project
  The Meridian Avenue Trail and Stormwater Project transforms the Meridian Avenue Corridor into distinct components: the Meridian Interpretive Trail, the Meridian Streetscape and an innovative Stormwater facility that uses the natural elements functionally as part of the aesthetic and feel along the corridor. Consistent with the Selmon Greenway Master Plan, the project takes separate components and forms a unified open space strategy that places functional stormwater operations and pedestrian safety at the forefront.

- Selmon Greenway from Deputy Kotfila Memorial Dog Park to 19th Ave
  This east greenway anchor is an important connection between Historic Ybor City and planned developments around the Greenway. This zone includes public spaces, safe pedestrian crossings and street front improvements on

Adamo Dr that create a boulevard style experience connecting Ybor City and future developments across Adamo. The eastern trailhead is a jump-off location for western Greenway destinations, as well as a potential new link to future Greenway trail opportunities linking to the Bypass Canal Trail. Conceptual design has been completed for this segment of the Selmon Greenway and will be made available as a reference document.

- Bay to Bay Community Park
  The Bay-to-Bay Community Park is a proposed park in South Tampa, underneath the Selmon Expressway at the intersection of Bay-to-Bay Blvd and MacDill Ave. The proposed area has been identified by THEA and the surrounding neighborhoods for aesthetic enhancements, recreational areas, a potential dog park, and flexible use plaza space. The purpose of the Bay-to-Bay Community Park is to provide additional recreational opportunities and community connectivity leveraging the area under the Selmon Expressway.

The successful firm and their team shall have proven experience in park and trail design and include professionals that cover the broad range of disciplines and expertise needed for performing the services. THEA has a goal of 15% SBE participation.

Work under the contract will be assigned as separate task orders. THEA gives no assurance that any work will be assigned. THEA may also choose to advertise and contract separately for consultant services for any future work assignments. Assignments may be adjusted based upon THEA's review of other important considerations (i.e., firm's availability of work force, responsiveness, turnaround time, firm's special expertise, parity of work assignments, Small Business Enterprise (SBE) participation, etc.).

Assignments will be subject to funding by THEA. THEA also reserves the right to terminate the contract at its convenience with proper notice.

The successful firm(s) shall engage professionals and technicians who are licensed, certified and qualified to perform the work. Key personnel anticipated on the project, include:

- Project Manager
- Architect
- Landscape Architect
- Transportation Engineer
- Drainage Engineer
- Structural Engineer
- Mechanical Engineer
- Electrical Engineer
- Utility Coordinator
- Utility Engineer/Designer
- Environmental Scientist
- Arborist

- Community Engagement Lead
- Archaeologist/Historian

Park and trail design services to be provided by the selected respondent may include, but are not limited to or required to include the following:

Project Management and Coordination

- Conduct project kickoff meeting with THEA
- Facilitate regular progress meetings with THEA
- Develop and maintain the project schedule and communication protocols.
- Coordinate with subconsultants and partner agencies throughout design.
- Prepare monthly progress reports and attend project coordination meetings.
- Quality Control/Assurance

Existing Conditions Inventory and Assessment

- Review available GIS data, surveys, environmental reports, utility information, and master plans.
- Archaeological and historical resource evaluation.
- Conduct field investigations to document existing site conditions, vegetation, drainage, access points, structures, and adjacent land uses.
- Obtain updated survey and geotechnical information.
- Subsurface utility engineering (SUE).
- Identify opportunities and constraints affecting trail alignment and park improvements.

Community Engagement

- Facilitate workshops, meetings, and stakeholder outreach events.
- Develop presentation materials, exhibits, and meeting summaries.
- Gather and incorporate community input into the design process.
- Document public preferences, priorities, and concerns.

Develop Design Documents

- Concept Design
- Schematic Design (30%)
- Design Development (60%)
- Construction Documents (90% and Final)
- Technical Specifications
- Opinions of Probable Cost

Permitting Support

- Coordinate with regulatory agencies and THEA.
- Prepare permit application(s), environmental clearances, and supporting documentation.
- Address agency review comments.
- Support permitting efforts as required.

Bidding Assistance

- Respond to contractor requests for information (RFIs).
- Attend pre-bid meeting(s).

Post-Design Services

- Review shop drawings and material submittals.
- Respond to construction RFIs.
- Conduct periodic site observations.
- Participate in construction progress meetings.
- Coordinate with the CEI to provide support during construction.

Anticipated Deliverables

- Project Schedule
- Quality Assurance Plan
- Existing Conditions Report
- Conceptual Design Plans
- Community Engagement Plan
- 30%, 60%, 90%, and Final Design Plans for related disciplines (Architecture, Engineering, and Landscape Architecture).
- Opinions of Probable Cost
- Technical Specifications
- Permit Packages
- Bid Documents
- Post-Design Documentation

Design Elements

The following elements may be included in the designs at THEA's sole discretion:

- At-Grade Trails
  - Primary trails are anticipated to be 10' – 24' wide with a paved surface.
  - Secondary trails are narrower trails that connect to site features and can be paved or surfaced with permeable materials, such as crushed stone.
- Above-Grade Trails
  - Bridges
  - Boardwalks
- Trail Street Crossings
  - Trail crossings that span the roadway.
  - Safety components (signals, paint, signage) on existing or new crossings to improve pedestrian safety.
- Urban Parks and Greenway Activities Nodes
  - Plazas
    - Trailhead/Gateway: a place of orientation & arrival
    - Art space: places for community expression and highlighted art
    - Concert and presentation space: places for celebration and performance
    - Market and festival space: places for commerce and events
  - Active Recreation
    - Courts: pickleball, tennis, paddleball, basketball
    - Turf fields: soccer, putting green, bocce ball, corn hole
    - Exercise areas: group and individual stations

        - Playscapes: playgrounds, bouldering walls, ropes courses, etc.
- Site Amenities
    - Site Furnishings (seating, trash receptacles, bike racks, water fountains, etc.)
    - Signage and Wayfinding
    - Lighting (street lighting, site lighting, court/field lighting, decorative lighting, etc.)
    - Art/Sculptures
    - Specialty Hardscapes and Surface Treatments
    - Shade Structures
    - Miscellaneous Structures
    - Amphitheater Structures
    - Restrooms
- Stormwater Facilities
    - Ditches and Swales
    - Retention Ponds
    - Bioretention Facilities
    - Streetscape Stormwater Cells
    - Rain Gardens/Bioswales
    - Fountains

- Landscape and Irrigation
    - Florida Friendly Landscaping
    - Aesthetic Placemaking
    - Visual Buffering
    - Tree Preservation
    - Smart Irrigation
- Utility Relocations

Pre-Qualification

Pre-qualification by the Florida Department of Transportation (FDOT) in all of the identified categories of work is required. The prime consultant must be pre-qualified in or provide a sub- consultant who is pre-qualified in the identified work categories. The pre-qualification requirements can be met with a combination of qualifications between the prime consultant and sub-consultants of the firm's team within the identified work categories.

The work categories for this solicitation are:

3.1 Minor Highway Design
4.1.3 Miscellaneous Structures
4.1.4 Minor Bridge Design
6.1 Traffic Engineering Studies
6.2 Traffic Signal Timing
6.3.1 Intelligent Transportation Systems Analysis and Design

7.4 Signing, Pavement Marking & Channelization
7.5 Lighting
7.6 Signalization
8.4 Control Surveying
8.5 Design, Right of Way, & Const. Surveying
8.6 Photogrammetric Mapping
9.2 Soil Exploration
9.4.2 Standard Foundation Studies
14.0 Architect
15.0 Landscape Architecture

3. LENGTH OF SERVICE:

The services shall begin with a purchase order and written notification to proceed by THEA.

While no personnel shall be assigned until written notification by THEA has been issued, the consultant shall be ready to assign personnel within two weeks of notification. For the duration of the contract, coordinate closely with THEA to minimize rescheduling of consultant activities due to changes in scheduling.

Work under the contract will be assigned on an as-needed basis through individual purchase orders. The contract duration will be for three (3) years plus two (2) one-year renewal options.

4. ITEMS TO BE FURNISHED BY THEA:

THEA will furnish contract documents for each assignment. These documents may be provided in either paper or electronic format.

5. ITEMS TO BE FURNISHED BY THE CONSULTANT:

Office Automation:

Provide all software and hardware necessary to efficiently and effectively carry out the responsibilities under this Scope of Services.

The consultant shall retain responsibility for risk of loss or damage to said equipment during performance of the contract. Field office equipment should be maintained and operational at all times.

Vehicles:

Vehicles will be equipped with appropriate safety equipment and must be able to effectively carry out the requirements of the contract. Vehicles shall have the name and phone number of the consulting respondent visibly displayed on both sides of the vehicle, if used in the performance of site visits.

Licensing for Equipment Operations:

Obtain proper licenses for equipment and personnel operating equipment when licenses are required. The license and supporting documents shall be available for verification by THEA, upon request.

6. PERSONNEL:

General Requirements:

Provide qualified personnel necessary to carry out their responsibilities efficiently and effectively under the contract.

Personnel Qualifications:

Provide competent personnel qualified by experience and education. Submit in writing to the THEA project manager the names of personnel proposed for assignment to the project, including a detailed resume for each containing at a minimum: salary, education, and experience.

Personnel identified in the consultant technical proposal are to be assigned as proposed and are committed to performing services under the contract.

Personnel changes will require written approval from THEA. Staff that have been removed shall be replaced by the consultant within one week of THEA notification. Any additional personnel not submitted with all required information per the contract will not be eligible for payment.

Staffing:

Once authorized, the consultant shall establish and maintain appropriate staffing throughout the duration of the project.

7. QUALITY ASSURANCE (QA) PROGRAM:

Quality Assurance Plan:

Within thirty (30) days after receiving the award of the contract, furnish a Quality Assurance (QA) Plan to the THEA project manager. The QA Plan shall detail the procedures, evaluation criteria, and instructions of the consultant's organization for providing services pursuant to the contract. Unless specifically waived, no payment shall be made until THEA approves the QA Plan.

Significant changes to the work requirements may require the consultant to revise the QA Plan. It shall be the responsibility of the consultant to keep the plan current with the work requirements. The QA Plan shall include, but not be limited to, the following areas:

Organization:

A description is required of the consultant quality assurance organization and its

functional relationship to the part of the organization performing the scope of services under the contract. The authority, responsibilities and autonomy of the quality assurance organization shall be detailed as well as the names and qualifications of personnel in the quality control organization.

Quality Assurance Reviews:

Detail the methods used to monitor and achieve organization compliance with contract requirements for services and products. Conduct semi-annual quality assurance reviews to ensure compliance with the requirements of the contract.

Quality Assurance Records:

Outline the types of records which will be generated and maintained during the execution of the quality assurance program. Maintain adequate records of the quality assurance actions performed by the organization (including subcontractors and vendors) in providing services and products under the contract. All records shall be available to THEA, upon request, during the contract term. All records shall be kept and shall be subject to audit review.

Quality Control of Subconsultants and Vendors:

Detail the methods used to control subconsultant and vendor quality.

8. CONTRACT MANAGEMENT:

General:

With each monthly invoice submittal, the consultant will provide a status report for the contract. This report will provide an accounting of an estimate of the contract completion date, and an estimate of the consultant funds expiration date per the contract schedule for the prime consultant and for each subconsultant. The consultant will provide a printout showing the previous month's payments made to subconsultants and the SBE percentage to date. Invoices not including this required information may be rejected.

When the consultant identifies a condition that will require an amendment to the contract, the consultant will communicate this need to the THEA project manager for acceptance. Upon acceptance, prepare and submit an amendment request and all accompanying documentation for approval and further processing. The amendment request is to be submitted in sufficient time to allow THEA to process, approve, and execute the amendment request. The content and format of the amendment request and accompanying documentation shall be in accordance with the instructions and format to be provided by THEA.

The consultant is responsible for performing activities to determine the status of each amendment request submitted to THEA.

Invoicing Instructions:

Monthly invoices shall be submitted to THEA in a format and distribution schedule approved by THEA, no more than thirty (30) calendar days after the end of the billing period.

If the monthly invoice cannot be submitted on time, notify THEA prior to the due date stating the reason for the delay and the planned submittal date. Once submitted, the consultant project manager shall notify the THEA project manager via e-mail of the total delay in calendar days and the reason(s) for the delay(s).

All invoices shall be submitted to THEA in accordance with THEA's procedures.

All charges to the individual projects will end no later than thirty (30) calendar days following final acceptance; or where all items of work are complete and conditional/partial acceptance is issued; unless authorized in writing by THEA.

A final invoice will be submitted to THEA no later than the 30th day following final acceptance of the individual project or as requested by THEA.

9. CONTRADICTIONS:

In the event of a contradiction between the provisions of this Scope of Services and the consultant's proposal as made a part of the contract, the provisions of the Scope of Services shall apply.

10. THIRD PARTY BENEFICIARY:

It is specifically agreed between the parties executing the contract that it is not intended by any of the provisions of any part of the contract to create in the public or any member thereof, a third party beneficiary hereunder, or to authorize anyone not a party to the contract to maintain a claim, cause of action, lien or any other damages or any relief of any kind pursuant to the terms or provisions of the contract.

11. TAMPA HILLSBOROUGH COUNTY EXPRESSWAY AUTHORITY (THEA) AUTHORITY:

THEA shall be the final authority in considering modifications to the contract for time, money or any other consideration.

12. REFERENCE DOCUMENTS

The following documents are included for reference:

- Conceptual Design for 12th Street Park
- Conceptual Design for Selmon Greenway from Deputy Kotfila Memorial Dog Park to 19th Ave
- Meridian Concept Vision
- Selmon Greenway Master Plan
- Public Space Concepts Bay to Bay Boulevard at MacDill Avenue

ATTACHMENT 2

INSURANCE REQUIREMENTS, COVERAGES and LIMITS
for
Tampa-Hillsborough County Expressway Authority

Contractors and Vendors, hereinafter referred to collectively and individually as "INSURED" conducting business with the Tampa-Hillsborough County Expressway Authority, ("THEA") are required to maintain adequate insurance coverages and provide insurance certification to THEA.

A. INSURANCE REQUIREMENTS:

1) All insurance shall be from responsible insurance companies eligible to do business in the State of Florida and having an AM Best rating of A- or better and a financial size category of VII or better. Utilization of non-rated companies or companies with AM Best ratings lower than A- or a financial size category lower than VII may be approved on a case-by-case basis. If the insurer does not meet these requirements, THEA retains the right to approve or disapprove the use of the insurer.

2) INSURED'S liability policies, other than the Workers' Compensation and Professional Liability, shall provide that THEA, its officials, officers and employees are additional named insured as to the operations of the INSURED under the contract.

3) INSURED'S liability policies, other than the Workers' Compensation and Professional Liability, shall provide the "Severability of Interest" provision (a/k/a "Separation of Insured" provision).

4) The INSURED'S Certificate of Insurance(s) shall provide THEA as an additional certificate holder for all policies issued.

5) The INSURED'S Certificate of Insurance(s) shall state the description of the operations, i.e., "Name of Contract" between THEA and "Name of Insured" and shall state the Contract Number assigned for the contract between THEA and the INSURED.

6) The INSURED shall deliver to THEA, within ten (10) days from the receipt of a Notice of Award of the contract, properly executed Certificate(s) of Insurance on insurance industry standard certificate of insurance form(s) (example: ACORD form) setting forth the insurance coverages and limits required herein. All of the required insurance coverages shall be issued as required by law and shall be endorsed, where necessary, to comply with the minimum requirements contained herein.

7) Except as otherwise specified in the contract, the insurance will commence on or prior to the effective date of the contract and will be maintained in force throughout the duration of the contract. Three years completed operations coverages may be required to be maintained on specific commercial general liability policies and/or professional liability policies effective on the date of substantial completion or the termination of the contract, whichever is earlier.

8) Aggregate Policy Limits on policies required of INSURED shall apply exclusively for the contract.

9) INSURED authorizes THEA to verify its insurance information with its insurance agents, brokers, surety, and insurance carriers. At THEA's request, INSURED shall

provide copies of the policies at no cost to THEA, subject to redaction by the INSURED of any proprietary information.

10) All insurance coverages of the INSURED shall be primary to any insurance or self-insurance programs carried by THEA; and any THEA insurance or coverages shall not be contributory to INSURED'S insurance requirements in the contract.

11) The insurance coverages and limits required of the INSURED under the contract are designed to meet the minimum requirements of THEA. They are not designed as a recommended insurance program for the INSURED. The INSURED alone shall be responsible for the sufficiency of its own insurance program.

12) All policies of insurance required herein will be specifically endorsed to require the insurer provide THEA with thirty (30) day notice prior to any cancellation, intent not to renew any policy and/or any change that will reduce the insurance coverages required in the contract, except for the application of the Aggregate Limits Provisions.

    The endorsement will specify that such notice will be sent to:

    Tampa-Hillsborough Expressway Authority,
    (THEA) PROCUREMENT DEPARTMENT
    1104 East Twiggs St, Suite 300
    Tampa, FL 33602

13) THEA accepts no responsibility for determining whether the INSURED'S insurance is in full compliance with the insurance required by the contract. Neither the approval by THEA nor the failure to disapprove the insurance furnished by the INSURED will relieve the INSURED of their full responsibility to provide the insurance required by the contract.

14) If the INSURED fails to provide or maintain the insurance coverages required in the contract, THEA may terminate or suspend the contract, or, at THEA's sole discretion, may obtain such coverages and invoice the INSURED and include a 15% administrative cost. If not paid within 45 days, the amount will be deducted from INSURED'S invoice. The decision of THEA to purchase such insurance coverages shall in no way be construed as a waiver of its rights under the contract.

15) INSURED shall fully comply with the insurance requirements of the contract unless excused in writing by THEA. Any deductible applicable to any claim shall be the responsibility of the INSURED.

16) Any liability insurance aggregate limits are to be confirmed in writing by the respective insurance company that to their knowledge, as of the date of the contract, there are no pending claims or legal actions against the INSURED, which if resolved in favor of the claimant would impair the insurance company's ability to cover the minimum insurance limits stated herein.

17) Current Insurance Service Office (ISO) policies, forms, and endorsements or broader shall be used where applicable. Notwithstanding the foregoing, the wording of all policies, forms, and endorsements must be acceptable to THEA without restrictive endorsement.

18) The INSURED will not commence work, use or occupy THEA premises in connection with the contract until the required insurance is in force, preliminary evidence of insurance acceptable to THEA has been provided to THEA and THEA

has granted permission to the INSURED to commence work or use or occupy the premises in connection with the contract.

19) Upon request, the INSURED shall promptly make available a certified, true and exact copy of the insurance policy and endorsements issued to the policy and any renewal thereof for THEA's review and inspection. In the event of cancellation or non-renewal of this insurance, the INSURED agrees to purchase the maximum "extended claims reporting period" permitted under the policy within the time allowed, unless replacement coverages is obtained with retroactive coverages applicable as of the date the INSURED services started under the contract.

20) All insurance minimum coverages limits extend to any subcontractor and the prime INSURED is responsible for all Subcontractors.

B. INSURANCE COVERAGES and LIMITS:

For the term of the contract the INSURED shall procure and maintain insurances of the types and limits specified herein.

1) **Workers' Compensation and Employers' Liability Insurance** - The minimum limits of Worker's Compensation/Employer's Liability Insurance (inclusive of any amount provided by an umbrella or excess policy) are:

Workers' Compensation Requirements	Florida Statutory
Employers' Liability	
Each Accident	$500,000
Disease – Policy Limit	$500,000
Disease - Each Employee	$500,000

2) **Commercial General Liability Insurance -** The minimum limits of Commercial General Liability Insurance (inclusive of any amount provided by an umbrella or excess policy) are:

General Aggregate	$1,000,000
Per Person	$1,000,000
Each Occurrence	$2,000,000
Personal Injury	$1,000,000
Property Damage	$1,000,000
Products & Completed Operations	$1,000,000

The General Aggregate Limit must be specifically applicable to the contract between THEA and the INSURED.

The Certificate must reflect whether the policy is "claims made" or "occurrence".

Products & Completed Operations coverages to be maintained for three (3) years after final completion of the work under the contract.

3) **Business Automobile Liability Insurance -** The minimum limits of Business Automobile Liability Insurance (inclusive of any amount provided by an umbrella or excess policy) covering ownership, maintenance, use, loading and unloading of all its owned, non-owned, leased or hired vehicles are:

Bodily Injury	
Each Person	$1,000,000
Each Accident	$1,000,000
Property Damage	$1,000,000
Bodily Injury & Property Damage Combined	$1,000,000

5) **Professional Liability Insurance, also known as "Errors and Omissions".**

The minimum limits of Professional Liability Insurance covering all work of the INSURED without any exclusions unless approved in writing by THEA are:

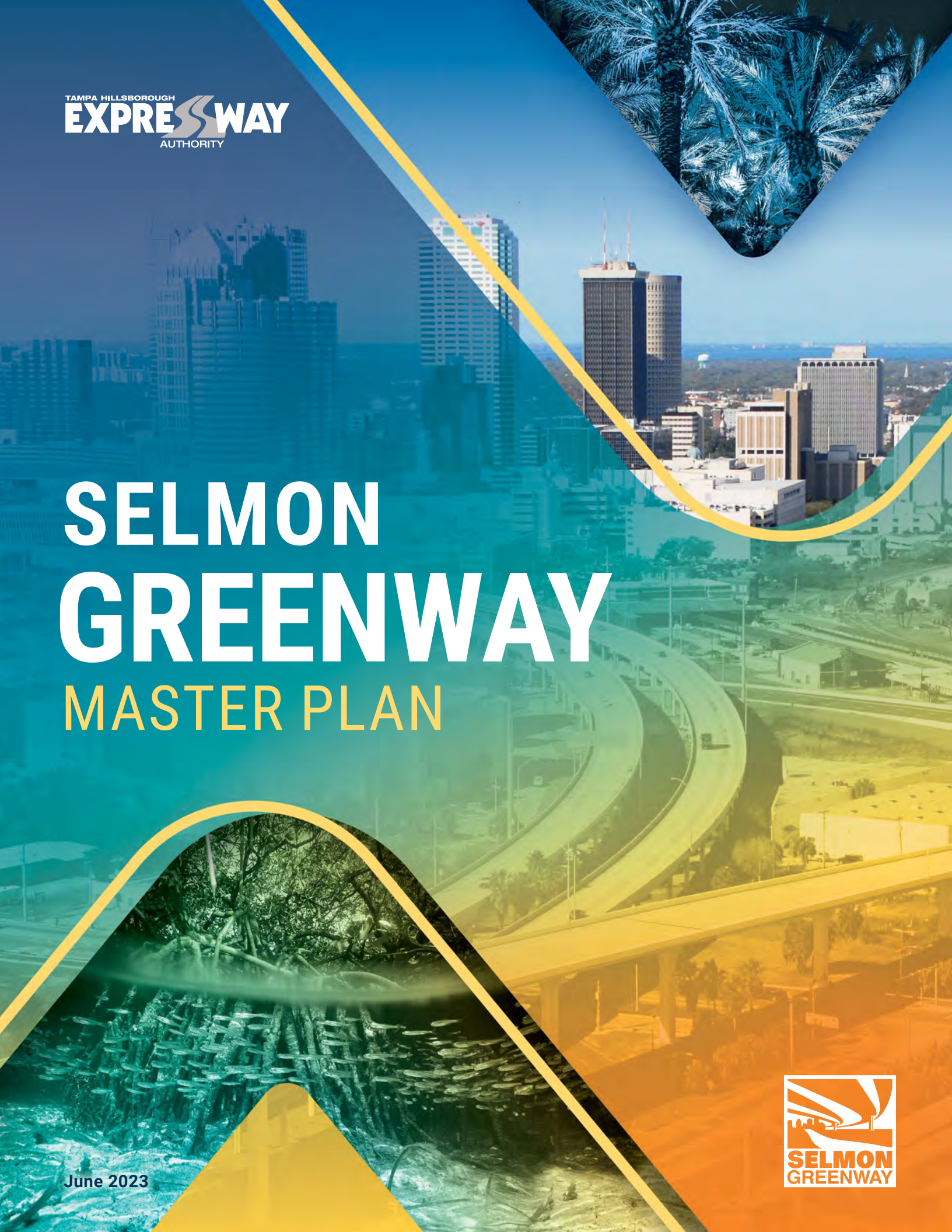
Each Claim	$1,000,000
Aggregate	$1,000,000

Any deductible applicable to any claim shall be the responsibility of the INSURED and shall not be greater than $100,000 unless approved by THEA in writing. This coverages shall be maintained by the INSURED for a period of not less than three (3) years from the date the INSURED has completed and THEA has accepted the services under the contract.

TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY

SELMON GREENWAY

MASTER PLAN



June 2023

SELMON GREENWAY

INTRODUCTION

The Selmon Greenway Master Plan (the Plan) gives overarching definition to the Greenway corridor based on goals and themes defined by its context and the Tampa Hillsborough Expressway Authority (THEA). It provides guidance for development and implementation.

The Selmon Greenway (the Greenway) is an important community and civic public amenity that currently connects destinations in downtown Tampa from the Hillsborough River to 19th Street. The Plan was developed taking into account existing neighborhoods and activity centers. It also offers flexibility to be responsive and collaborative with the new dynamic development occurring around it.

The Greenway's 1.9 mile alignment is broken into five zones. These zones are defined by the context around the Greenway in those locations.

Projects are defined within each zone. The timeline for development is flexible and based on funding opportunities, partnerships, and surrounding construction.

As the areas connected to and around the Greenway evolve, projects will vary in their purpose and need. Community Engagement is critical for discovering needs, desires, and concerns of the communities that will rely upon and enjoy it now and in future generations. When a project is selected for development, a community outreach plan that engages partners, stakeholders, and the community will help guide design options and reflect the needs of the community and Tampa.

Standards and recommendations for future Greenway expansion and development of spaces and places connected are detailed in the **Branding and Components Appendix**.

ZONE 1

Zone 1 is the western anchor on the Hillsborough River. It includes the intersection with the Riverwalk, and pedestrian connection to civic and entertainment hubs.

ZONE 2

Zone 2 is the central connection between the existing downtown office and civic spaces, and redevelopment areas.

ZONE 3

Zone 3 includes complex transportation infrastructure including expressway ramps, parking garages and parking lots.

ZONE 4

Zone 4 is the connection space between southern redevelopment districts (Channelside and Water Street) and a new northern development district (Gas Worx) adjacent to historic Ybor.

ZONE 5

Zone 5 is the eastern anchor and connection to historic Ybor, the proposed Gas Worx development, and potential expansion to the County Bypass Canal.

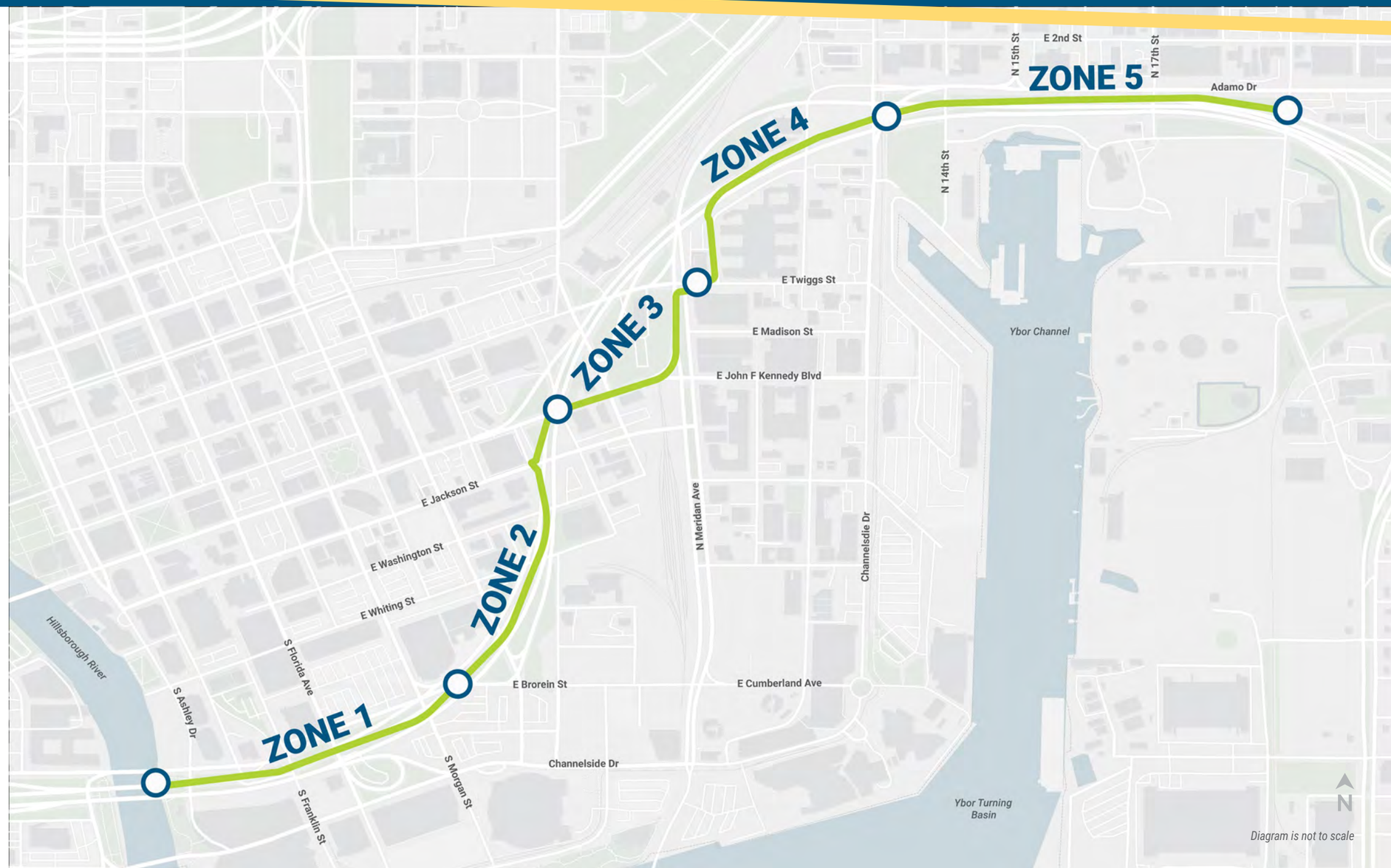


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BACKGROUND, VISION, & CONCEPT



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TAMPA
& LOCAL CONTEXT

16k
POPULATION
Downtown Tampa

COMMUTE

CAR	WALK	BICYCLE
7000/day	471/day	97/day
(steady per year)	*(up 5.6% per year)*	*(up 17% per year)*

37
YEARS OLD
Median Age
in downtown Tampa

INVESTMENTS

GAS WORX

300+	50 Acres	640k	$500 Million
affordable housing units	*of development*	*square feet of development*	*for Phase 1 development*

WATER STREET

$3.5 Billion	50 Acres	9 Million
eat-work-play-stay development	*of development*	*square feet of development**

*2021 Census: axios.com and constructionjournal.com



Tampa sits on the west coast of Florida, on the largest open water estuary in the state.

It is part of the Bahamian Antillean mangrove eco-region, defined by the mangrove, a unique plant that grows half in the water, and half in open air along the shorelines.



2.3 million people live around Tampa Bay. The city of Tampa is the third largest in the state, with a population of approximately 400,000.

The city is known for its diverse economy, connection to the ocean, beaches, Gulf weather, and water-based economies and recreation like sailing and fishing.

Tampa residents identify with its diverse population, its Cuban history, its sports teams, the University of Tampa, and more recently, its development as a cosmopolitan city.



The region was first inhabited by the native Tocobaga and Calusa people.

Fort Brooke, a military fort, was established on the bay in the mid 19th century where downtown Tampa now sits.

The railroad and a thriving cigar factory brought people and economy to the region at the turn of the century. Ybor City, a thriving district north of the Greenway, still shows this history in its streets, architecture, culture and community that started with Cuban and Spanish immigrants to the area.



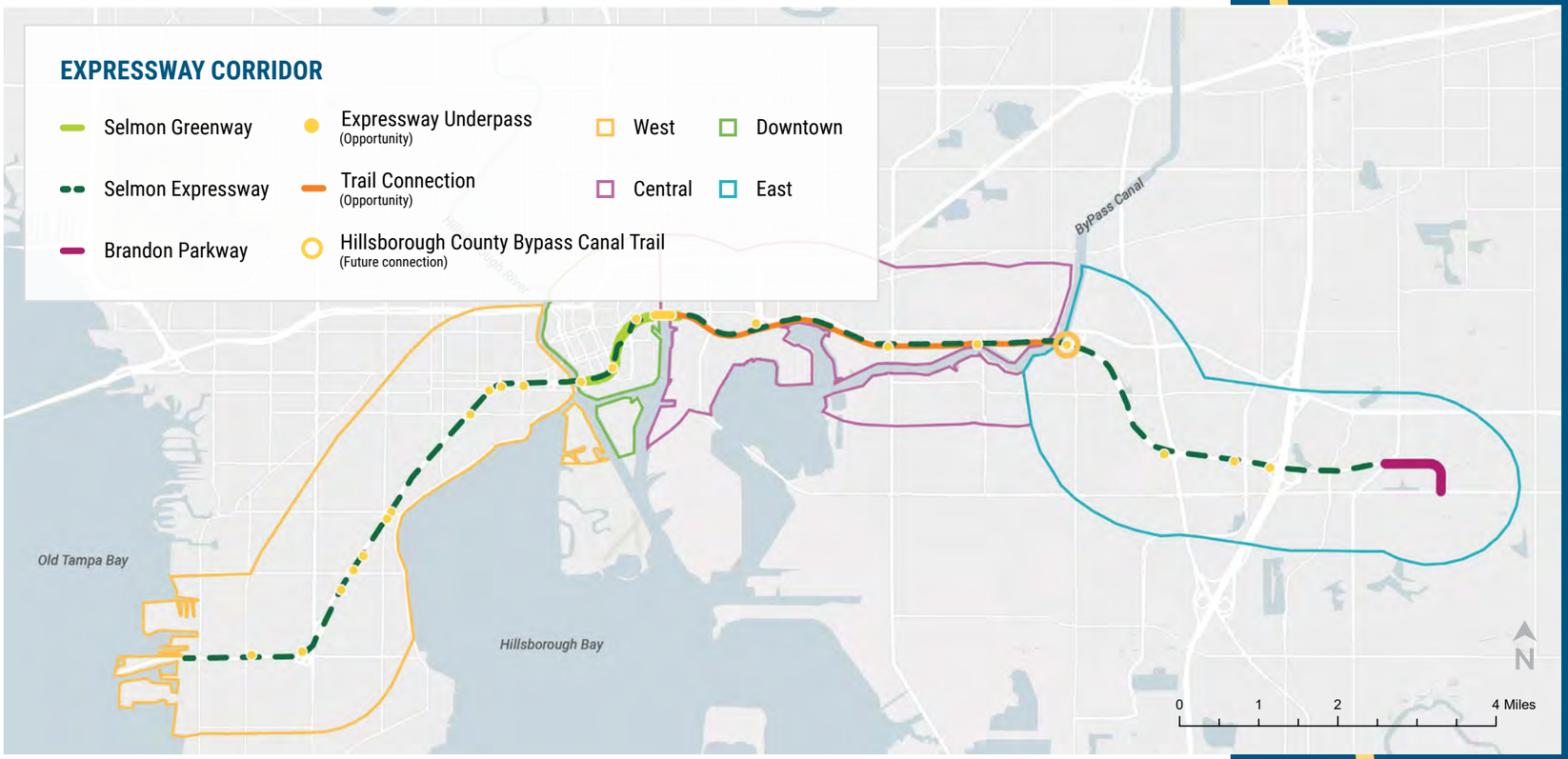
In the 1930s, a flour mill was built in downtown. The mill, Port Tampa Bay, and associated neighborhoods were the epicenter of commerce and life in downtown at the time.

More recently, As the industrial economy has declined in the downtown, redevelopment aspirations have begun.

THE LEE ROY SELMON EXPRESSWAY

The Selmon Expressway corridor is 14.2 mile-long and runs from Old Tampa Bay at Gandy Boulevard to an eastern terminus at Brandon Parkway. The vehicular corridor is mostly above grade, either on a berm or on an elevated highway. This leaves considerable space below in some locations, and opportunities for public space, bike and pedestrian amenities. There are currently a variety of existing community-focused, multimodal projects being implemented along the expressway system. In addition to the downtown Selmon Greenway, community greenspace and trail projects along the expressway corridor include an underpass gateway at Morrison Avenue, planned underpass improvements at Bay-to-Bay Blvd, and the popular Brandon Parkway Trail.

This Plan focuses on the Selmon Greenway — however, it should be noted that the Selmon Greenway is part of the wider Tampa community, multimodal system, and identity of the Selmon Corridor overall. The western and eastern alignments of the Selmon Expressway offer opportunities for community focused, multimodal interventions on THEA owned parcels under the expressway, and to nearby trail connections. Brand and identity elements should remain consistent in all interventions, but should respond to the context and character of adjacent neighborhoods.



WEST

The western part of the corridor includes established neighborhoods on an urban grid with connected bike lanes and transit. The Selmon Expressway is elevated along Gandy Blvd with vehicle circulation below. The Expressway sits on a berm as it runs north/south from Gandy Blvd to Hyde Park Ave. The bermed sections of the Expressway create physical barriers in the community, however the underpass conditions offer opportunities for pedestrian and cyclist connection and greenspace.

OPPORTUNITY: Underpasses offer space for nodal community parks, neighborhood gateways, and connective spaces.

DOWNTOWN

Described in this Master Plan

CENTRAL

Industrial land use exists in the central east with disconnected neighborhoods interspersed. The Bypass Canal runs through the center.

OPPORTUNITY: Develop extensions over time, connect to underpass spaces that can serve as trailheads.

EAST

The far eastern context is made up of disconnected suburban neighborhoods. Large highways and roads are the main form of movement with long stretches between intersections.

OPPORTUNITY: Connection to Hillsborough County's Bypass Canal Trail (a key Greenway regional trail link).

THE GREENWAY

The Selmon Greenway is a 1.9 mile-long dedicated multimodal path owned and maintained by THEA, that travels underneath the Lee Roy Selmon Expressway.

The urban trail links the neighborhoods of Ybor City and Channelside with the riverfront area of Downtown Tampa. It sits at the intersection between the existing downtown and areas of dynamic redevelopment, connecting along the Greenway corridor, and into the districts, neighborhoods, and communities that surround it.

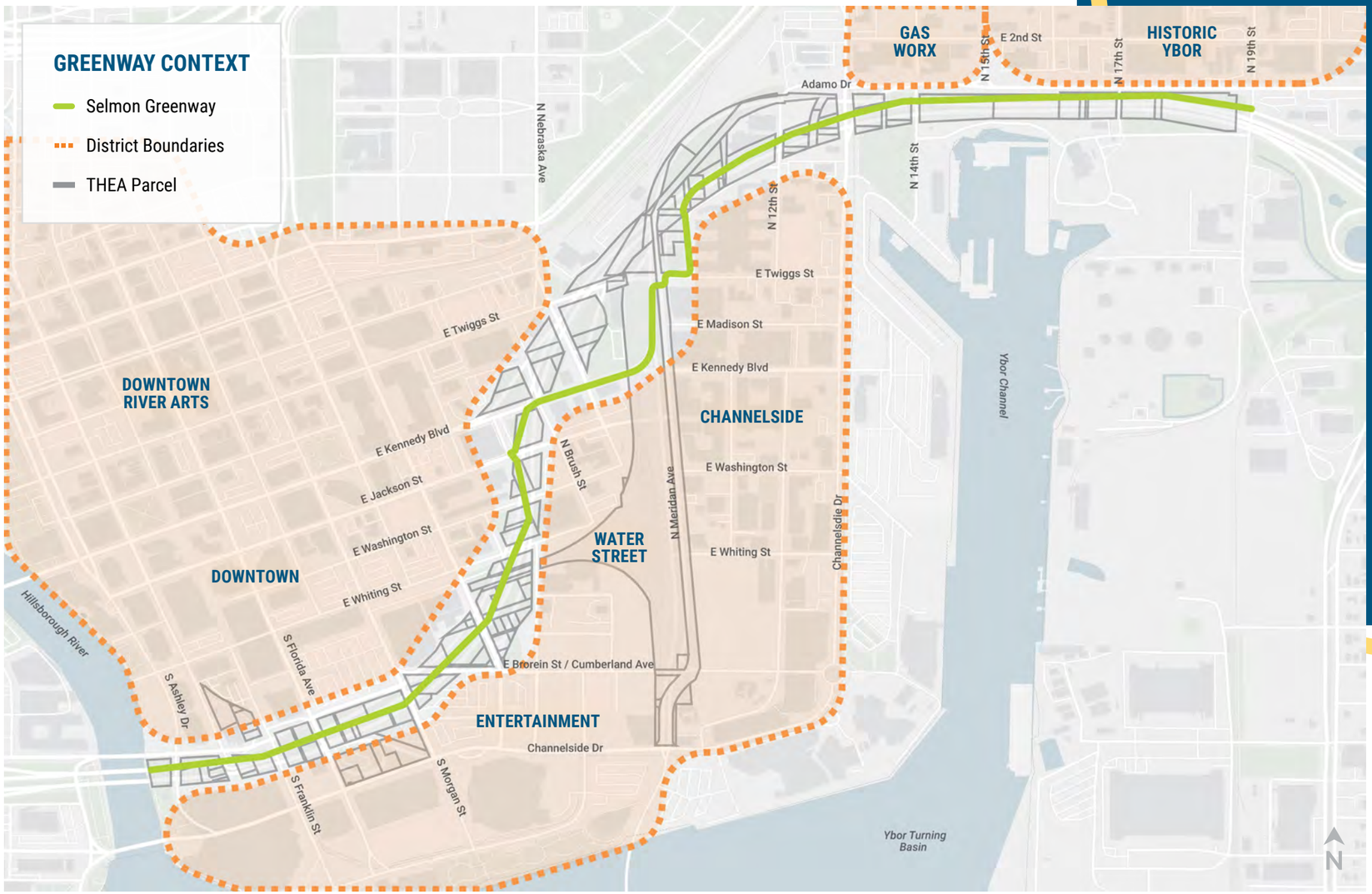


Diagram is not to scale

THE DOWNTOWN DISTRICT

The existing civic downtown and river arts districts are nestled along the Hillsborough River. The area includes established civic, office and commercial areas, public spaces and waterfront.

HISTORIC YBOR

Sitting just north of the current eastern terminus of the Greenway, Ybor City is a national historic landmark district. Ybor is a diverse and vibrant neighborhood that showcases Tampa's historic and current culture on charming streets lined with unique businesses, exciting nightlife, and restaurants.

CHANNELSIDE, WATER STREET & ENTERTAINMENT DISTRICT

These areas include current and proposed mixed-use space, a convention center, arena, museums and waterfront.

The existing Greenway extends from the intersection with the Riverwalk at the Hillsborough River, to 19th St east of Channelside Drive. It is embedded in the larger Selmon Expressway corridor that extends from the Gandy Bridge over Tampa Bay on the west side of the peninsula, to a terminus at the east side of the Brandon Parkway.

GREENWAY TIMELINE & PROCESS

2010
Selmon Greenway Feasibility Study
Laid the groundwork for today's Greenway from Ashley Dr to Twiggs St

2012
Tampa Multi-modal Network and Safety Improvements
(TIGER Grant pursued by the City)

Constructed the boardwalk under the Kennedy Boulevard Bridge at the west connection with the Greenway

2014
Selmon Greenway Enhancement Master Plan
Identified and prioritized public amenities for implementation along the Greenway

Completed & Active Greenway Projects
Bay to Bay Underpass Improvements

Swann Ave Underpass Improvements

Morrison Ave Gateway

Meridian Ave Improvement

Kofila Memorial Dog Park

Brandon Parkway Trail

Selmon Memorial Park *(design)*

Jefferson St Improvements *(design)*

2022
Site/Community Analysis
Review Past Plans
build-off existing plans

THEA Workshops
Agency collaboration

Partner Outreach
Stakeholder meetings

2023
Selmon Greenway Master Plan
(this document)

Building off the past Master Plan, the Plan lays out a skeleton and process for Greenway build-out

THEA Strategic Blueprint

Work Plan

Coming Soon
Selmon Greenway Project Implementation
Partner Engagement
Community Outreach
Project Refinement & Design Planning
Construction

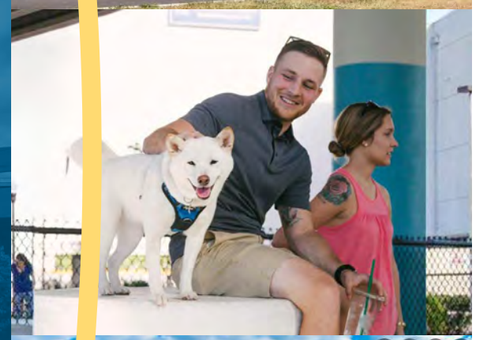
THEA STRATEGIC BLUEPRINT & VISION

THEA's 2023 Strategic Blueprint defines their mission to provide safe, reliable, and financially-sustainable transportation services to the Tampa Bay region while reinvesting customer based revenues back into the community.

Their vision to achieve this is to lead, partner, and implement safe, economically sound, and innovative multimodal transportation solutions for the Tampa Bay community. The Greenway is an integral component of fulfilling this vision, creating a multimodal network that connects the people of Tampa to their city, employment, parks, recreation, and all the amenities Tampa provides.











Downtown Tampa is undergoing dramatic development and transformation as the existing civic and entertainment districts fuse with new business, mixed-use and historic districts to the north and east.

The Selmon Greenway Master Plan is an investment that provides a necessary connection to link the people of Tampa to the communities, parks, recreation, entertainment and spaces that they love and enjoy. It is an investment in the multimodal system that supports THEA's mission and vision and will establish a seamless experience across all THEA facilities. The Plan is reflective of partner needs, while remaining flexible and adaptive to future trends, change and impacts.

2023 Strategic Blueprint's Vision

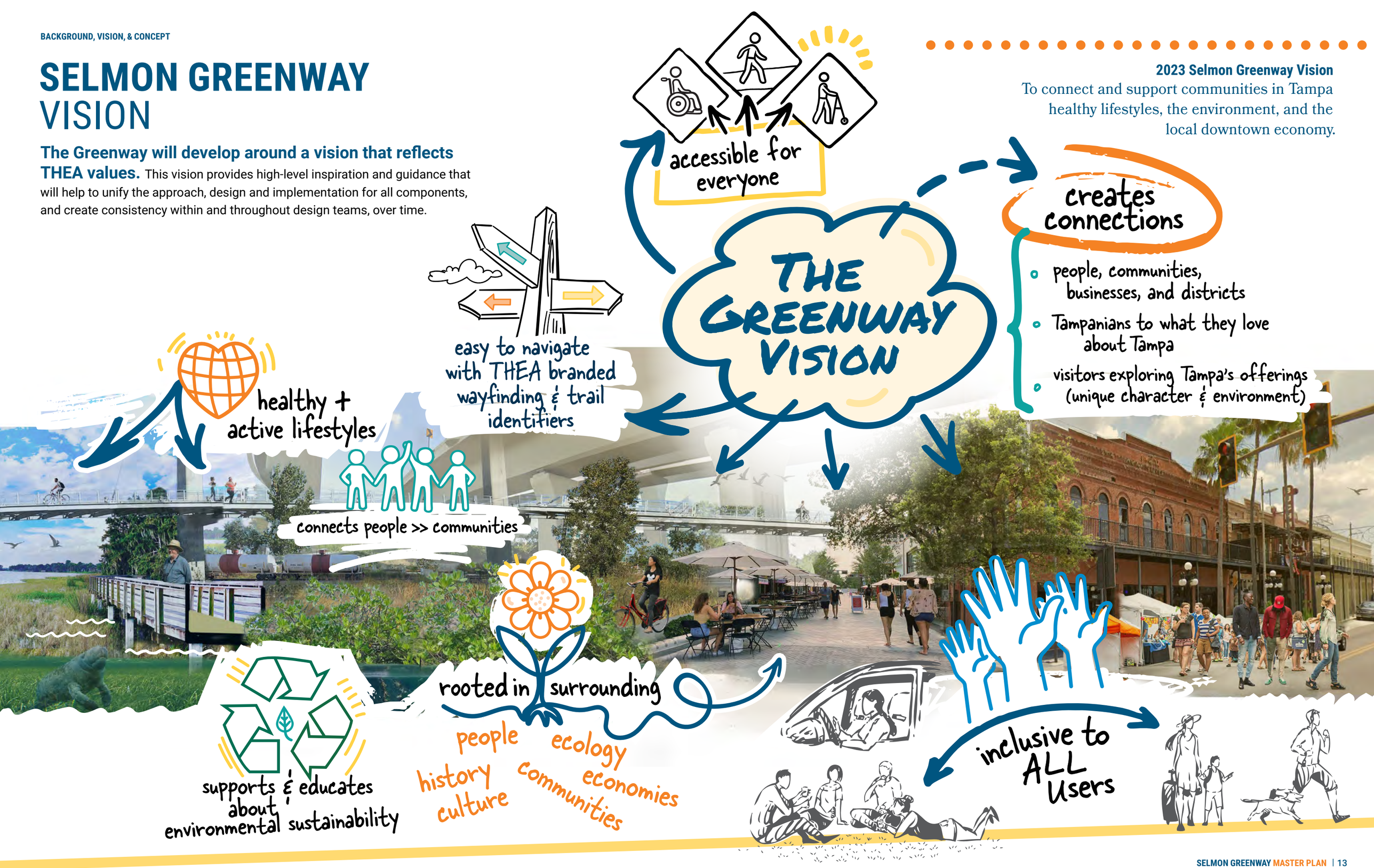
To lead, partner, and implement safe, economically sound, and innovative multi-modal transportation solutions for our Tampa Bay community.

SELMON GREENWAY VISION

The Greenway will develop around a vision that reflects THEA values. This vision provides high-level inspiration and guidance that will help to unify the approach, design and implementation for all components, and create consistency within and throughout design teams, over time.

2023 Selmon Greenway Vision

To connect and support communities in Tampa healthy lifestyles, the environment, and the local downtown economy.



CONCEPT: THE MANGROVE

Mangroves are a foundational, native plant of Tampa's estuarine environment. They are a critical, life-supporting part of the ecosystem with vibrant, verdant life above and below the surface of the water.

Leaves photosynthesize and create nutrients from the sun. Complex root systems provide a protected nursery area for marine life, protect the shore from erosion and storms, and filter and maintain water quality.

	 NETWORK	 LIFE BELOW	 DYNAMIC	 PERMEABLE	 EVER-CHANGING	 PROTECTION
The Mangrove	circulation, flow, no barriers, related, connected	diversity of species, sub-surface activity, life in the water, ecosystems	energy, water, waves, light and shadow	things are moving through, porous	evolving, responsive, resilient	habitat to shelter, provide, stabilize, shade
Selmon Greenway	multimodal pathways, commuter facilities, scooter, and bike-share connection	daily life, people's movement, routines in public areas spaces for: family, play, dogs, meditation, wellness, garden, community, everyone	places for gathering, celebrations, festivals, events, food carts, and fun while being awe-inspiring and dynamic	flow of people, services and stormwater, views of river and bay	connected vehicle tech, autonomous vehicles, and climate responsive	provides micro-climates, respite from sun/heat, refuge, human-scale places

The Selmon Expressway nurtures life above and below the surface – a complex element of our urban ecosystem.

MASTER PLAN

GREENWAY PLAN



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56 Greenway User Types

STRATEGIES & COMPONENTS

Key strategies underpin design and function of the Greenway. They are articulated by the components which are the places and corridors that are experienced. Together, the strategies and components knit together and create a cohesive Greenway.

SELMON GREENWAY

STRATEGIES

The four key strategies guide us in "why" we do what we do on the Greenway and orient decision-making towards important categories of effort. They reflect THEA's values and the Greenway's vision and help to establish an approach for implementation of that vision

- **DIVERSE MOBILITY & MULTIMODAL**
- **ENVIRONMENTALLY SUSTAINABLE**
- **FUTURE-FOCUSED & INNOVATIVE**
- **HEALTHY COMMUNITIES**

Strategies and Components are described further on the following pages.

COMPONENTS

Building blocks of the Greenway. They are the spaces and the trails that compose the Greenway overall. The categories of components are Nodes, and Trails & Crossings

- **NODES**
  - Plazas
  - Active Recreation
  - Landscape & Vegetation
  - Passages
  - Parking
- **TRAILS & CROSSINGS**
  - Greenway Alignment At-grade
  - Greenway Alignment Above-grade
  - Street Crossings

DIVERSE MOBILITY & MULTIMODAL





The Greenway develops and supports a variety of modes of transportation, including bicycle, scooter, wheelchair, pedestrian, transit options and vehicle travel.

Multimodal strategies create flexibility and choices along the Greenway, and out into the city.
It allows people to combine modes on a single trip.

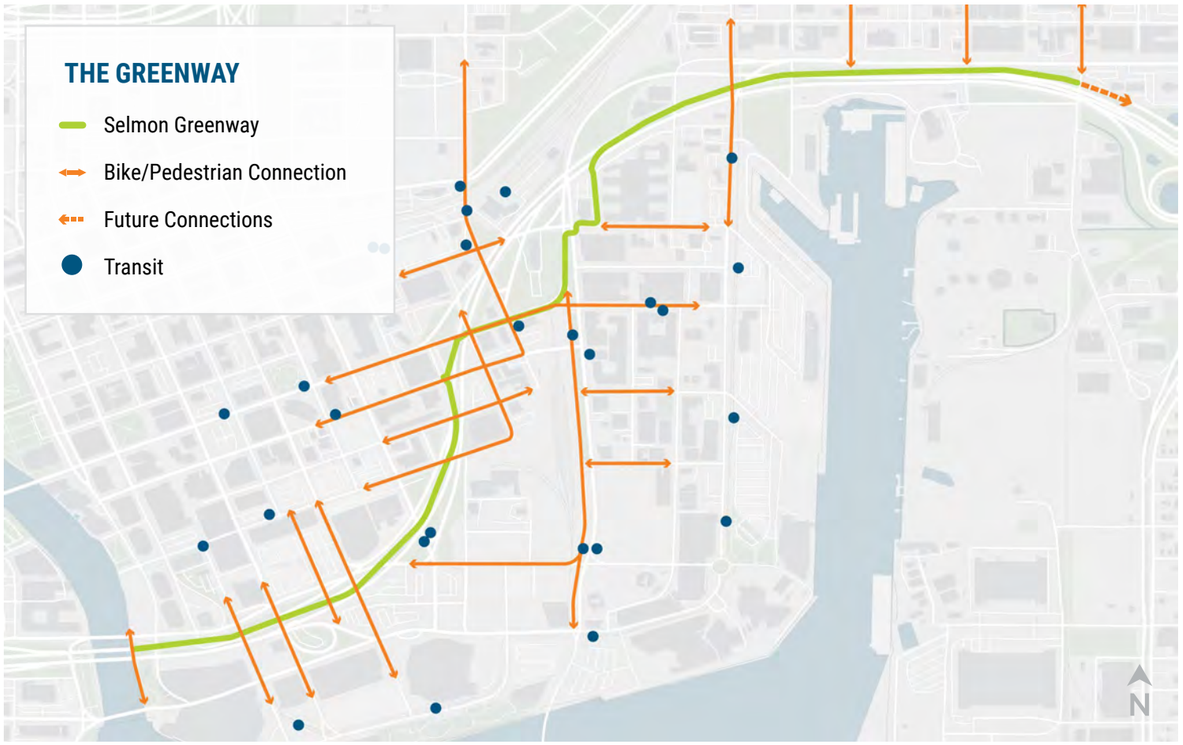


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The Greenway connects along and into the city through active transportation paths and transit nodes.



Active Transportation

Active transportation (human-powered transportation) has health, community, and environmental benefits. The Greenway promotes walking and cycling for daily transportation, recreation, and in connection to transit.



Connection to Transit

The Greenway is part of an ecosystem of transportation in Tampa, of which transit is a key player. Transit options currently are Hillsborough Area Regional Transit Authority (HART) bus lines, Amtrak trains, and the TECO Streetcar.

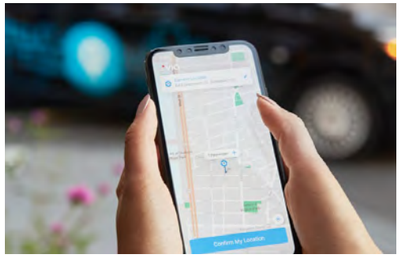
Transit equitably increases access to the Greenway including people with disabilities, seniors and low-income communities. It helps to create a more comprehensive and interconnected transportation system.



Mobility Hub

A mobility hub is a multimodal place of connection. It provides services, technology, information and connection that supports active transportation, transit, and shared mobility options. Mobility hubs are responsive to technology and trends that are changing how people move around cities, including an expanding set of mobility choices. Mobility hubs integrate options and amenities to make travel more convenient, sustainable and enjoyable.

A mobility hub located near the Greenway could integrate the Greenway fully into the micromobility network in downtown, as well as regionally.



Parking & Curb Management

Parking and curb space is transforming in urban areas. The Greenway provides parking access for vehicles, while reducing parking overall and transitioning parking space to parklands. Off-street Parking is targeted around gateway and trailhead opportunities. Curb space becomes dynamic space that serves ride-hailing services near popular pick-up and drop-off locations, while allowing for on-street parking where needed.

ENVIRONMENTALLY SUSTAINABLE



The Greenway is part of both urban and natural systems in the Tampa region.

Although the core of the city is highly urbanized, we see and experience natural places in the river and bay framing downtown, pockets of nature throughout, and through experiencing the city's climate.

Tampa faces a series of environmental challenges including the broad effects of climate change (flooding, sea level rise, increasing intensity of storms), water quality issues from rapid urbanization and run-off, loss and fragmentation of native habitat and biodiversity, and air quality pollution, particularly from vehicle emissions.

The Greenway can partner to lessen impacts, and mitigate negative effects. Sustainability is part of all aspects of development along the Greenway. More significant features showcase and highlight sustainability efforts. Each project will have a unique and specific approach to sustainability based on its location, issues, needs and context.



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Stormwater & Low Impact Development

The Greenway uses low-impact development (LID) solutions to mitigate and infiltrate stormwater. LID solutions work with the natural hydrological cycle, reducing and treating stormwater at its source with soils and native plants. These spaces serve multiple functions, becoming areas for education and recreation, and can participate in city and local stormwater mitigation efforts.



Native Ecosystems

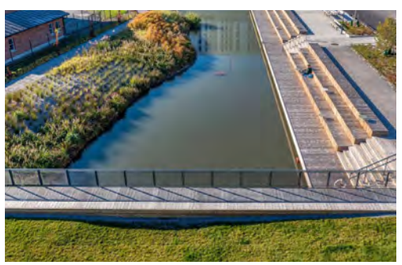
Urbanization has deteriorated native ecosystems that make up the natural climate, soil, habitat and hydrology in Tampa. Currently, the Greenway is mostly hardened (concrete and asphalt) or covered in turfed or neglected vegetated spaces.

The Greenway can re-green spaces through strategic de-paving and re-vegetation with native plants, and connect with other local partner efforts. Pockets of native habitat will help preserve, augment and connect biodiversity in the downtown.



Local, Sustainable & Renewable Materials

The use of sustainable building materials and practices conserve natural resources, reduces the carbon footprint of the Greenway, and minimizes waste and pollution. They also can be cost effective, and aesthetically create a sense of place tied to the natural and cultural character of Tampa and central Florida. Where energy is required in the operation of the Greenway, integration of renewable sources such as solar and wind energy can be used.



Climate Change Resiliency

Climate change impacts the Greenway in a variety of ways. Because of its proximity to rivers, canals, the bay, and the ocean, major concerns exist around flooding due to sea level rise and intensifying storms and storm damage. Increasing temperatures and the urban heat island effect are of concern. The Greenway must be constructed to mitigate impacts of climate change specific to Tampa, and can be a model for more sustainable construction.

Setting up a monitoring plan can help gauge how projects function after installed, and how to adapt for future projects. This information can also be used to promote the Greenway.

FUTURE-FOCUSED & INNOVATIVE





The world that we will live in ten years, and certainty fifty years down the road will look very different than the one that we live in today. This strategy helps meet needs that we have today, while looking forward and being responsive to needs and technologies that address issues and solve problems that we anticipate in the future. Technological integration is user-focused and flexible to innovation.

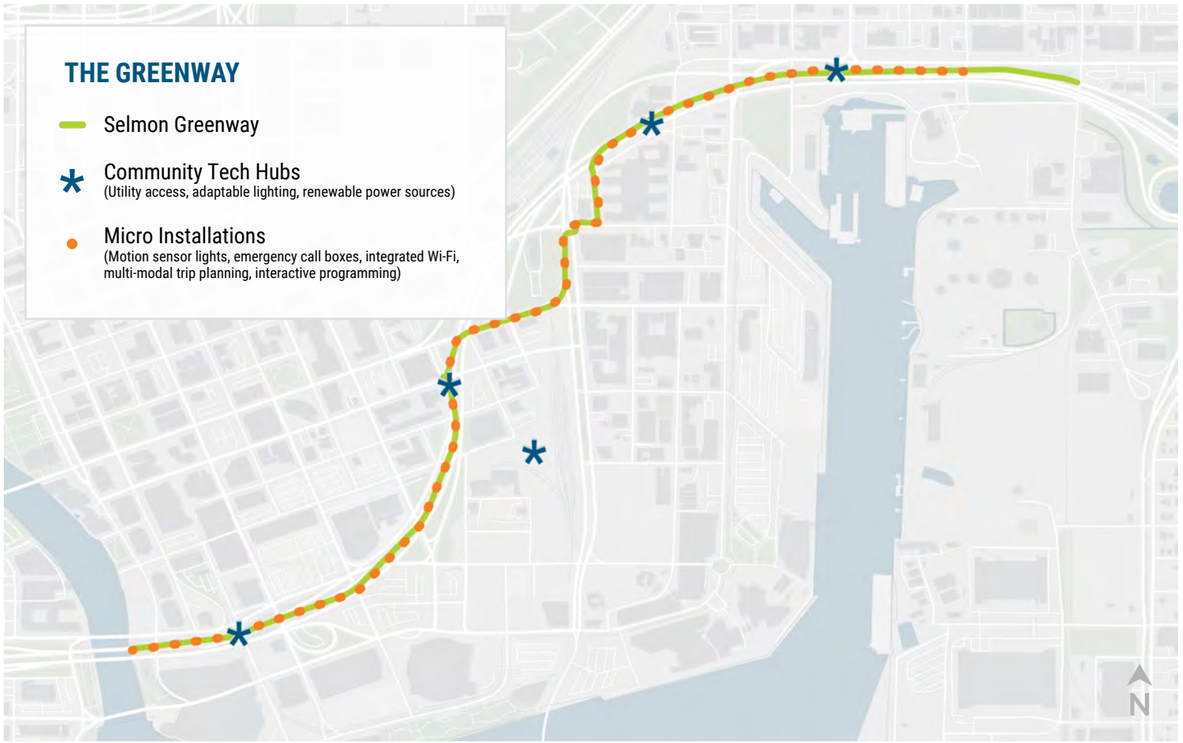


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Innovative approaches and solutions are integrated throughout, with locational hubs where technology is at the forefront.



Smart Environment

This is innovation that supports environmental and ecological function, as well as mitigating human impact, while making it a valuable part of the human experience. Technology can gather data, and integrate information from other Greenway or partner sensors to solve problems such as real time weather forecasting to create stormwater storage when needed in the central city. Biomimicry is technology that seeks to replicate natural processes to solve problems. One example are “liquid trees”, or tanks of micro-algae that remove carbon from the air in a similar way that trees cleanse the air. They can be employed in urban locations where it is difficult to plant trees. Technology also can be integrated artfully to educate and connect people to the natural environment.



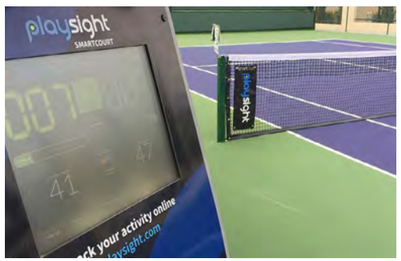
Smart Communities

This is innovation that supports safe, convenient, and intuitive community connection, in work, play and routine needs. These technologies support and augment how public space can facilitate our daily lives, supporting and building community.



Smart Mobility

This is innovation that supports varied, sustainable and equitable transportation options. These technologies exist in consolidated locations (ex: a mobility hub), as well as threaded into the Greenway environment, such as through bike and scooter share programs, ride share pick-up and drop-off locations), and technology that supports transit use.



Smart Play

Technology can play a significant role in promoting individual and public health. Innovation can address physical, mental, community and public health in a variety of ways. THEA can work with fitness and health applications to promote their facilities. Virtual community boards can help to organize public and group exercise or play. Systems to help organize court use for people, facilitate play, or light fields and courts in flexible and energy efficient ways.

HEALTHY COMMUNITIES



The Greenway promotes the comprehensive wellness of the community, by creating places that support physical, emotional and public health.

The Greenway offers places to practice healthy activities such as exercise, meditation, and community gathering. It also is an integral part of a network of health focused amenities in Tampa. This includes connection to the proposed Meridian Health Trail at Brorein/Cumberland, and Twiggs, and proximity and potential partnership with medical facilities such as Tampa General Hospital, USF Health/CAMLS, and the USF Health Morsani College of Medicine.

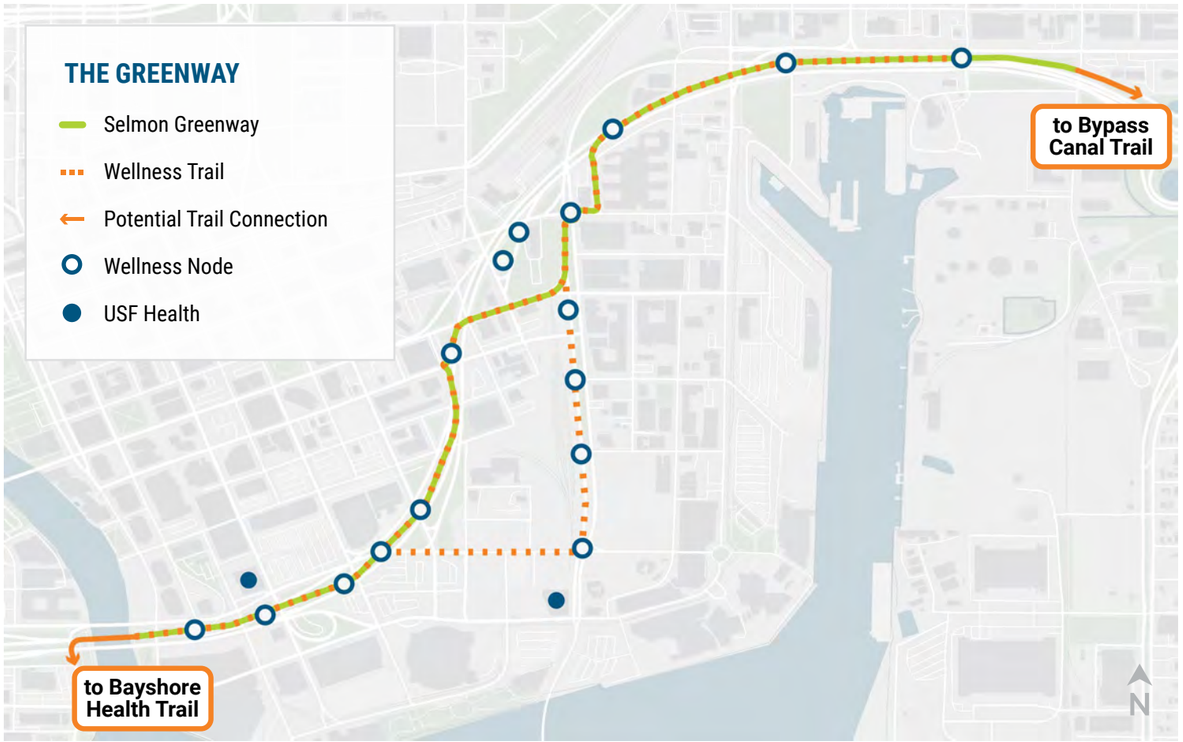


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The Greenway integrates health and wellness nodes through circuits of trails.



Fitness & Play

The Greenway is a place that promotes healthy lifestyles through a “Wellness Trail” that leads users along a series of exercise focused areas including fitness stations, group exercise areas, meditation spaces, and playgrounds. The Greenway alignment itself, is a key element, using playful markings to indicate fitness challenges or locations. The Wellness Trail connects to other local trails including the proposed Meridian Health Trail, and is a partnership with local medical centers, health care facilities and businesses. Elements are designed for all ages and abilities, encouraging multi-generational wellness.



Universal Design

In addition to ADA compliance, the Greenway is constructed for a wider spectrum of abilities and needs. The Greenway is usable, accessible and inclusive for people of all ages and abilities. Principles of universal design include equitable use, flexibility in use, being simple and intuitive, easily understood, and minimizing of hazards and complexity. Diversity of play and fitness options, and integration into other Greenway elements (ex: playful elements in plaza spaces) encourage multi-generational wellness.



Human-Centered

Human-centered design (HCD) focuses on what people and communities need and desire when coming up with design solutions and outcomes. It addresses issues and solves problems identified by those that will use the space. HCD is and important part of community outreach in Greenway design, involving the communities around the Greenway and other users in the creation of their spaces.



Safety

The Greenway puts safety at the core of the trail experience. This includes reduction of modal conflict, safe street crossings, and crime prevention through a well designed physical environment.



Responsive

While often Tampa’s climate is amenable to being outside, it can also be hot and wet. The Greenway uses a variety of techniques to mitigate heat including shade structures, tree canopy, misting elements, water features and splash pads, materials that reflect heat and planting areas that transpire (and naturally cool spaces). Drinking opportunities are placed at regular intervals, coinciding with areas of active recreation and trailheads.

THE PLAN RECOMMENDATIONS






DIVERSE MOBILITY & MULTIMODAL

Active Transportation

- Coordinate with bike and scooter share companies to create and designate pick-up/drop-off and charging locations on the Greenway, with a focus on Gateway locations and Passages.
- Provide ample and safe bike infrastructure including bike racks, lockers, and fix-it stations, especially at gateway locations.
- Assure that universal design principles are integrated into all spaces. Universal design creates environments inclusive to all people regardless of ability, size or age.

Connection to Transit

- Collaborate with the city to develop crosswalks that connect the Greenway into city neighborhoods, transit stops, and to important nearby destinations. Apply national standards (ex: NACTO) to create safe and accessible crosswalks and sidewalks that prioritize pedestrians moving along the Greenway.
- Work with HART, Amtrak, and TECO to connect transit plazas and stops to the Greenway.
- Use signage to mark distances and direction from the Greenway to transit nodes and destinations.

Mobility Hub

- Develop a mobility hub on/near the Greenway that helps provide seamless and convenient transfer between different modes of transportation and the Greenway, as a way to promote sustainable and equitable mobility options.
- Work with the city to potentially develop mobility hubs elsewhere in the region that connect with the downtown mobility hub.

Parking & Curb Management

- Create zones for passenger pick-up and drop-off for ride-shares and micro-transit along the Passages.
- Conduct and participate in a parking survey within the downtown to determine parking needs in the dynamically changing downtown.
- Maintain on-street parking and integrate “drop-off” locations in Passage areas, near major intersections, or gateway locations.

ENVIRONMENTAL SUSTAINABILITY

Stormwater & Low Impact Development

- Consider using artificial turf in locations where grass or playing fields are desired.
- Employ low-impact development (LID) solutions for all stormwater needs.
- Use all vegetated areas (with the exception of turfed play fields) for rain infiltration.
- Buffer parking with planting areas that simultaneously serve as stormwater infiltration.

Native Ecosystems

- Plant native plant species, or regionally adapted plants if necessary.
- Aim to irrigate only for establishment, and focus any irrigation needs on highly used spaces.

Local, Sustainable & Renewable Materials

- Use local and regional materials (stone, wood, vegetation) that resonate with the ecology and natural history of Tampa.
- Source materials from local vendors and suppliers.
- Generate power via renewable sources where possible, to power Greenway needs. Interpret green-energy use for the public.
- Employ smart-energy technology to conserve electricity in lighting and other needs. This includes LED lighting and sensors to provide light only when needed, adjust level or color, and be programmed to respond to user activity.

Climate Change Resiliency

- Pilot innovative tools to solve environmental issues (ex: “Liquid Trees” to mitigate air pollution). Leverage these elements as educational opportunities.

FUTURE-FOCUSED & INNOVATIVE

Smart Environment

- Partner with local agencies, schools and scientific organizations to use the Greenway for data collection. Examples are air and stormwater quality monitoring.

Smart Communities

- Collaborate with the City of Tampa on their Smart City initiatives and partnerships.
- Integrate Greenway-wide internet connectivity (ex: Kudocom Luminaires with Smart Hub).
- Offer phone charging stations in plaza spaces.
- Work with the City to designate “emergency hub” locations where communities gather in the case of an emergency. Provide renewable electrical generation and charging, information dissemination and emergency lighting.
- Use “smart signage” such as digital displays and sensors to provide users with real-time information about trail conditions, community news, and directional information. Program them to provide information in multiple languages and formats to make them more accessible to a diverse range of user.

Smart Mobility

- Create a variety of parking and charging services, including for bicycles and scooters, bike and scooter-share companies, electric vehicles, and car-share parking and access.
- Generate power via renewable sources (wind and solar) above the expressway to power things below. This can be used in visible and visitor focused applications such as charging stations and lighting.
- Partner with local transit organizations to provide real-time transit information where transit intersects the Greenway.

Smart Play

- Partner with exercise apps such as Strava and Peleton to integrate their workouts into Greenway “health trails”, or vice-versa.
- Work with VR technology to integrate virtual fitness on the Greenway.

HEALTHY COMMUNITIES

Fitness & Play

- Develop small exercise nodes along the trail. Cluster them in groupings that can be linked to form a variety of exercise options.
- Use expressway infrastructure and topography in the creation of play and exercise elements. Examples are bouldering walls built into berms, and exercise elements connected to columns.
- Put adult exercise equipment in proximity to children's play space, where possible and safe. This allows for multi-generational play and fitness.

Universal Design

- Integrate quiet areas for mental health spaces.
- In addition to ADA standards, consider Universal Design Standards. The National Disability Authority recognizes the "7 Principles of Universal Design" developed by North Carolina State as sound recommendations.

Human-Centered

- Provide spaces for community gathering.
- Reach out to local communities to get feedback on their particular needs, desires and priorities. Integrate them into design, as well as, future maintenance and stewardship discussions.
- Partner with health advocates (ex: hospitals, medical schools, health professionals, gyms, public health professionals) in Tampa to understand the needs and desires of the community.

Safety

- Use pedestrian scale lighting and safety/emergency call-stations to create safe night-time environments.
- Work with DOT partners to implement street crossing safety measures. Use easily implementable strategies in the near term, as well as designing substantial and integrated safety solutions into new construction.
- Integrate CPTED (Crime Prevention Through Environmental Design) strategies.

Responsive

- Use materials, street trees, structures, and amenities that mitigate Tampa’s climate such as misting and water features, evapo-transpiring plantings, shade, and drinking fountains.

NODES





The Master Plan defines types of nodes occurring along the Greenway. This organizes spaces according to the context, adjacent attractions and land uses, and distributes amenities along the Greenway. There is flexibility such that a community process can help define further the types of elements and functions that can take shape in these spaces.

The planned Greenway will include: 8.75 acres of plaza space, 3.3 acres of active recreation space, 36.4 acres of vegetated space, and 7.5 acres of parking (a 57% decrease from current parking areas).

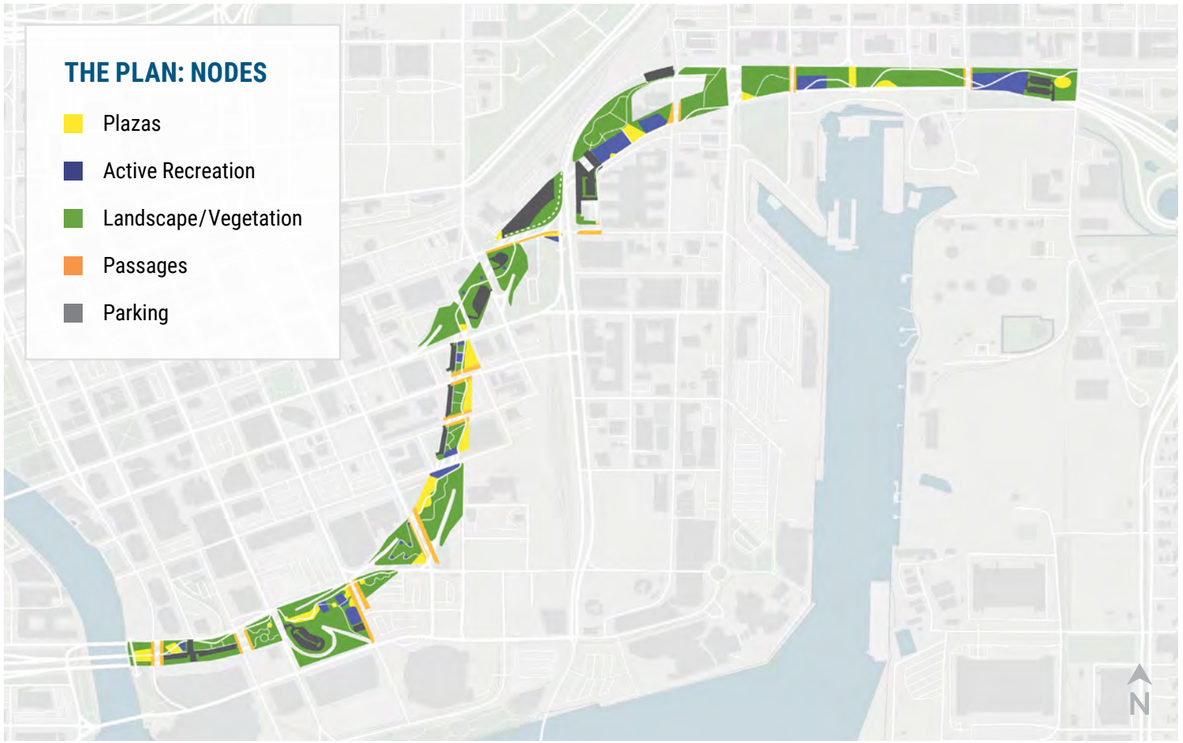


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ACREAGE OF SPACES*

4	2.6	25	5
Plazas	Active Recreation	Landscape *includes 5 acres of on-site stormwater facilities*	Parking

*Total Approximate Proposed Acres

PASSAGES

11
Improved Street Frontages



Plazas

Plaza space functions as a gathering and community space.
It can take different forms based on its context and community need.

- Trailhead/Gateway: a place of orientation & arrival
- Art space: places for community expression and highlighted art
- Concert and presentation space: places for celebration and performance
- Market and festival space: places for commerce and events



Active Recreation

Active Recreation space is a place of leisure and physical activity.
It may include spaces for organized games or pick-up games.

- Court: Pickelball/tennis courts, skating rinks
- Turf: Small field soccer, putting green
- Games: Bocce, boules, croquet, corn hole
- Exercise areas: group and individual stations
- Playscapes: playgrounds, bouldering walls, ropes courses



Landscape / Vegetation

Landscaped areas are locations of vegetation that serve many urban functions including visual buffering, eco-system services like stormwater retention and infiltration, and a place for people to interact with nature.

- Native habitat
- Stormwater basins, gardens, and swales
- Visual buffering
- Aesthetic placemaking



Passages

Passages are street frontages focused on people over vehicles. Sidewalks become places for gathering, locations of arrival and connection. Orientation signage is emphasized, and pick-up and drop-off space is prioritized at the curb.

- Ride-share locations
- Seating
- Public transit stations
- Wayfinding



Parking

While parking is reduced overall, it remains at key locations including trailheads, key destinations such as larger active recreation centers and plazas.

- Electric vehicle (EV) charging
- Varying stall sizes
- Biofiltration / permeable surfaces
- Shade trees

TRAILS & CROSSINGS





The contiguous nature of Greenway spaces is broken up by 20 street crossings. Making these crossings safe, legible and pleasant is vital to knitting together the entire Greenway and experience. Both trail and crossing improvements contribute to safety initiatives like Vision Zero, and the city's on-going effort to improve bicycle routes through out downtown.

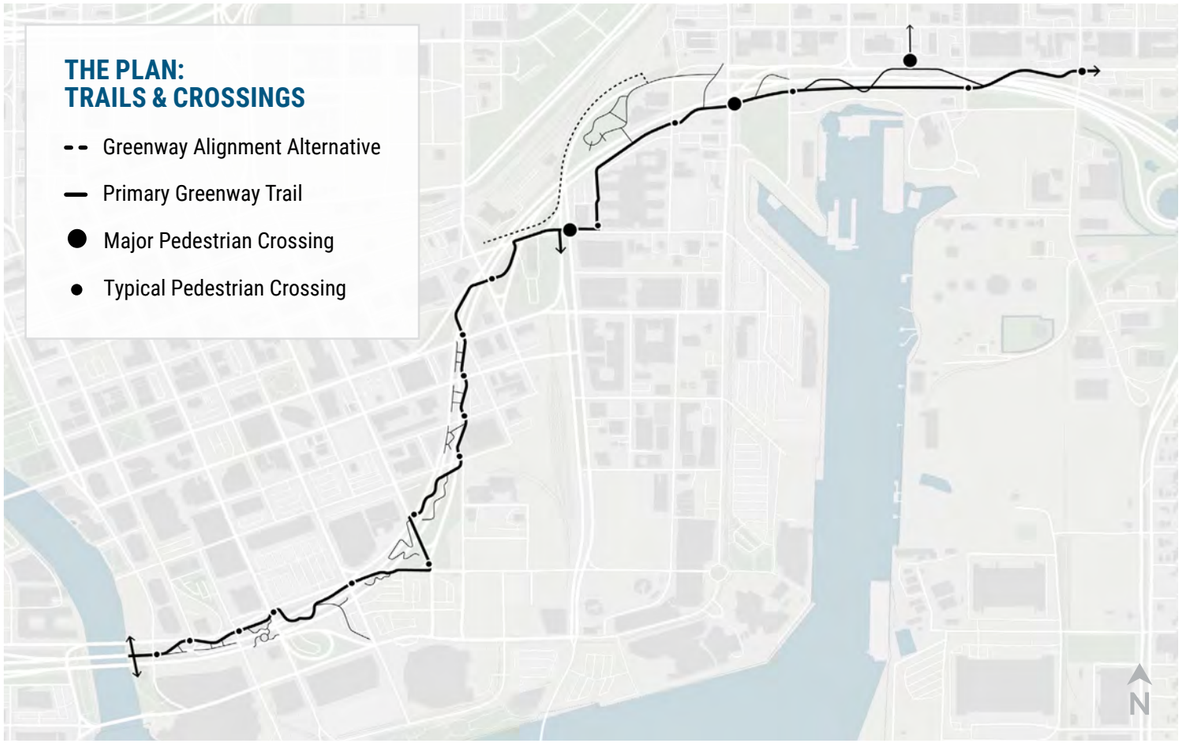


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GREENWAY TRAIL

1.7 Miles
Total Trail Alignment

20
Improved Street Crossings

1
Proposed Pedestrian Bridge
(Channelside Dr)



At-Grade Trail

At-grade trails traverse park spaces. Where the trail passes over a concrete sidewalk, a contiguous alignment is maintained visually using paint.

- Primary Trail is 16' - 24' wide with an asphalt surface.
- Secondary Trails are thinner trails that connect to site features and can be surfaced in asphalt, or permeable materials such as crushed stone.



Above-Grade Trail

Above-grade, on structure crossings are where the 16' wide Greenway trail rises on bridges to traverse roadways (Channelside Dr), on boardwalks to cross stormwater basins, or is elevated for views and experience.

- Bridges
- Boardwalks



Street Crossings

Street Crossings are 16' wide painted crossings that span the roadway. See "Crossings" in the Branding and Components Appendix.

- Spatial Design Improvements: locations where the physical design of the crossing and roadway can be improved.
- Component Improvements: Adding components (signals, paint, signage) to the design of existing or new crossings to improve pedestrian safety.

FULL EXTENT
ALIGNMENT + SPACES

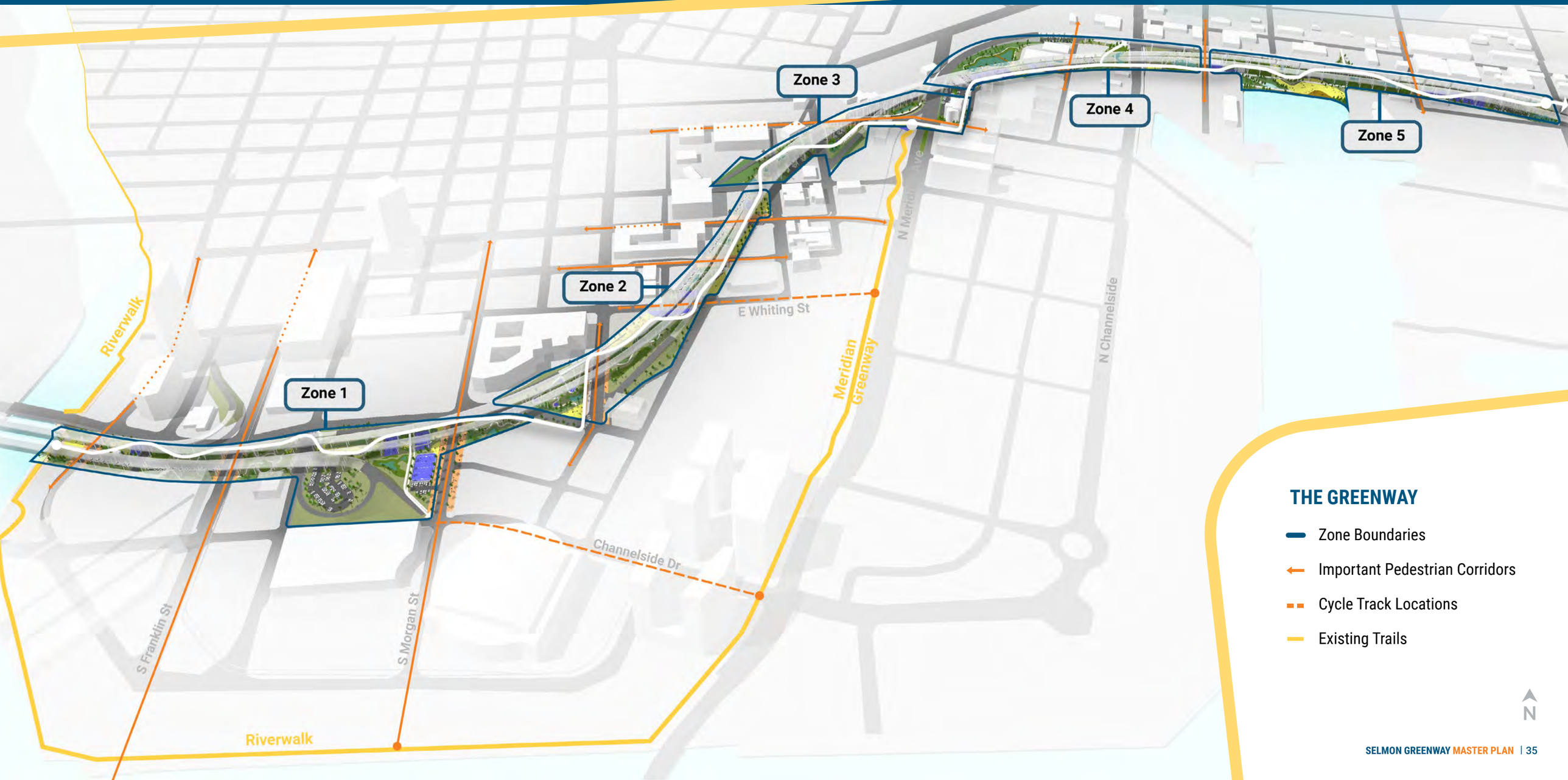
The Greenway is broken into five zones based on their distinctive character and context along the Greenway corridor.

Permeable & Connective

The proposed Selmon Greenway increases permeability under the expressway, stitching together different parts of the downtown. Key pedestrian corridors connect important Greenway facilities with the downtown business district, neighborhoods, commercial centers, and waterfront amenities.

Ebb & Flow

The Greenway blends locations of high activity where people stop and spend time; with trail sections that move people through spaces. This cadence of ebb and flow creates a dynamic Greenway experience.



THE GREENWAY

- Zone Boundaries
- Important Pedestrian Corridors
- Cycle Track Locations
- Existing Trails

N

ZONE 1
WEST GREENWAY ANCHOR

Zone 1 is the western anchor of the Selmon Greenway. Downtown Tampa is bounded by the Hillsborough River to the west, where the Greenway intersects with the Riverwalk. This section of the Greenway connects to major destinations in the downtown entertainment district including the Convention Center and Amalie Arena.

NODES

- Plazas
- Active Recreation
- Landscape/Vegetation
- Passages
- Parking

TRAILS & CROSSINGS

- Greenway Alignment (At-grade)
- Greenway Alignment (Above-grade)
- Greenway Street Crossing (At-grade)
- Intersection Improvement

*See Branding and Components Appendix: Crossings

1. **FRYE PARK**
   Celebratory intersection with the river and the Riverwalk
2. **ASHLEY PASSAGE**
   Improved pedestrian crossing
3. **WESTERN TRAILHEAD PLAZA**
   Trail orientation point with wayfinding signage, info, bike services, and restroom
4. **WELLNESS HUB WEST**
   Wellness trail orientation point with wayfinding signage, info, and group exercise area
5. **TAMPA TO FRANKLIN**
   Trail Corridor
6. **FRANKLIN PASSAGE**
   Connection to TECO station, and Convention Center
7. **WELLNESS / SENSORY GARDEN**
   Quiet spaces, aromatic and visually pleasing plantings in connection to USF
8. **LEE ROY SELMON MEMORIAL PARK**
   Namesake statue memorial and gathering spaces
9. **SELMON PARK RECREATION CENTER**
   Court and game spaces, spectating areas built into ramp topography, dog park
10. **SELMON PARK ANNEX**
    Small gathering spaces along trail
11. **MORGAN PASSAGE**
    Sidewalk plaza and drop-off/pick-up area connecting pedestrians to Amalie Arena
12. **EXISTING PARKING TO REMAIN**



ZONE 2
CENTRAL CONNECTOR

Zone 2 is a key connection zone between the dynamically developing districts east of the Greenway and the existing downtown. Today, this zone is surrounded by a cluster of creative office spaces, businesses, schools, and civic offices. This zone is connected by cycle tracks on E Jackson Street and bus routes on S Jefferson Street. Once planned developments on Water Street are achieved and built out, there will be considerable residential and commercial uses added to this zone.

NODES

- Plazas
- Active Recreation
- Landscape/Vegetation
- Passages
- Parking

TRAILS & CROSSINGS

- Greenway Alignment (At-grade)
- Greenway Alignment (Above-grade)
- Greenway Street Crossing (At-grade)
- Intersection Improvement

*See Branding and Components Appendix: Crossings

13. BROREIN TRIANGLE GATEWAY AND HEALTH CIRCUIT
Gateway from dynamic development to the east, connecting to health trail integrated into site topography

14. JEFFERSON PASSAGE
Connection of Brorein Gateway to northern Greenway destinations

15. JEFFERSON PARK & HEALTH TRAIL
Gathering spaces and trail connecting fitness nodes and play spaces

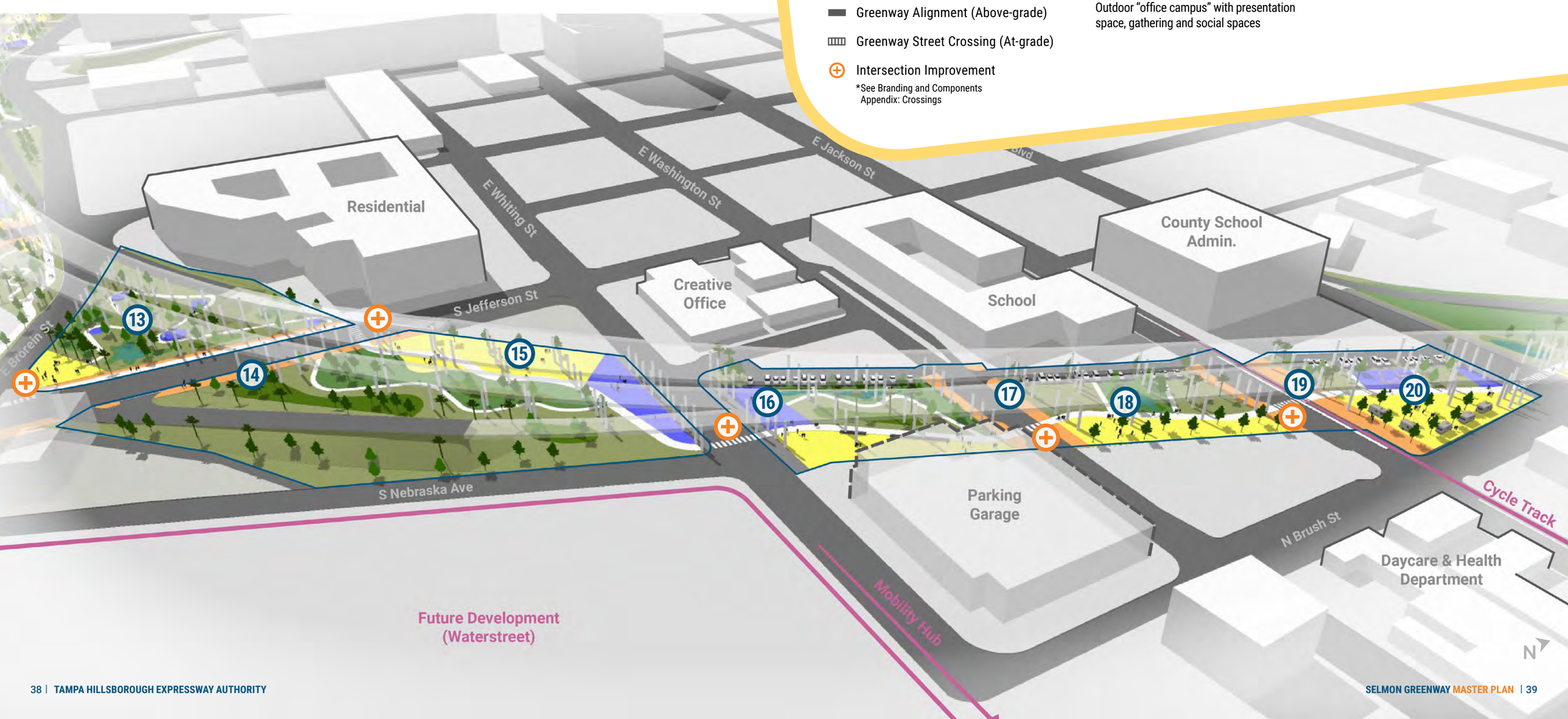
16. CENTRAL PROMENADE (SOUTH BLOCK)
Outdoor "office campus" with presentation space, gathering and social spaces

17. WASHINGTON PASSAGE
Connection along the Central Promenade

18. CENTRAL PROMENADE (MIDDLE BLOCK)
Outdoor classroom and habitat spaces with flexible space for performance and gathering

19. JACKSON PASSAGE
Connection along the Central Promenade and cycle track

20. CENTRAL PROMENADE (NORTH BLOCK)
Food cart pod connects to all-ages play zone and restrooms



ZONE 3
GREENWAY FLOW

Zone 3 is quieter than other sections on the Greenway, serving as the connector for activity centers in zones 1 and 2 to the northeastern portion of the Greenway.

In this area, the trail moves over and around stormwater facilities, parking lots, and exercise stations. In zone 3, the Greenway intersects with the Meridian Health Trail and provides a connection north to 12th Street Park.

NODES

- Plazas
- Active Recreation
- Landscape/Vegetation
- Passages
- Parking

TRAILS & CROSSINGS

- Greenway Alignment (At-grade)
- Greenway Alignment (Above-grade)
- Greenway Street Crossing (At-grade)
- Greenway Bike Crossing (At-grade)
- Intersection Improvement

*See Branding and Components Appendix: Crossings

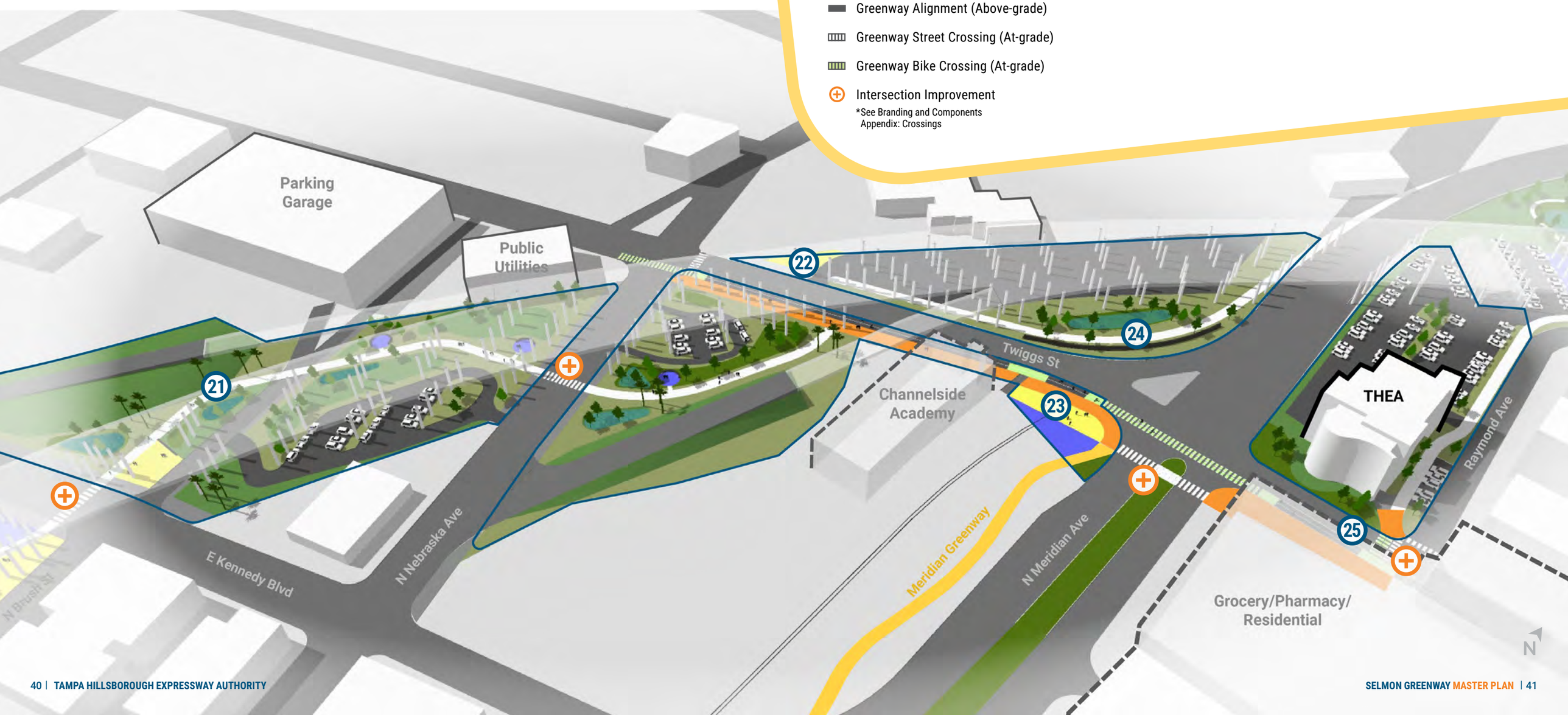
21. KENNEDY TO MERIDIAN CORRIDOR
Parking, trail and stormwater basins, exercise stations integrated into site features

22. UNION STATION PLAZA EXTENSION
Gathering space adjacent to Amtrak station

23. MERIDIAN HEALTH TRAILHEAD
Group exercise area and gateway to health trail (Cumberland to Twiggs)

24. RAILS-TO-TRAILS ALIGNMENT OPTION
Potential trail corridor along old rail line

25. TWIGGS GREENWAY JOG
Realignment of the Greenway on city streets to mitigate expressway ramp barrier



ZONE 4
12TH STREET PARK

Zone 4 of the Greenway contains a major destination at 12th Street Park where the existing Kotfila Memorial Dog Park is a well-used amenity for Channelside communities. This section of the Greenway establishes a direct connection from Channelside communities to areas around Adamo Dr where development plans are currently underway.

NODES

- Plazas
- Active Recreation
- Landscape/Vegetation
- Passages
- Parking

TRAILS & CROSSINGS

- Greenway Alignment (At-grade)
- Greenway Alignment (Above-grade)
- Greenway Street Crossing (At-grade)
- Intersection Improvement

*See Branding and Components Appendix: Crossings

26. KOTFILA DOG PARK (EXISTING)

27. 12TH STREET PARK

- Large park at Greenway "elbow" between northern neighborhoods and downtown
- Includes a variety of elements including a market plaza, recreation center, stormwater habitat area with trails, EV parking, and existing dog park

28. 12TH STREET PASSAGE & TRAILHEAD

Pedestrian plaza and ride-share stop connects brewery to park

29. EV PARKING & CHARGING

30. CHANNELSIDE PEDESTRIAN BRIDGE

Pedestrian bridge that safely connects trail users across Channelside

31. PROPOSED TECO STOP

Connection to Historic Ybor and future Gas Worx property

32. STORMWATER FACILITY & HABITAT FEATURE



ZONE 5
EAST GREENWAY ANCHOR

Zone 5 is an important connection between Historic Ybor City and planned developments around the Greenway. This zone includes safe pedestrian crossings and street-front improvements on Adamo Dr that create a boulevard style experience connecting Ybor City and future developments across Adamo. The public space at the north side of Ybor Channel on the Greenway is a signature and iconic public space at the intersection of important north/south and east/west connection. It will connect to future development south, east, and west of the Greenway, participating in a holistically designed, water connected, community and civic focused public space. The eastern trailhead is a jump-off location for western Greenway destinations, as well as a potential new link to future Greenway trail opportunities linking to the Bypass Canal Trail.

NODES

- Plazas
- Active Recreation
- Landscape/Vegetation
- Passages
- Parking

TRAILS & CROSSINGS

- Greenway Alignment (At-grade)
- Greenway Alignment (Above-grade)
- Greenway Street Crossing (At-grade)
- Intersection Improvement

*See Branding and Components Appendix: Crossings

33. 14TH STREET PASSAGE
Pedestrian focused street-scape, ride-share drop-off/pick-up

34. GARRISON CHANNEL WATER SPORTS CENTER
Boat and paddle board storage and rental, restrooms, commercial space, and boat launch

35. ADAMO CROSSINGS
Boulevard-style pedestrian crossings use pedestrian refuges, trees, and visual elements for place-making and place-marking at these key crossings

36. YBOR CHANNEL PROMENADE
- Vegetated berms and stormwater swales create sound and visual buffer from Adamo Dr
- Greenway alignment at ground plane and event venue connects to future public space along the Ybor Channel
- An elevated Greenway alignment feature with views to water

37. RECREATION CENTER
Courts for games and exercise areas

38. 19TH STREET TRAILHEAD
EV charging and parking, trailhead features, recreation center, and restrooms mark the current eastern terminus and potential future alignment connection to the Bypass Canal Trail



ZONE 1 SPOTLIGHT
GATEWAY PLAZA: FRYE PARK

Plazas are locations for gathering and celebration. They are places of intersection and connection, where trail users slow, stop, and spend time engaging with each other and the environment.

SITE FURNISHINGS

1. Integrated seat walls
2. Benches
3. Litter/recycling receptacles
4. Water fountain
5. Art feature
6. Bike racks

WAYFINDING

7. Trailhead, context, and corridor map
8. Interpretive element
9. Integrated place identifiers
10. Pavement painting

LIGHTING

11. Integrated
12. Freestanding
13. Artful

SURFACE TREATMENTS

14. Asphalt
15. Crushed stone
16. Native vegetation
17. Concrete/paver



*For detailed information, see Appendix: Branding & Components

ZONE 2 SPOTLIGHT
PEDESTRIAN PASSAGE: CENTRAL PROMENADE

Pedestrian passages turn street frontages into a places for people. Shade and seating make it a comfortable place to wait or meet others. Wayfinding signage orients people arriving or leaving the Greenway. Short duration stopping areas make curbs dynamic zones for ride-share vehicles.

SITE FURNISHINGS

1. Benches
2. Litter/recycling receptacles
3. Play equipment
4. Movable Seating
5. Restroom
6. Transit shelter
7. Bollard

WAYFINDING

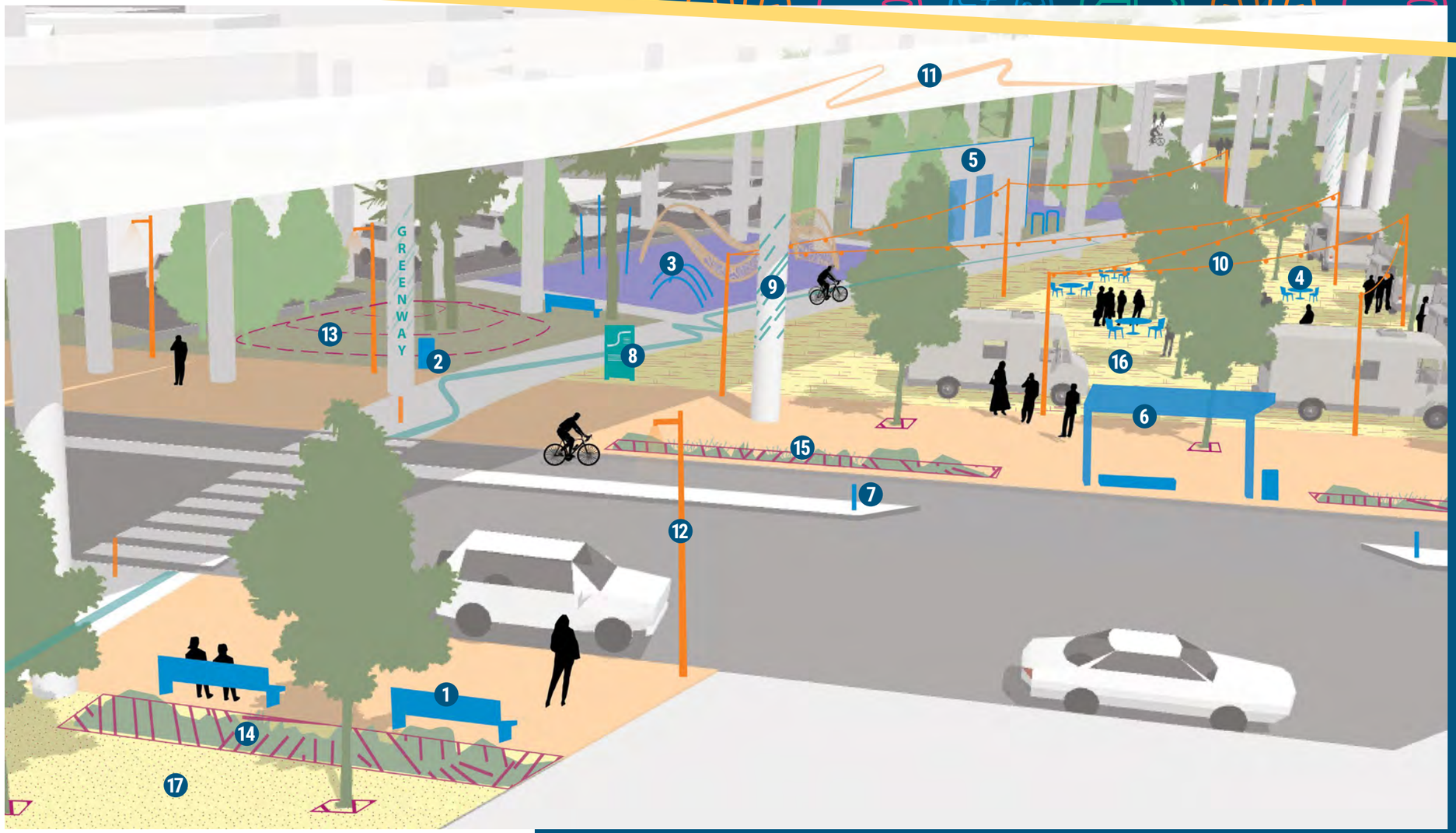
8. Context and corridor map
9. Integrated place identifiers

LIGHTING

10. Pedestrian
11. Artful
12. Overhead freestanding

SURFACE TREATMENTS

13. Topography
14. Biofiltration area
15. Rain garden
16. Concrete pavers
17. Permeable surface



*For detailed information, see Appendix: Branding & Components

ZONE 3 SPOTLIGHT
LANDSCAPE/VEGETATION: GREENWAY FLOW

Stormwater basins create naturalized habitat areas for native flora and fauna. Stormwater basins on the Greenway create pleasant areas to walk or bike through, and include integrated elements such as benches and exercise facilities that provide users with opportunities to stop along the trail.

SITE FURNISHINGS

1. EV chargers
2. Integrated play equipment
3. Exercise station
4. Handrails

WAYFINDING

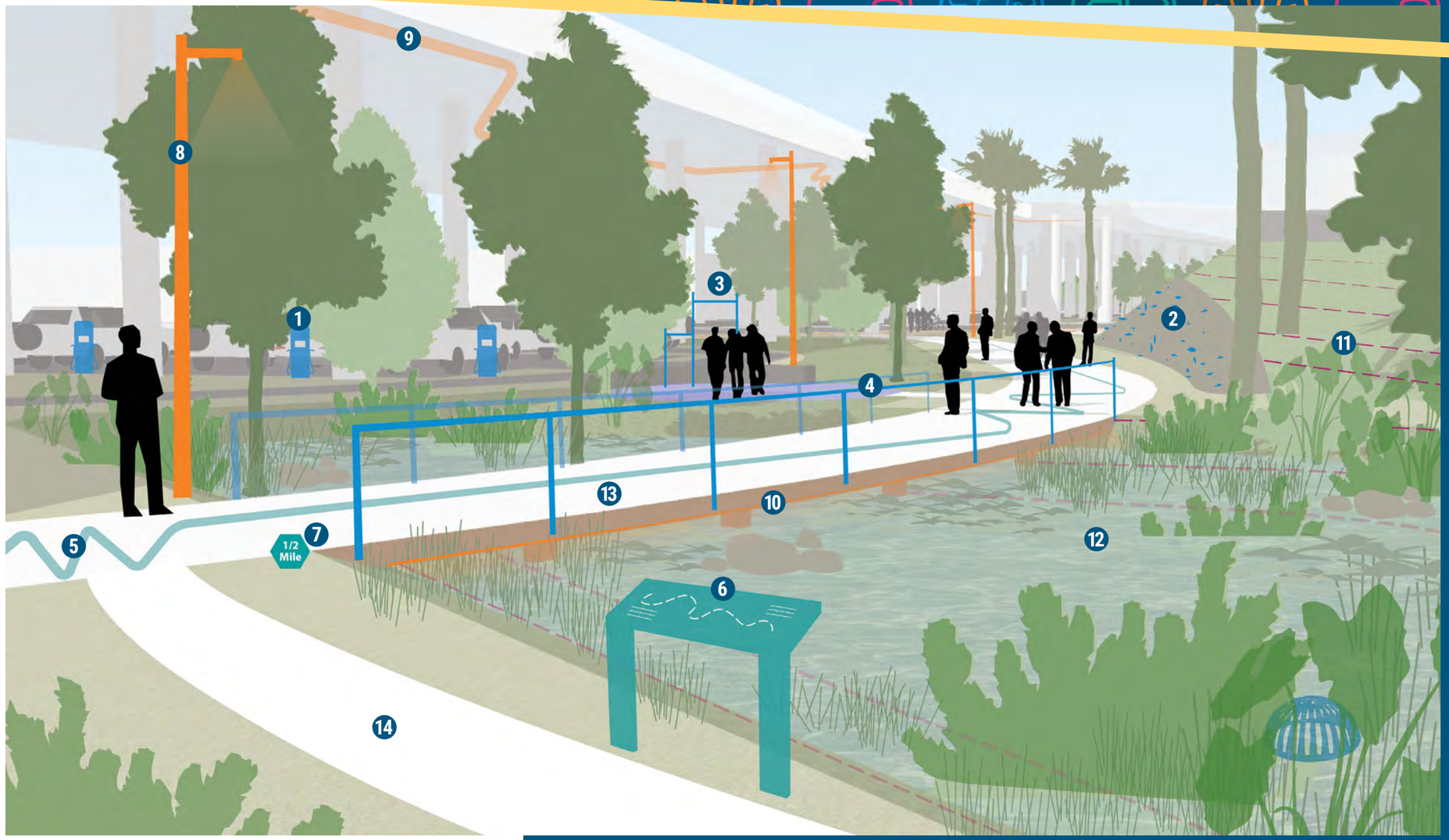
5. Interpretive elements
6. Integrated place identifiers
7. Mile markers

LIGHTING

8. Overhead freestanding
9. Artful
10. Integrated

SURFACE TREATMENTS

11. Topography
12. Stormwater basin
13. Boardwalk
14. Permeable paths



*For detailed information, see Appendix: Branding & Components

ZONE 4 SPOTLIGHT
ACTIVE RECREATION CENTER: 12TH STREET PARK

Zones of active recreation are centers of activity that may include a variety of court and organized games. Seating for players and spectating, water stations and lighting are tailored to meet community needs.

SITE FURNISHINGS

1. Integrated seating
2. Nets and game tables
3. Water fountain
4. Litter/recycling receptacles
5. Interactive score board

WAYFINDING

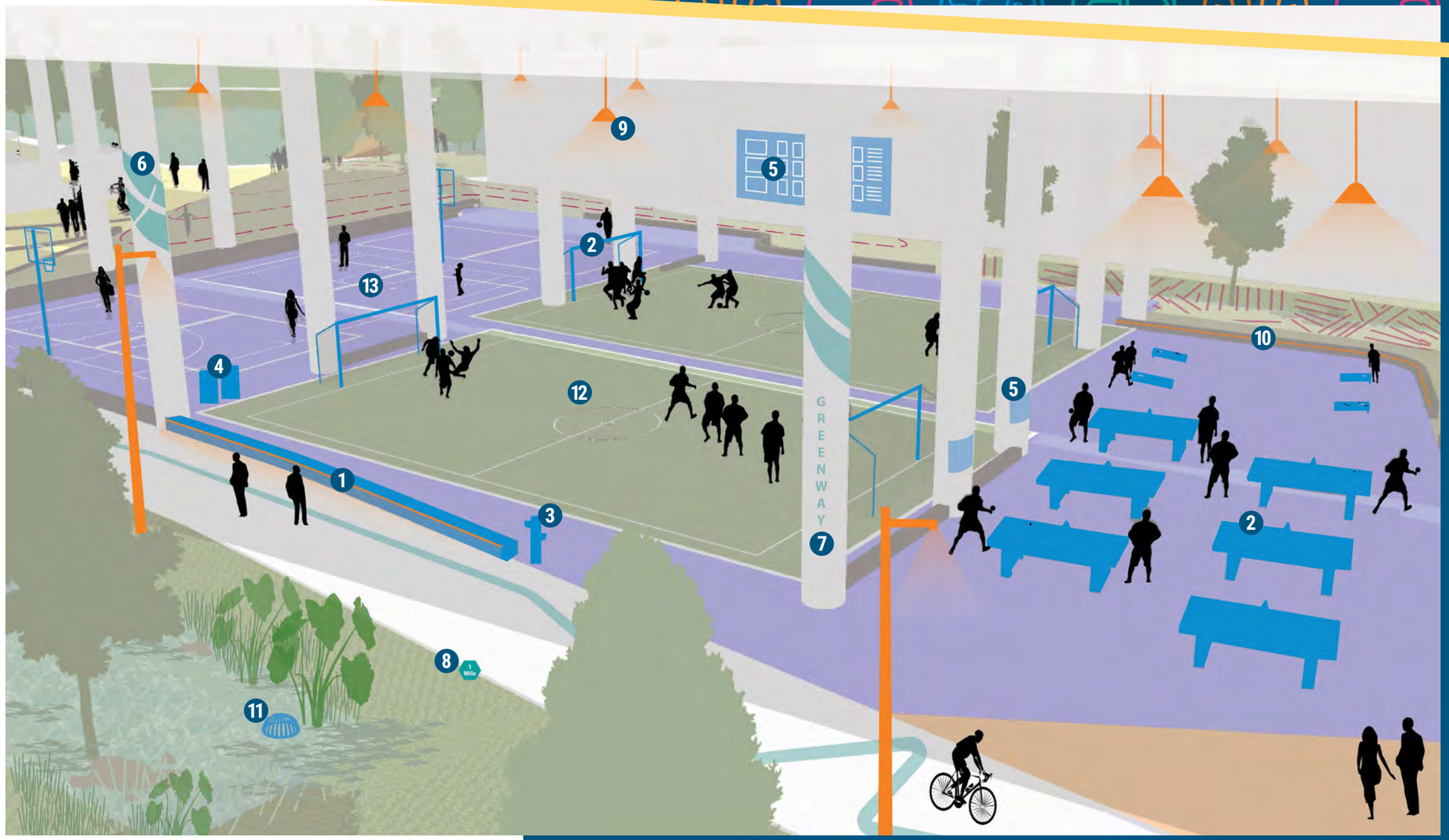
6. Interpretive elements
7. Integrated place identifiers
8. Mile markers

LIGHTING

9. Sports-focused
10. Integrated

SURFACE TREATMENTS

11. Biofiltration area
12. Artificial turf
13. Court surfacing



*For detailed information, see Appendix: Branding & Components

ZONE 5 SPOTLIGHT

SIGNATURE PLAZA: YBOR CHANNEL PROMENADE / EASTERN GREENWAY ANCHOR

Public spaces are the cornerstone of our urban environments. Many spaces on the Greenway blend with adjacent public in Tampa to create signature public places that are memorable and celebratory. Public spaces on the Greenway are integrated into the wider community context and is supportive of future development and connections.

SITE FURNISHINGS

1. Integrated seating
2. Water feature
3. Boardwalk handrails

WAYFINDING

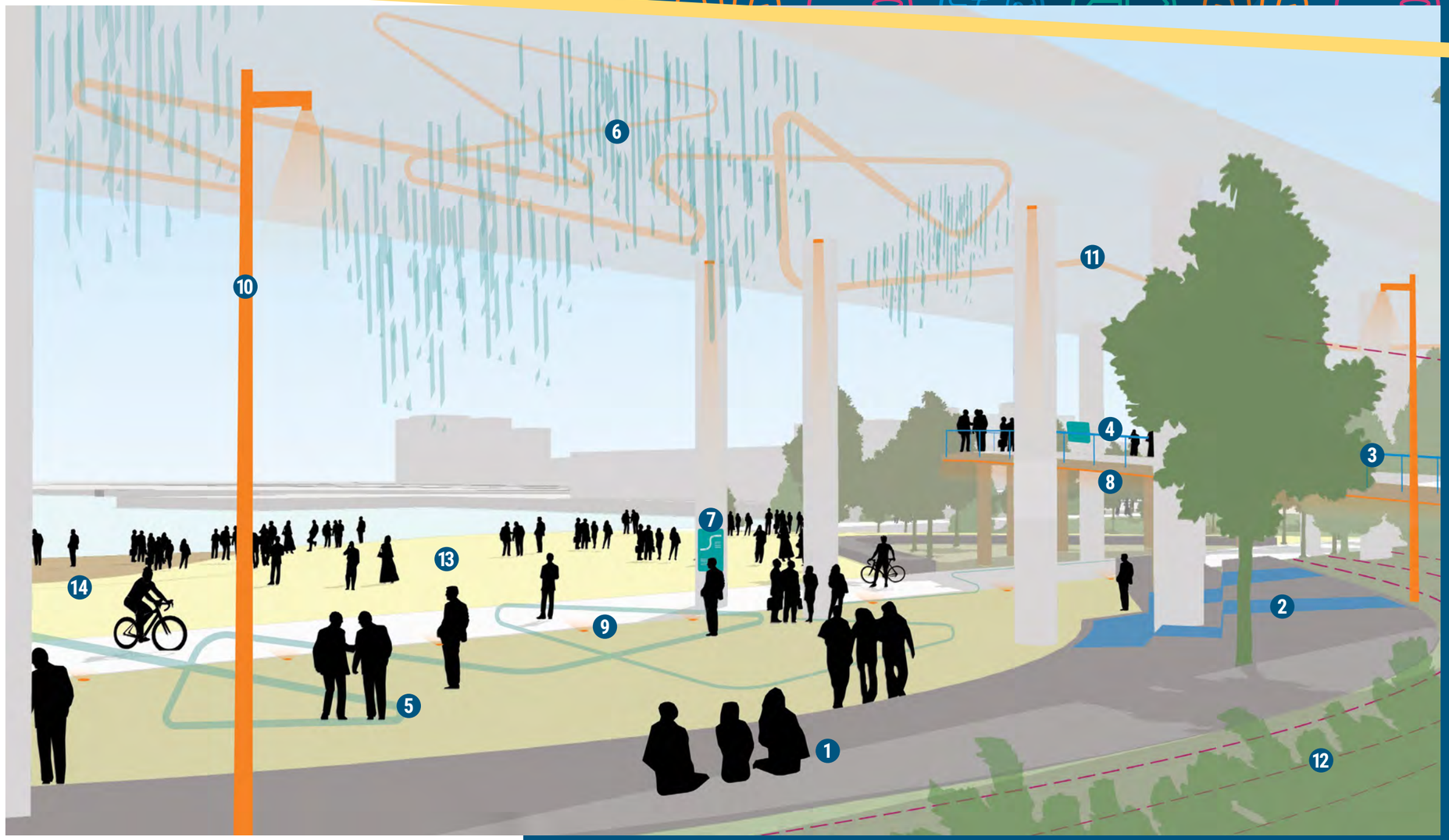
4. Interpretive elements
5. Integrated place identifiers
6. Integrated art
7. Trailhead, context, and corridor map

LIGHTING

8. Integrated
9. Inset
10. Overhead freestanding
11. Artful

SURFACE TREATMENTS

12. Topography
13. Large event plaza



**For detailed information, see Appendix: Branding & Components*

GREENWAY USERS
WHERE DO THEY GO?

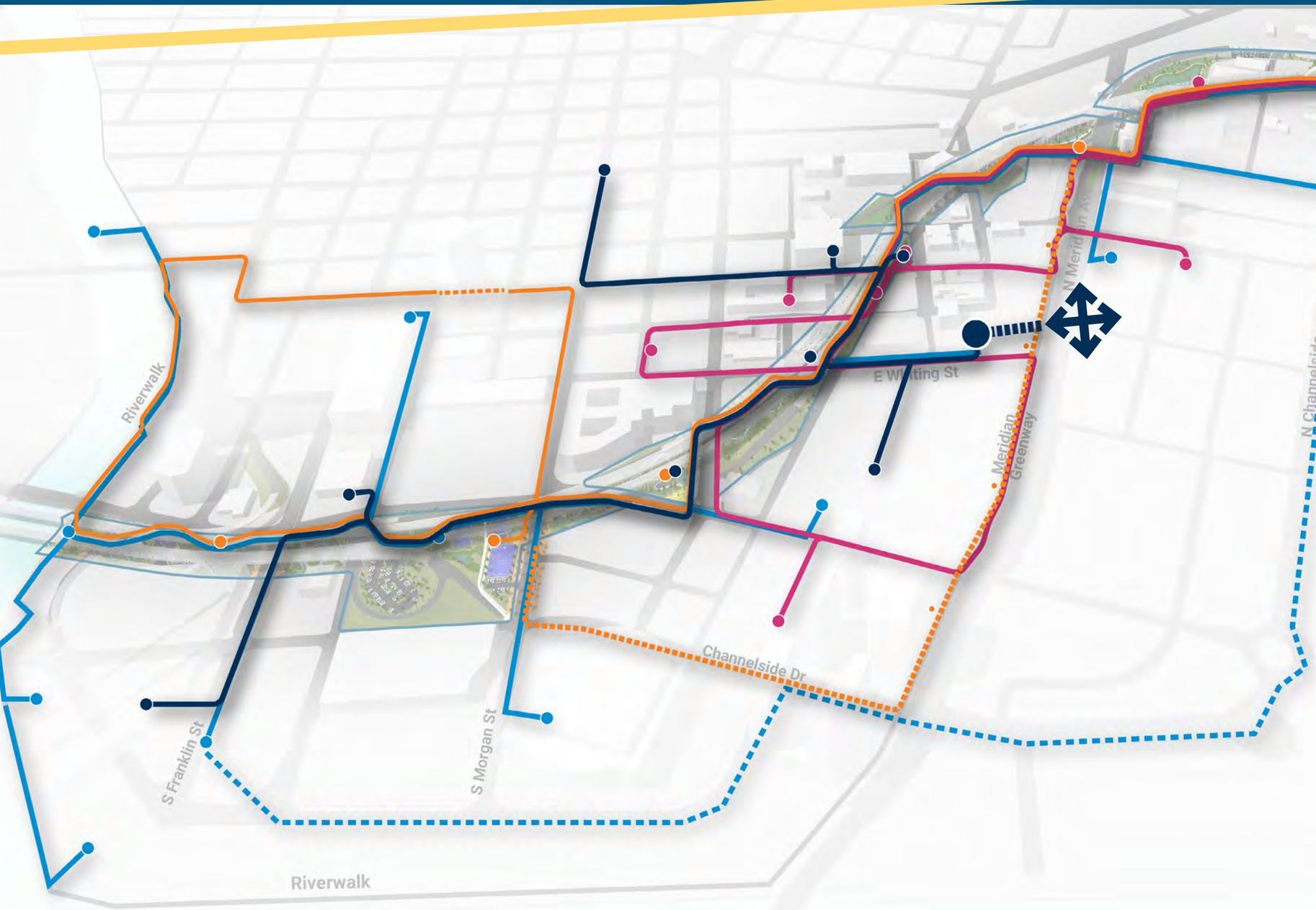
The Greenway is mobility: a place of convergence and intersection.

The Local

The Recreationist

The Tourist

The Commuter



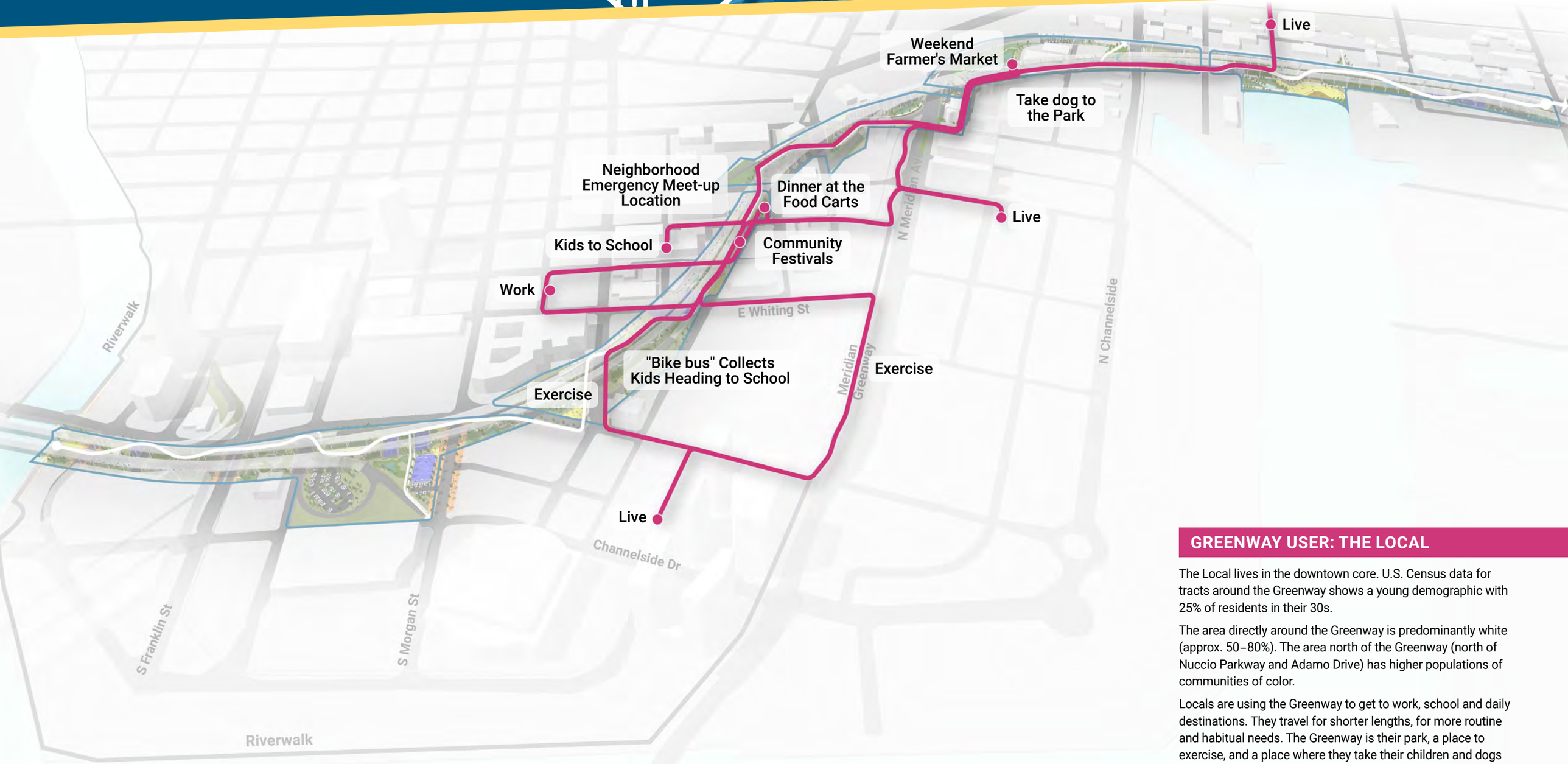
TYPES OF USERS

- The Local
- The Recreationist
- The Tourist
- The Commuter

N

THE LOCAL





GREENWAY USER: THE LOCAL

The Local lives in the downtown core. U.S. Census data for tracts around the Greenway shows a young demographic with 25% of residents in their 30s.

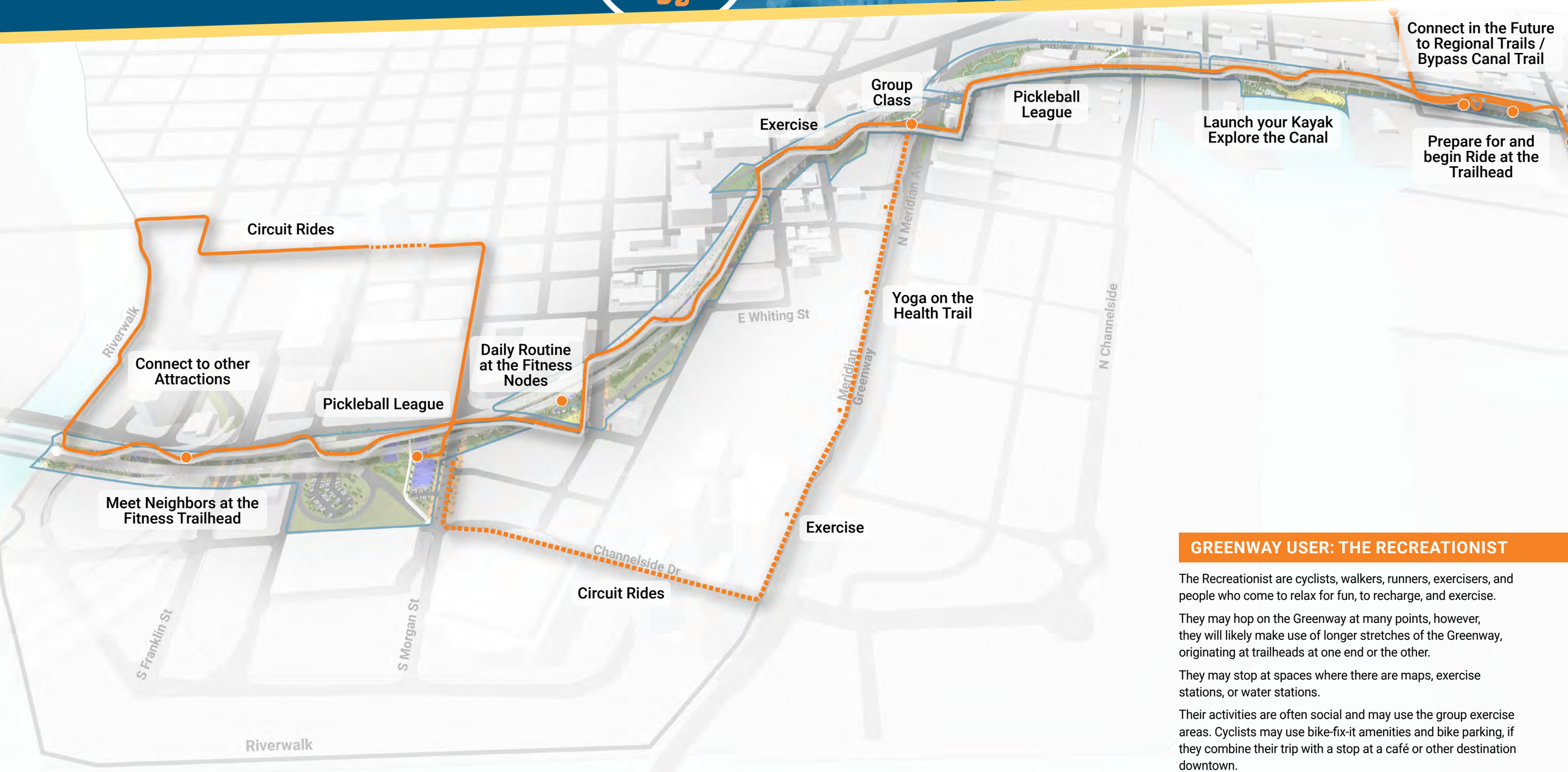
The area directly around the Greenway is predominantly white (approx. 50–80%). The area north of the Greenway (north of Nuccio Parkway and Adamo Drive) has higher populations of communities of color.

Locals are using the Greenway to get to work, school and daily destinations. They travel for shorter lengths, for more routine and habitual needs. The Greenway is their park, a place to exercise, and a place where they take their children and dogs to play.

THE RECREATIONIST







GREENWAY USER: THE RECREATIONIST

The Recreationist are cyclists, walkers, runners, exercisers, and people who come to relax for fun, to recharge, and exercise.

They may hop on the Greenway at many points, however, they will likely make use of longer stretches of the Greenway, originating at trailheads at one end or the other.

They may stop at spaces where there are maps, exercise stations, or water stations.

Their activities are often social and may use the group exercise areas. Cyclists may use bike-fix-it amenities and bike parking, if they combine their trip with a stop at a café or other destination downtown.

THE TOURIST



GREENWAY USER: THE TOURIST

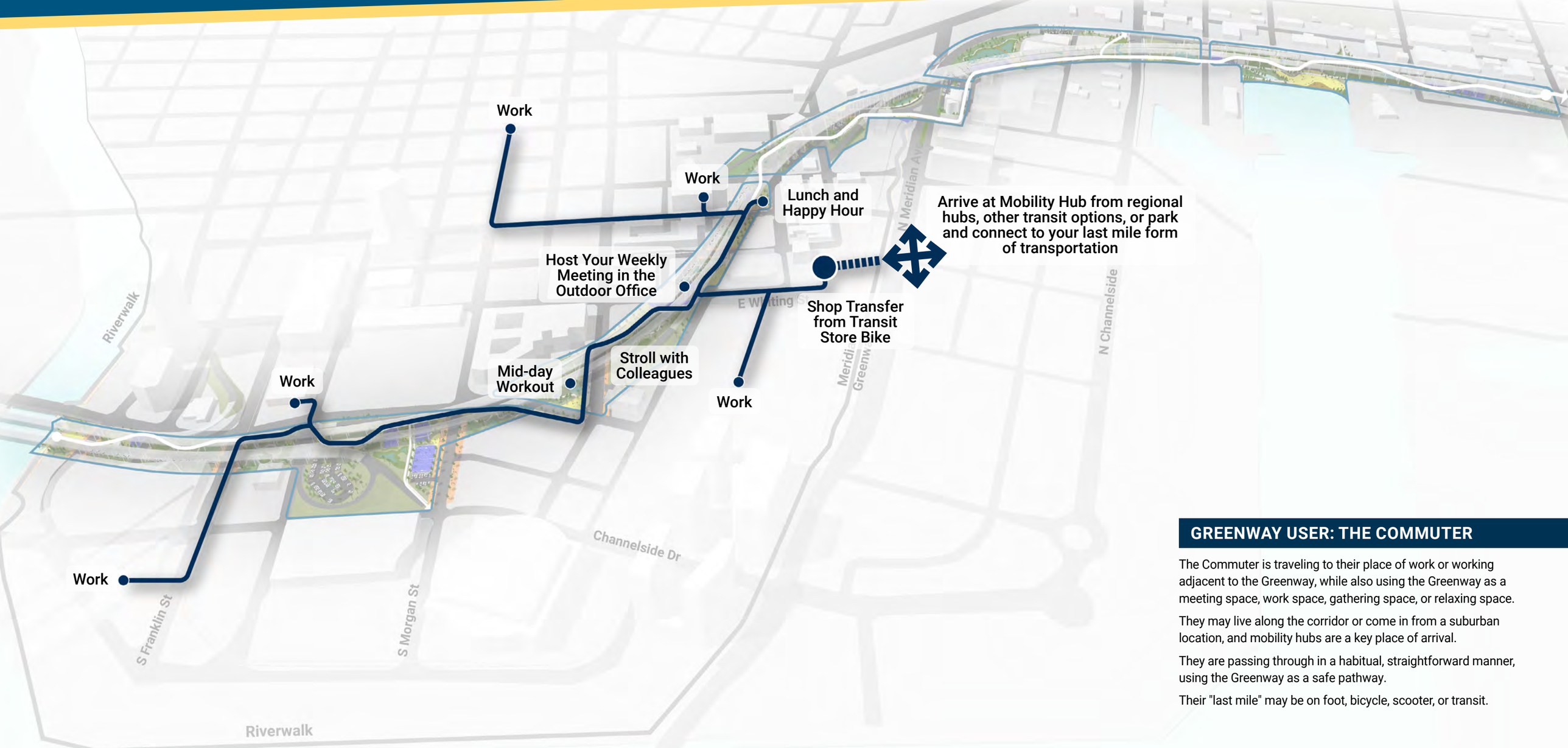
Downtown Tampa is a tourist attraction. Visitors come year round, but visitation peaks from February to May, and from October to December.

Tourists in the downtown often visit the large destinations such as the Convention Center and Amalie Arena. They visit the restaurants and bars in Channelside, Ybor, and Water Street districts.

The Riverwalk is a key active recreation destination for tourists. Access to the Hillsborough River and the Bay is popular through boat rides or spending time in waterfront parks. The Greenway becomes a tourist destination in its own right, with amenities and events that draw visitors.

THE COMMUTER





GREENWAY USER: THE COMMUTER

The Commuter is traveling to their place of work or working adjacent to the Greenway, while also using the Greenway as a meeting space, work space, gathering space, or relaxing space.

They may live along the corridor or come in from a suburban location, and mobility hubs are a key place of arrival.

They are passing through in a habitual, straightforward manner, using the Greenway as a safe pathway.

Their "last mile" may be on foot, bicycle, scooter, or transit.

APPENDIX: ANALYSIS



SITE ANALYSIS

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GREENWAY CORRIDOR

82 Transportation & Parking

84 Greenspace

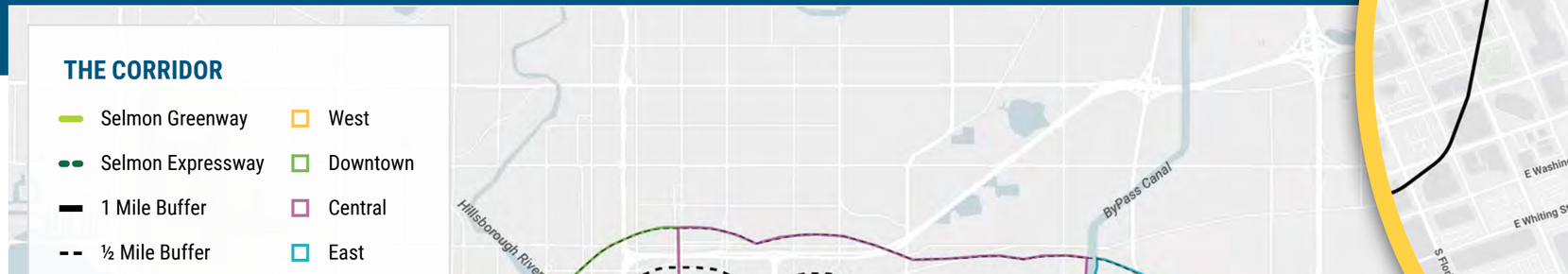
85 Socio-Cultural

86 Destination & Development

SITE ANALYSIS
EXISTING CONDITIONS

The analysis investigates the Selmon Greenway at two scales: Corridor-wide and the Greenway.

The Selmon Expressway Corridor (the Corridor) is defined by the Selmon Expressway, a vehicular transit corridor that runs through Tampa, Florida. The Master Plan focuses on the Selmon Greenway (the Greenway) at the core of the system. As the Greenway is part of the wider Corridor system, the following analysis provides a holistic view of the Corridor. Approaching the Greenway Master Plan in this manner will result in a cohesive, consistent and legible design framework.





The following analysis examines the urban, human, and natural context surrounding the Selmon Expressway. It examines existing infrastructure, amenities, environmental, and socio-cultural context around the Corridor.

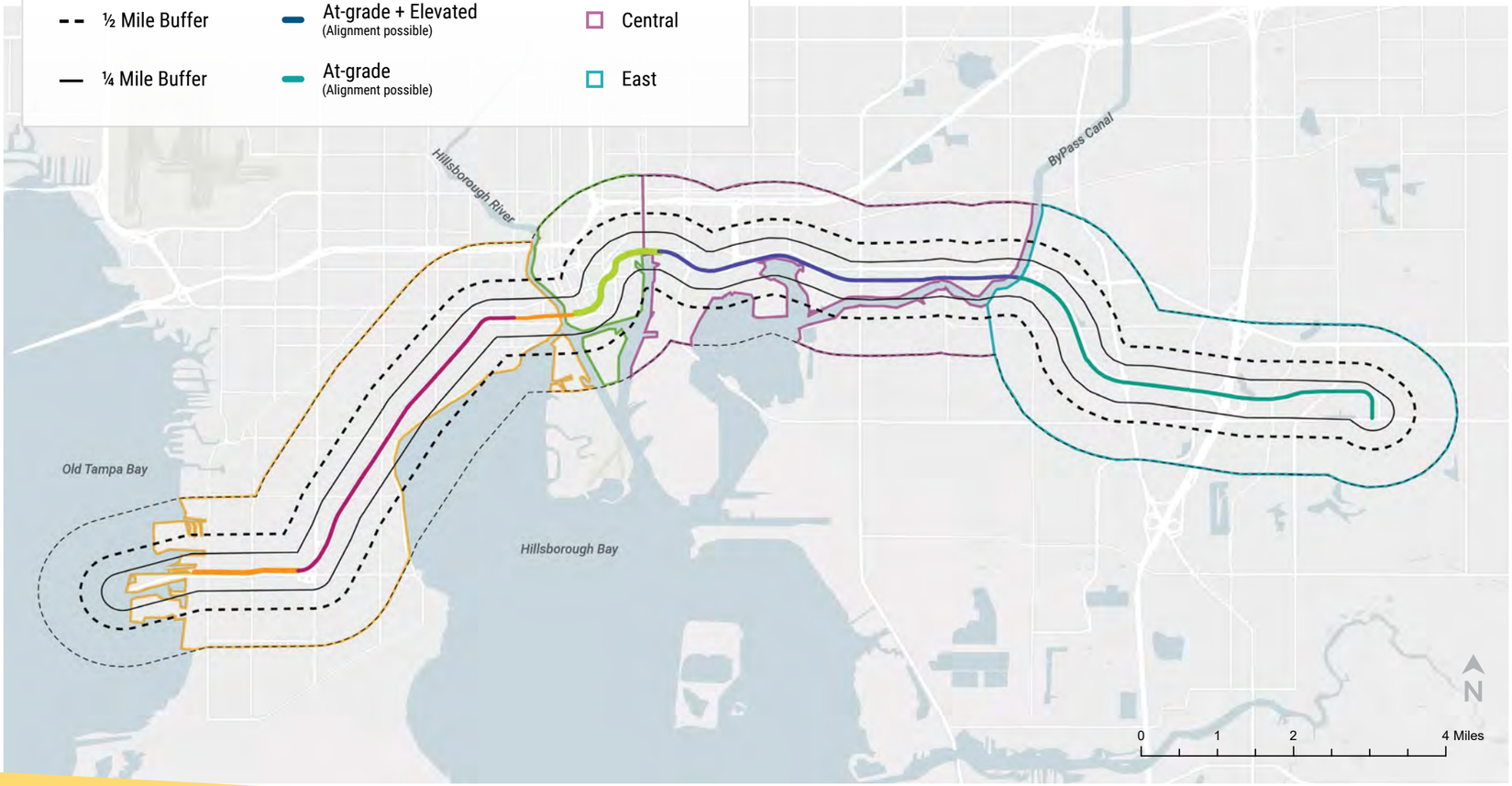
The analysis involved the use of tools such as ArcGIS Pro supplemented by field visits, site photography, and past THEA studies. An overlay method was used to understand the existing infrastructure of the Selmon Greenway and its surrounding context, which combines existing attributes (i.e. trail networks, bike routes, parks) and examines the relationships and intersections between them. Additionally, the overlay method identifies areas with minimal to no overlap between attributes and highlights the areas that provide the best opportunity for thoughtful intervention.

SITE ANALYSIS
SELMON EXPRESSWAY CORRIDOR

The Selmon Expressway Corridor runs from Gandy Boulevard in south Tampa to Interstate 75 in Brandon, Florida. The expressway is elevated above the city, either on a bridge or raised berm.
Berms (raised banks) often create connectivity barriers between urban spaces; however, the implementation strategies of the Master Plan seeks to reestablish connectivity in areas that have been identified as obstacles or opportunity areas. Analysis of the Selmon Expressway Corridor provide insight into the condition of at-grade local roads, crossings, and pedestrian connections. They highlight opportunities for connection and future nodes of activity.

THE CORRIDOR

- Selmon Greenway (Elevated)
- 1 Mile Buffer
- ½ Mile Buffer
- ¼ Mile Buffer
- Overhead (No alignment underneath currently possible)
- Berm/At-grade (Limited ROW, cross-connection barrier)
- At-grade + Elevated (Alignment possible)
- At-grade (Alignment possible)
- West
- Downtown
- Central
- East



Bridges and Walkways


Bypass Canal Trail Connection


Underpass


Bridge to Frye Park

Use of Spaces


Parking Downtown


Park Use Under Expressway


Gandy Blvd

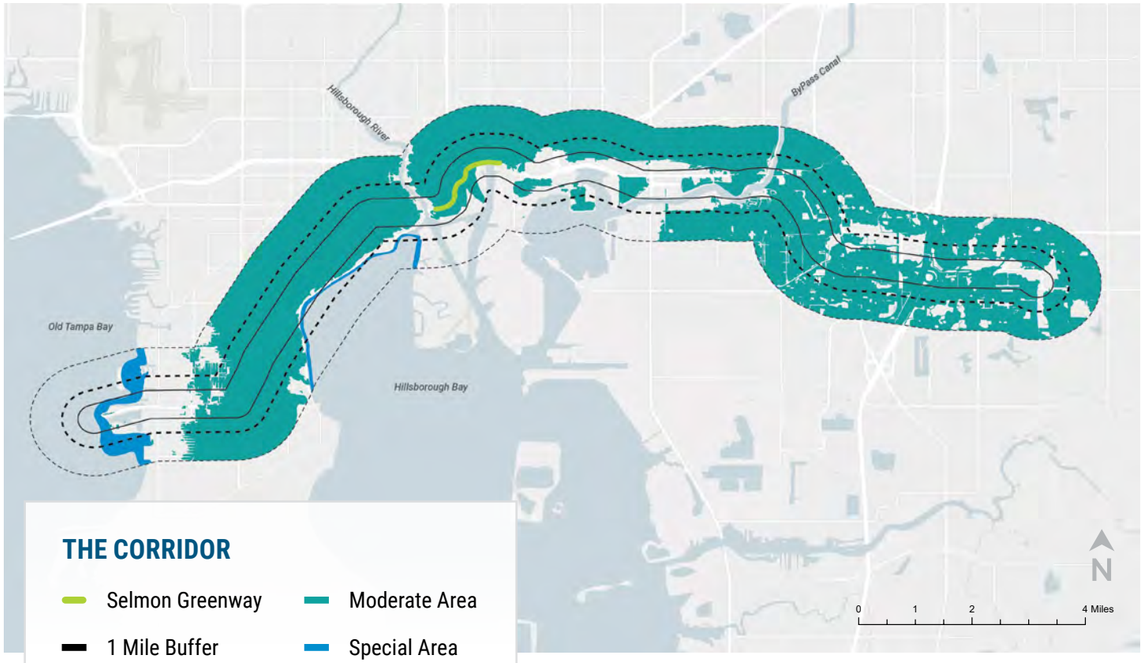
Vacant Spaces


Adjacent to Adamo Dr


Adjacent to 12th St

SITE ANALYSIS
FLOOD HAZARDS

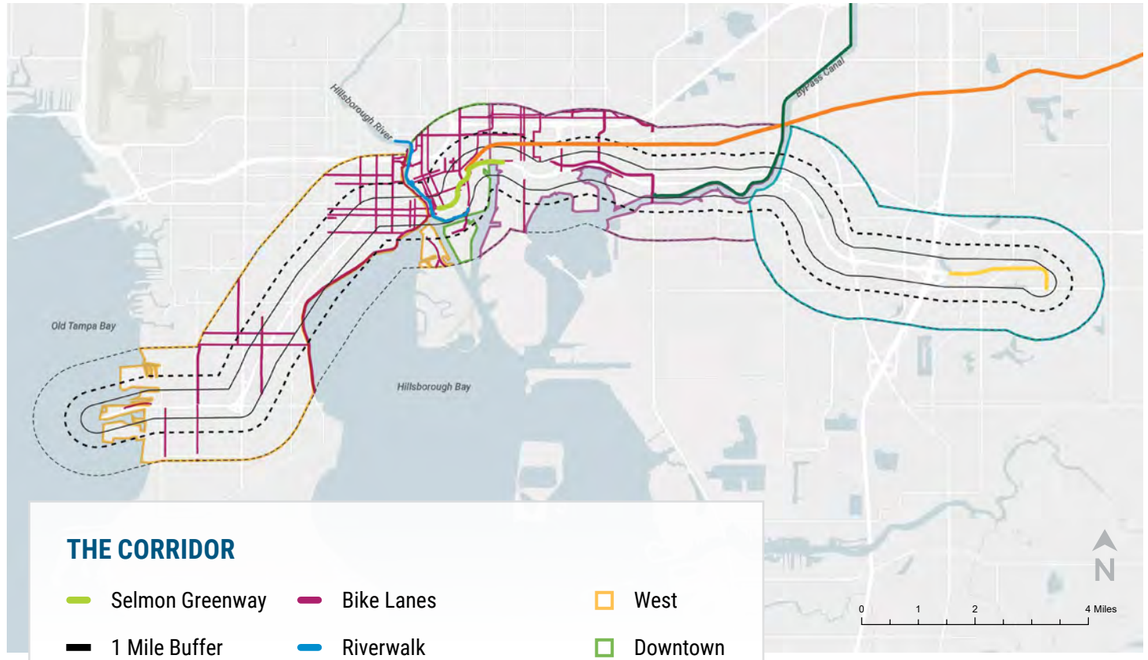
The Corridor is defined by its proximity to water including Tampa Bay, Hillsborough Bay, McKay Bay, Ybor Canal, Hillsborough River, Bypass Canal, and numerous other small bodies of water. The full extent of the Selmon Expressway sits within a flood zone; however, only sections along Historic Tampa Bay, the Ybor Channel, and the Bypass Canal are in a FEMA designated "Special Flood Hazard Area".



Special Flood Hazard Area (SFHA)
https://www.fema.gov/glossary/special-flood-hazard-area-sfha

SITE ANALYSIS
TRANSPORTATION & MOBILITY

The majority of existing mobility networks that connect to the Corridor are dominated by vehicular travel. Multi-modal transportation systems, including public transit and bike lanes exist intermittently throughout the city, with a tighter network in the downtown and adjacent neighborhoods. Transportation conditions are distinct and vary in each zone of the Selmon Expressway corridor.



WEST

The urban street grid facilitates connectivity for all modes. Bike lanes and transit exist, however vehicular travel dominate. Bike and pedestrian travel on Bayshore Blvd provides multimodal connections.

CENTRAL

Major arterials are the main form of transportation in this area including the I-4 connector. The street grid is less connected for transportation methods, but there is potential for connections.

DOWNTOWN

Transit options include TECO Streetcar, HART bus routes, Amtrak, and a variety of bike lanes and pedestrian trails. These trails provide connections between areas of downtown – including the (existing) Selmon Greenway and Meridian Trail.

EAST

This area contains a typical suburban street grid, clusters of roadways connected by larger arterials including I-75, and few crossing locations. The Brandon Parkway bike/pedestrian trail forms the terminus of the Expressway.

SITE ANALYSIS
CULTURE & HISTORY

The Selmon Expressway Corridor sits on the ancestral lands of the Manasota and Seminole people who have lived in the region for thousands of years. Tampa has become an eclectic mix of people and cultures over time, due to indigenous, colonial, immigrant, military and commercial influence.

THE CORRIDOR

- Selmon Greenway
- 1 Mile Buffer
- ½ Mile Buffer
- ¼ Mile Buffer

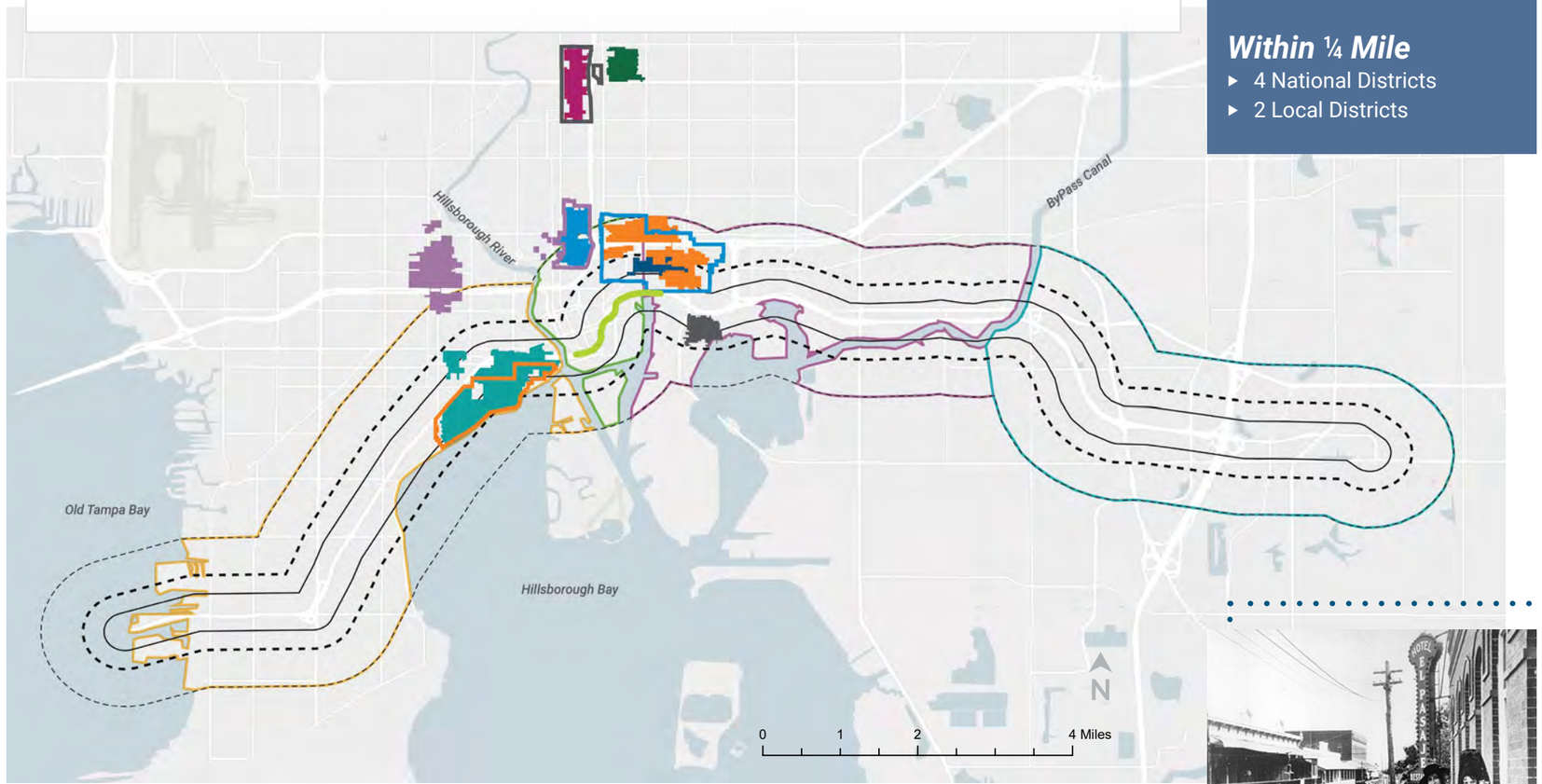
LOCAL HISTORIC DISTRICTS

- West
- Downtown
- Central
- East

NATIONAL HISTORIC DISTRICTS

- Hyde Park
- Seminole Heights
- Tampa Heights
- Ybor City

- Hampton Terrace
- Hyde Park
- Palmetto Beach
- Seminole Heights
- Tampa Heights
- West Tampa
- Ybor City Landmark
- Ybor City Registrar



Historic Districts


Hyde Park


Seminole Heights



Tampa Heights


Palmetto Beach

DID YOU KNOW

There are multiple Historic Districts in proximity of the Selmon Expressway

Within 1 Mile
- 8 National Districts
- 3 Local Districts

Within ¼ Mile
- 4 National Districts
- 2 Local Districts

NATIONAL & LOCAL HISTORICAL DISTRICTS

HYDE PARK: A historic neighborhood developed at the turn of the 19th century, Hyde Park is known for its architectural and cultural heritage. The Tampa Bay Hotel (now the University of Tampa), bungalow-style homes, and the Tampa Museum of Art all have architectural and cultural significance.

SEMINOLE HEIGHTS: A neighborhood initially developed as a middle-class streetcar suburb, Seminole Heights had easy access to downtown via electric streetcars. The area declined after WW2 as families moved to suburbs farther outside the city. However, presently there has been renewed investment in the neighborhood which contains a diverse community with an active arts and cultural scene.

TAMPA HEIGHTS: This area was historically a thriving African American community in the early 20th century and known for its vibrant culture and community activism.

YBOR CITY: The Ybor district was founded as a hub for the cigar industry at the turn of the 20th century, attracting a diverse community of Cuban, Spanish, and Italian workers. It houses many historic and architectural landmarks and played an important role in labor union history and the civil rights movement. Today, it continues to be a diverse, vibrant arts and entertainment district.

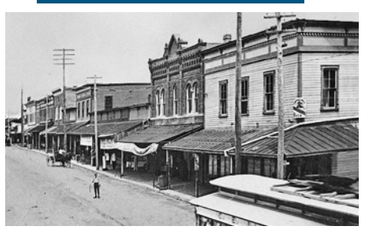
NATIONAL HISTORICAL DISTRICTS

PALMETTO BEACH: This neighborhood developed at the turn of the 20th century as a modest, working class community servicing the cigar factories and the port. Originally home to a community of dockworkers and sailors, the neighborhood remains culturally diverse with a long tradition of civic engagement.

WEST TAMPA: The location of historic Dobyville, West Tampa is a middle class African American neighborhood known for its strong sense of community and contributions to Tampa's cultural and economic life.

Ybor City


Ybor City


Mugge Corner (1889)


Ybor (today)

SITE ANALYSIS
COMPLETED PROJECTS

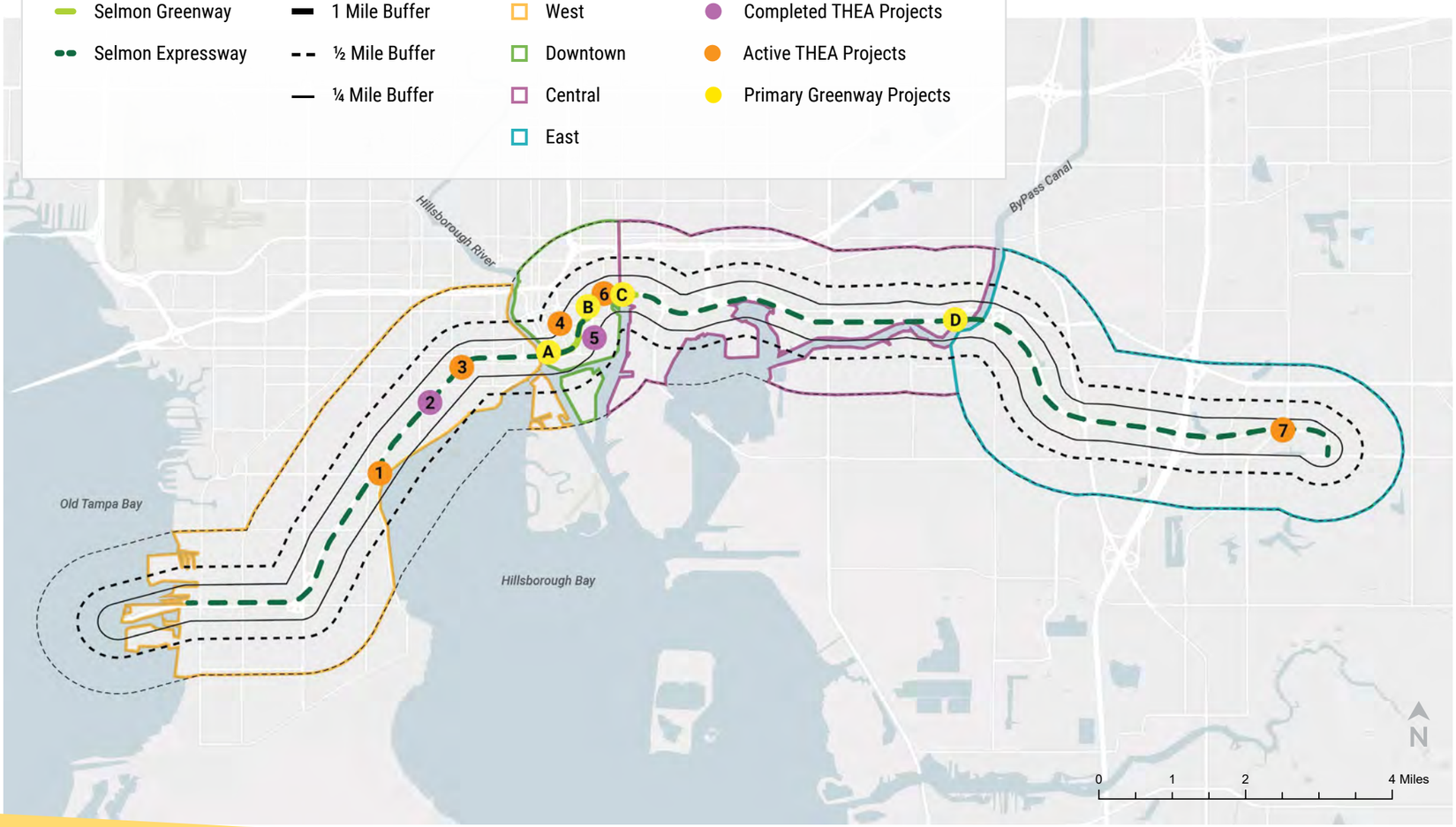
THEA has completed and continues to plan for a variety of recreation and open space projects along the Corridor. These projects have come to fruition through the identification of THEA property that is best used for community or recreational purposes. Projects are community-focused and responsive to stakeholder and community needs.

Examples include small scale projects such as the Morrison Avenue Gateway, to larger park projects such as the Bay-to-Bay Underpass Improvements and the Kotfila Memorial Dog Park. Greenway improvement projects will be developed with the same community-informed processes and will continue to connect people along the Selmon through quality open spaces.

EXPRESSWAY FACTS*

18.44 Miles	***7.14 Miles***	***1.49 Miles***	***4.42 Miles***	***5.39 Miles***
Total Length of the Selmon Expressway	Length of the West Zone	Length of the Downtown Zone	Length of the Central Zone	Length of the East Zone

**Approximate Lengths*



COMPLETED & ACTIVE PROJECTS

1. **Bay to Bay Underpass Improvements**
2. **Swann Ave Underpass Enhancements**
3. **Morrison Ave Gateway**
4. **Downtown Projects**
   - Jefferson St Improvements (design)
   - Morgan St to Meridian Ave via Cumberland Ave (design)
   - Whiting St Extension Bike Path (planning)
5. **Meridian Ave Trail**
6. **Kotfila Memorial Dog Park**
7. **Brandon Pkwy Trail**

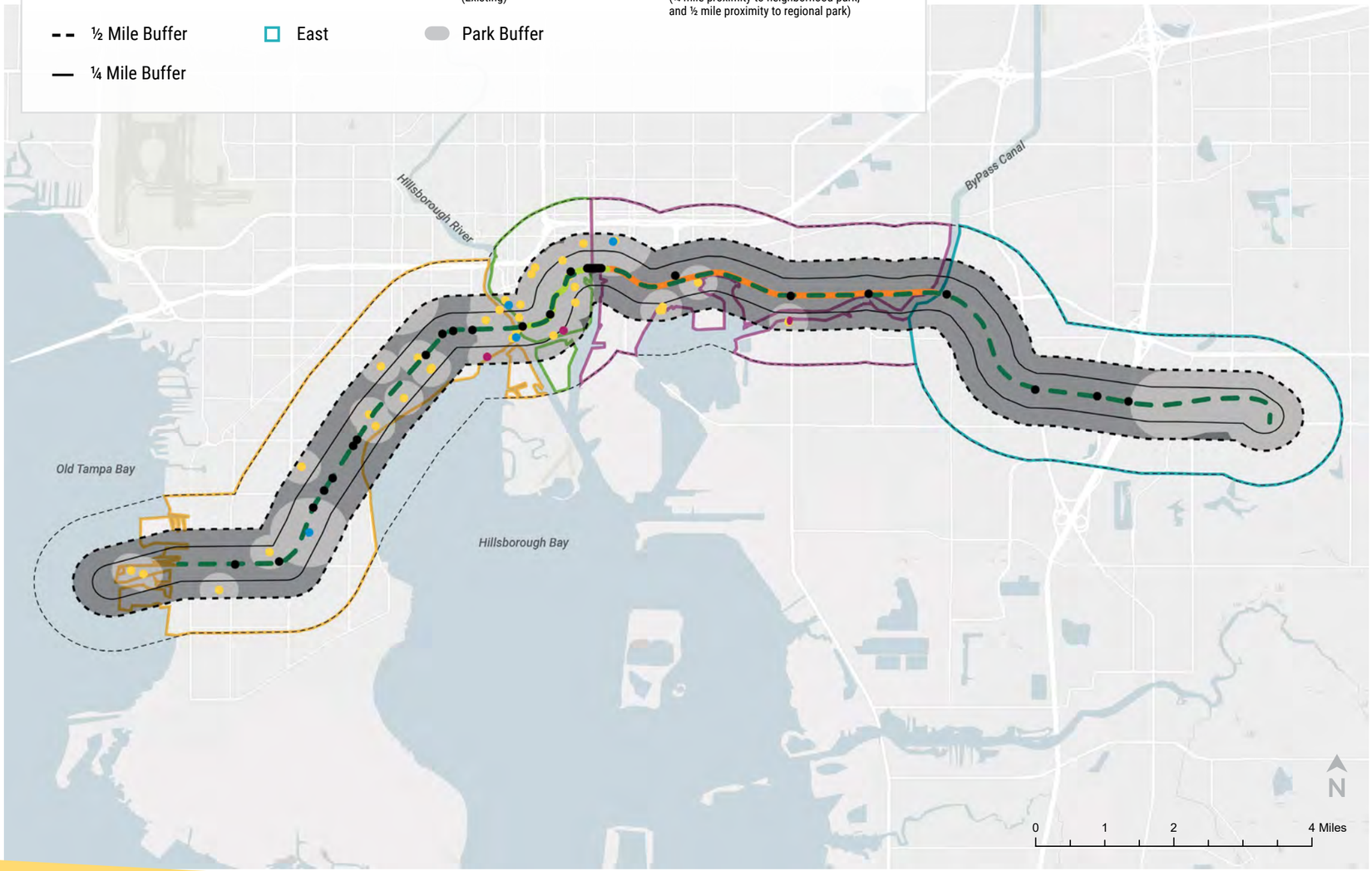
PRIMARY GREENWAY PROJECTS

- **A** Frye Park/Riverwalk Connection
- **B** 12th Street Park
- **C** Ybor-Channelside Connector/Adamo Promenade
- **D** Bypass Canal Trail Connector

GAPS & OPPORTUNITIES ANALYSIS
GREENSPACE & TRAILS

THE CORRIDOR

- Selmon Greenway
- Selmon Expressway
- 1 Mile Buffer
- ½ Mile Buffer
- ¼ Mile Buffer
- West
- Downtown
- Central
- East
- Neighborhood Park (Existing)
- Regional Park (Existing)
- Trailhead (Existing)
- Park Buffer
- Proposed Project Locations (Higher priority to fill Greenspace Gap)
- Proposed Trail Alignments (To fill Greenspace Gap)
- Greenspace Gap (¼ mile proximity to neighborhood park, and ½ mile proximity to regional park)



West

GAP:
Parks are interspersed throughout neighborhoods, however many parts of western neighborhoods are not within walking or biking distance to a park (¼–½ mile).

OPPORTUNITY:
Underpasses under the expressway offer opportunities for small scale greenspaces. Using the underpasses for micro-park space will thread community and recreation space into neighborhoods that may currently have a lack of greenspace in proximity to all residents. These underpass greenspaces are also important connection points between neighborhoods on either side of the expressway.

Downtown

GAP:
Population density in the downtown core is increasing with apartment-style living. While efficient, this offers less or no personal greenspace. Active transportation is more common.

OPPORTUNITY:
Increasing quantity and variety of public greenspace adds important quality of life value to the downtown overall, and creates venues for community building and vitality.

Central

GAP:
There are few public spaces in central neighborhoods which tend to feel more industrial or rural in nature.

OPPORTUNITY:
Connecting the Greenway to the proposed Bypass Canal trail will bring connections from downtown Tampa eastward, and offer a robust, long-distance, regional recreational trail experience.

East

GAP:
Numerous small lakes and natural spaces exist, however, access is limited, and often private.

OPPORTUNITY:
Adding trail connection to the Brandon Parkway will connect eastern areas to Greenway amenities, while providing a valuable trail amenity.

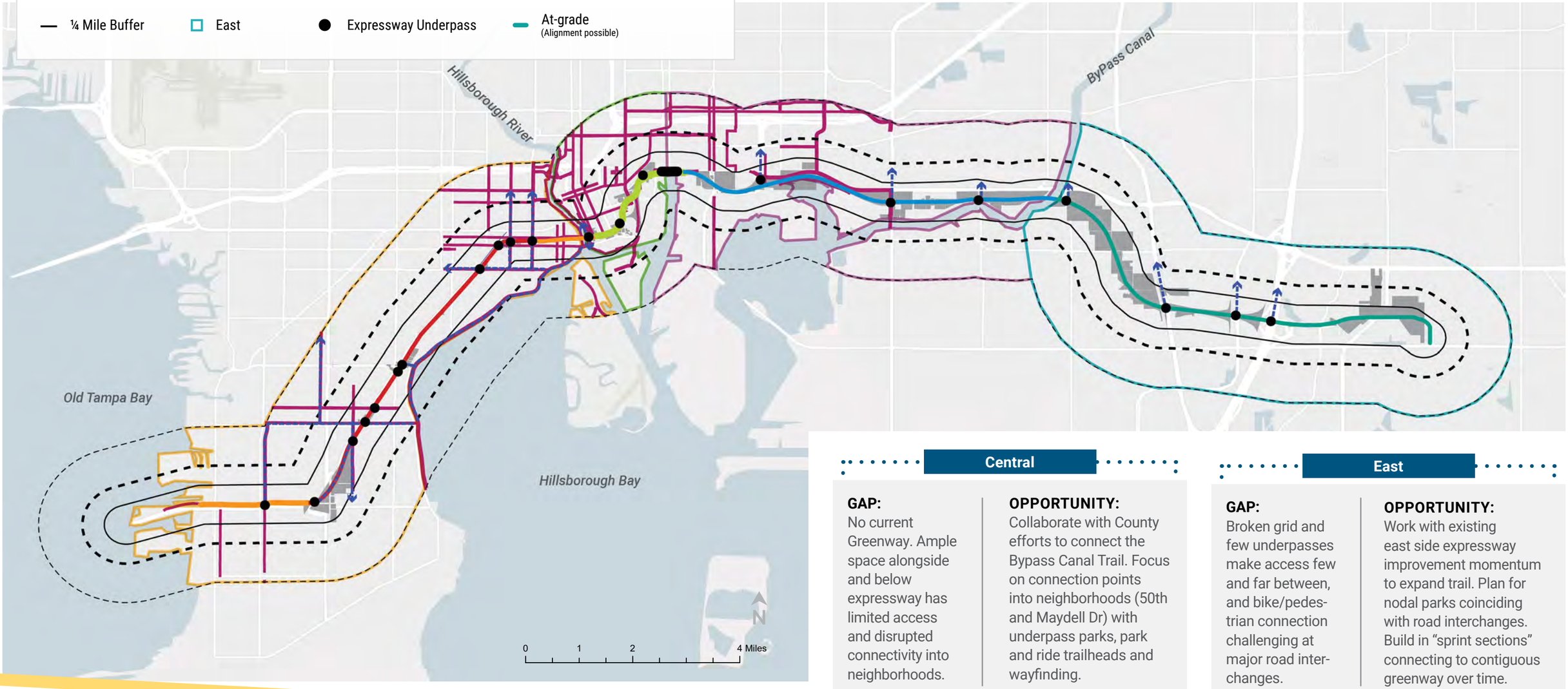
GAPS & OPPORTUNITIES ANALYSIS
TRANSPORTATION & MOBILITY

THE CORRIDOR

- Selmon Greenway
- 1 Mile Buffer
- ½ Mile Buffer
- ¼ Mile Buffer
- West
- Downtown
- Central
- East

ALIGNMENT GAP

- Bike Lanes
- Connection Opportunities
- THEA Parcel
- Expressway Underpass
- Overhead (No alignment underneath currently possible)
- Berm/At-grade (Limited ROW, cross-connection barrier)
- At-grade + Elevated (Alignment possible)
- At-grade (Alignment possible)



West

GAP:
Bermed expressway creates pedestrian and cyclist barrier.

OPPORTUNITY:
Near-term: Focus on under-pass parks and connections to city multi-modal network

Long-term: Consider trail connections along berm where possible. Work with the city to connect bike network

Downtown

GAP:
Lack of safe and legible connection to important existing and new development, transit networks, and city trails.

OPPORTUNITY:
Work with transit and roadway partners to improve safe crossings and signage along Greenway, and into adjacent urban development. Improve the Greenway to function as viable multimodal artery in downtown.

Central

GAP:
No current Greenway. Ample space alongside and below expressway has limited access and disrupted connectivity into neighborhoods.

OPPORTUNITY:
Collaborate with County efforts to connect the Bypass Canal Trail. Focus on connection points into neighborhoods (50th and Maydell Dr) with underpass parks, park and ride trailheads and wayfinding.

East

GAP:
Broken grid and few underpasses make access few and far between, and bike/pedes-trian connection challenging at major road inter-changes.

OPPORTUNITY:
Work with existing east side expressway improvement momentum to expand trail. Plan for nodal parks coinciding with road interchanges. Build in “sprint sections” connecting to contiguous greenway over time.

GREENWAY CORRIDOR
TRANSPORTATION & PARKING

The Greenway intersects a variety of modes of transportation in central Tampa, including the vehicular grid, bus transit, bike lanes, and trails. It is an important corridor within the active transportation network in downtown Tampa, with the most important connector trails being the Riverwalk and Meridian Trail. The Selmon Greenway acts as a connector between the cycling network, including bike lanes on Kennedy and cycle-tracks on Jackson and Cumberland.

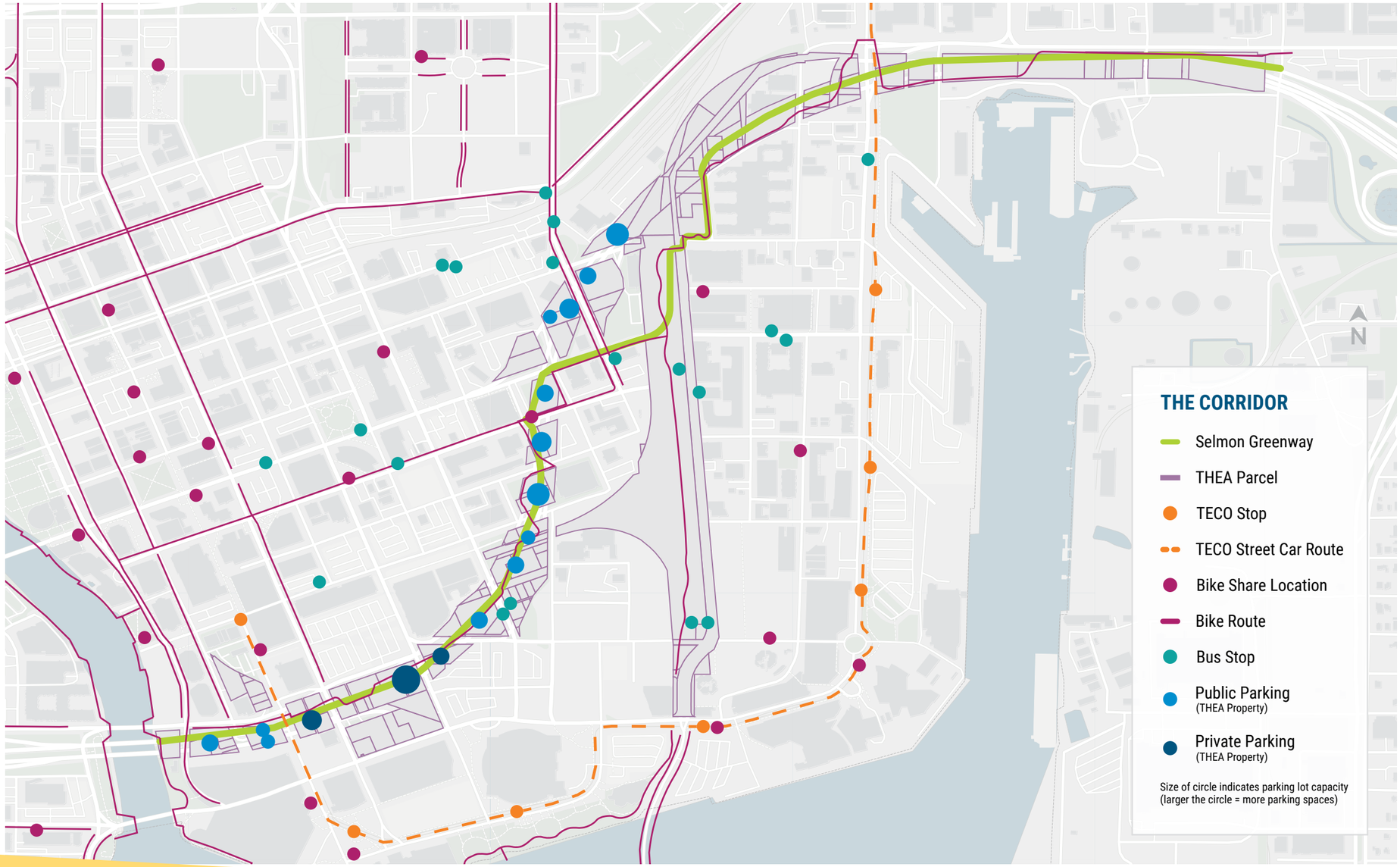


Diagram is not to scale

Opportunities exist to connect diverse modes of transportation along and via the Greenway and to create a mobility hub that serves as a jumping off point for “last-mile” travel within downtown.

There are currently 11.3 acres of parking on THEA property under the Selmon Expressway. Of that total, 8.6 acres are public parking (pay to park) and the remaining 2.7 acres are being utilized as private parking lots (requires a pre-purchased pass). Parking is not currently programmed to respond to adjacent development or public need and in most cases it is leased to third parties at a low cost.

Within the Greenway Corridor there are opportunities to reduce parking numbers and strategically place parking where it can better support the vision of the Greenway and the existing and projected need. Alterations to parking would be in conjunction with a wider parking analysis of need and capacity and would require the collaboration of city and development partners.

GREENWAY CORRIDOR
GREENSPACE

The majority of parks and open spaces in downtown Tampa exist on the edges along the city's waterfronts. Many of these parks and open spaces are larger parks; examples include the waterfront park on Garrison Channel and Perry Harvey Park. The Riverwalk Trail is very popular with tourists and locals, resulting in the heavy use of the trail and nearby parking areas.

Opportunities are present within the Greenway Corridor to create smaller, diverse nodes of open space that can augment proximity and variety of recreational green space along the Greenway. Improving connectivity to these spaces would help provide equitable access to parklands in downtown Tampa.

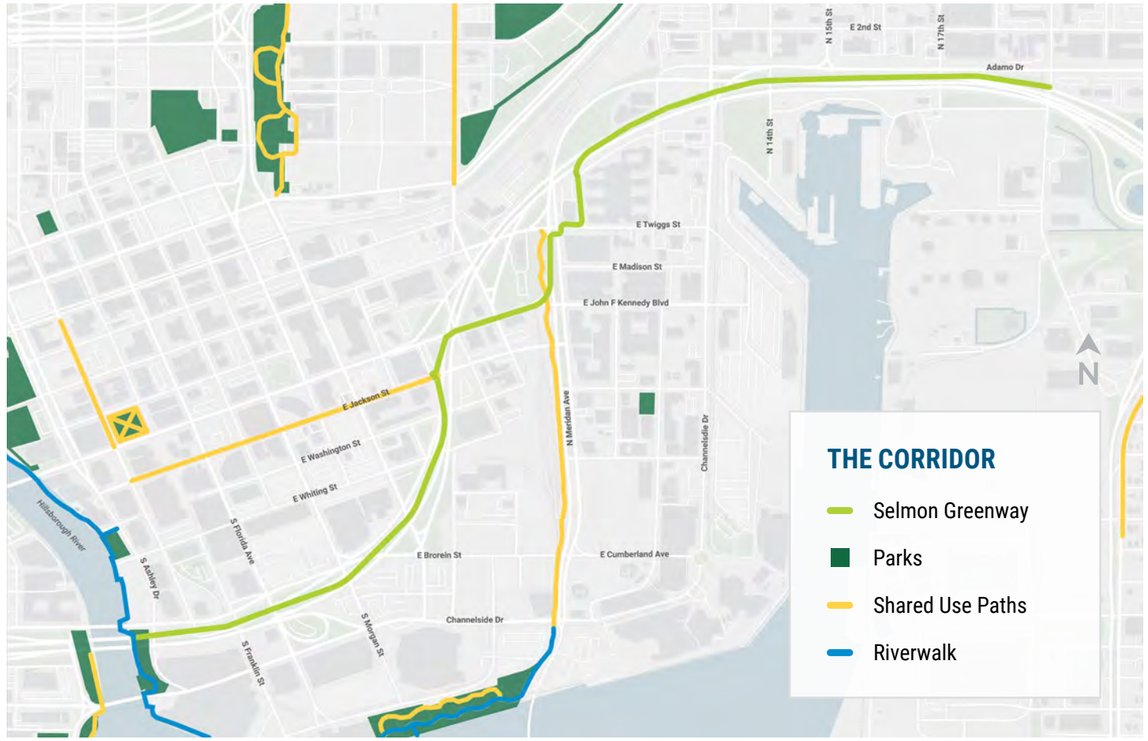


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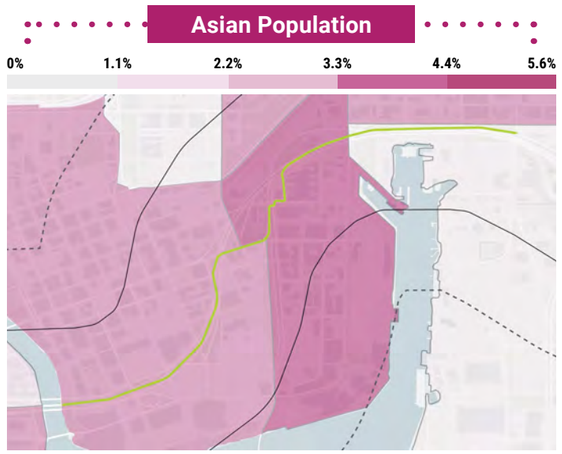
GREENWAY CORRIDOR
SOCIO-CULTURAL

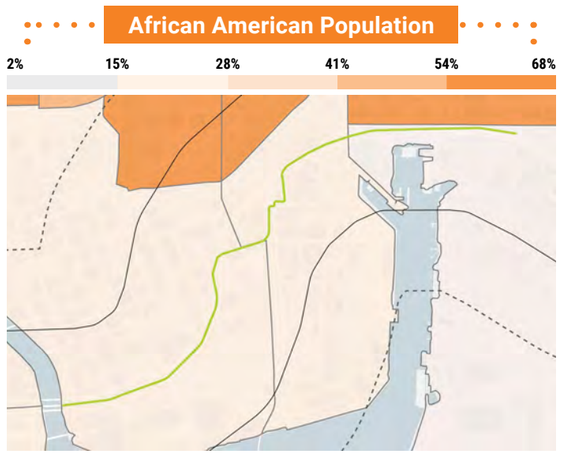
The neighborhoods surrounding the Greenway are, and will continue to be, dynamic in make-up as new development continues to transform the downtown.

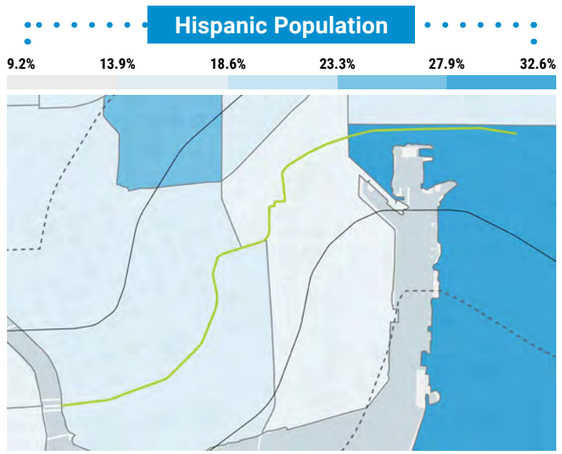
Generally, the areas directly around the Greenway are predominantly white (between 54–83%).

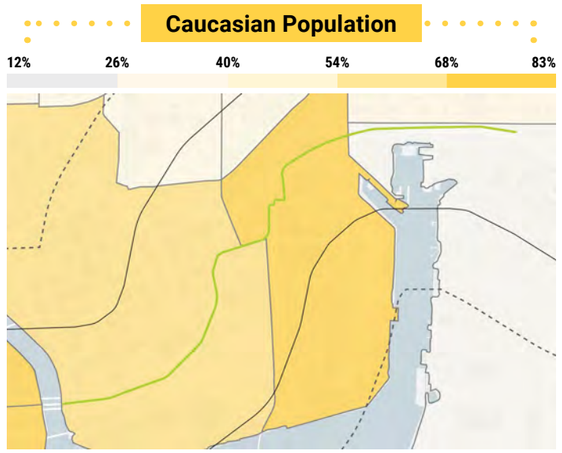
Minorities represent a smaller population: Hispanic (9–18%), Asian (3–6%), and Black (2–15%).

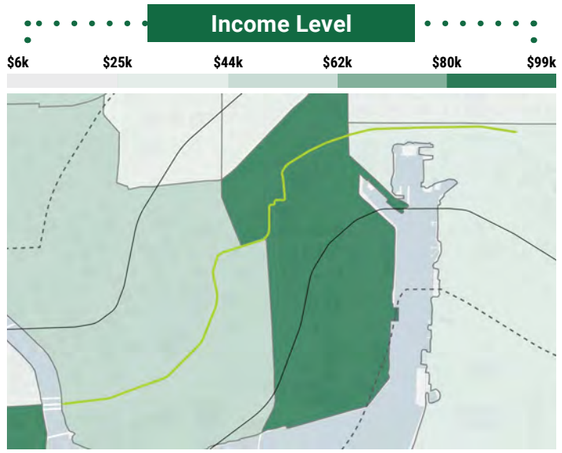
The median income is higher than in areas outside of downtown, at approximately $44–99,000K annually.











Socio-demographics source: https://statisticalatlas.com/United-States/Overview

GREENWAY CORRIDOR
DESTINATION & DEVELOPMENT

The Greenway is nestled within a dynamic civic, entertainment, commercial, and increasingly residential context. Large destination hotspots have developed along the waterfronts including the Convention Center, Amalie Arena, and the Museum of Art. In addition, the Greenway is in close proximity to important districts such as historic Ybor City, however existing urban connections are not strong at this time.

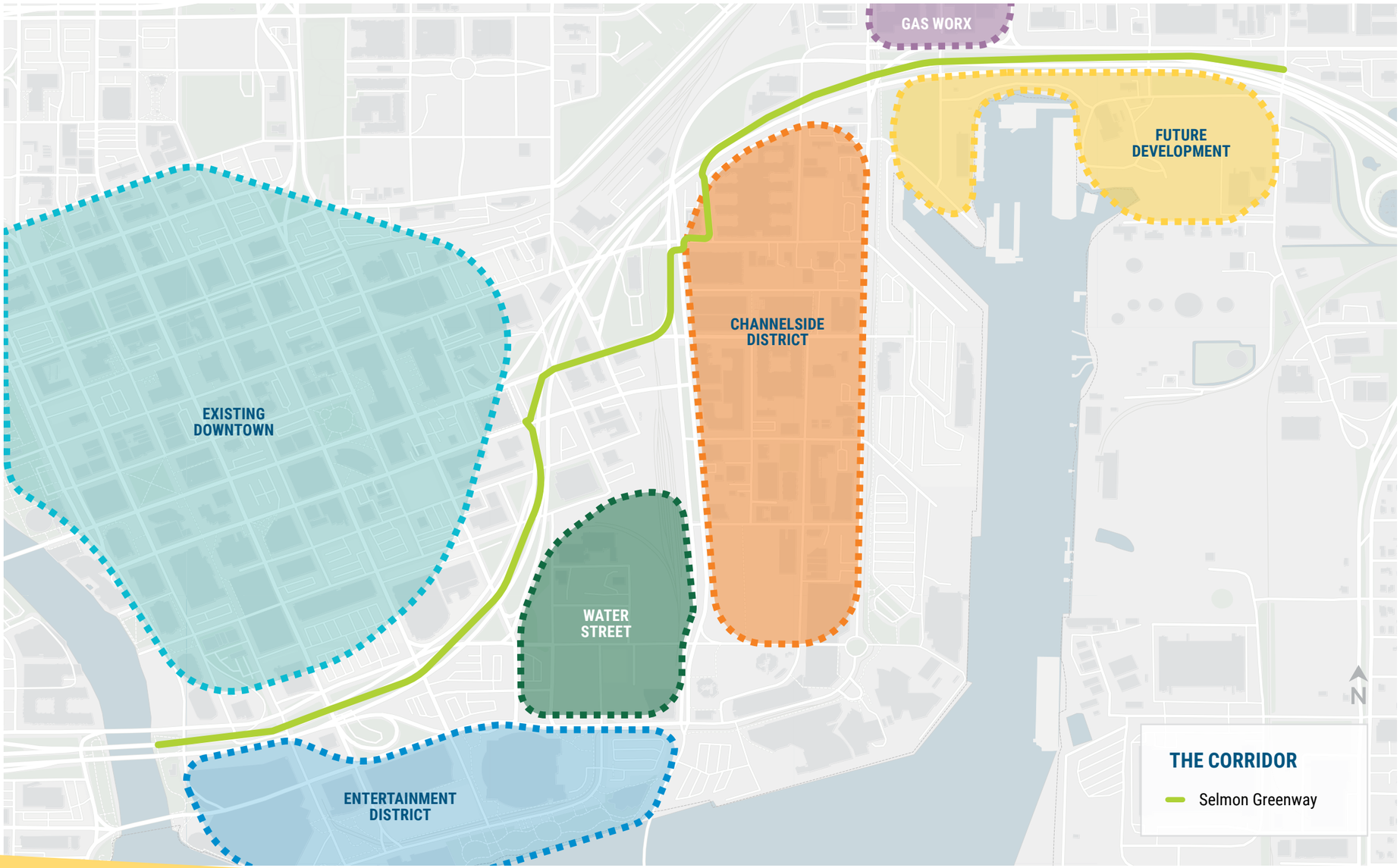


Diagram is not to scale

Significant development in Channelside and Water Street Districts continue to transform the downtown core. The Greenway sits at a pivotal crease between the new, developing live/work districts and the existing downtown. The Greenway serves as a "stitch" linking these districts at a variety of points along the alignment.

The Selmon Greenway has an opportunity to make new and stronger connections between the Riverwalk and existing nodes like Ybor City and Gas Worx, as well as connect to potential new developments along Adamo and the Bypass River Canal.

APPENDIX: BRANDING & COMPONENTS





BRANDING

90 *Introduction: Branding & Components*

91 *Branding the Greenway*

COMPONENTS

92 *Greenway Components*

94 *Site Furnishings: Structures*

96 *Site Furnishings: Products*

97 *Site Furnishings: Art*

98 *Site Furnishings: Technology*

100 *Wayfinding*

101 *Lighting*

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103 *Surface Treatments: Softscape*

104 *Greenway Trails*

106 *Crossings*

108 *Crossing Improvements*

INTRODUCTION
BRANDING & COMPONENTS

The Selmon Greenway is a compilation of public spaces and trail experiences that will be constructed over time as schedule, partnerships and funding opportunities are possible.

As THEA works to implement their comprehensive plan over time, developing interventions at a variety of scales can help sustain momentum and community engagement in the interim. For example, targeted and precise programs can be temporary or begin to transform aspects of the spaces and trails. These implementations will activate the Greenway quickly and efficiently, enhance aesthetics, improve public safety, promote sustainability, and foster community cohesion.

As it is constructed, and ultimately when it is fully built-out, the Greenway will read as a cohesive element that stitches together elements of downtown Tampa, while also being reflective of the unique and distinctive communities of its context. Using the Greenway becomes an experience that is recognized through interaction with brand elements, components, and materials — People will be able to legibly understand where they are, where they are going, what to expect while on the Greenway.

BRANDING THE GREENWAY
THROUGH CONSISTENT USE, NOW & IN THE FUTURE

Branding in urban settings has proven to be a powerful tool in driving economic development, preserving historical attributes, fostering community culture, attracting visitors, and improving the overall well-being of communities.

Brand elements include logos, color palettes, and fonts. By consistently applying brand elements throughout the Greenway there will be a heightened sense of place, clearly defined community spaces, and enhanced safety through wayfinding, lighting, and additional measures described in this section. Brand elements are considered and incorporated into all Greenway design decisions including the site components and materials used.

When branding is effectively implemented, it can unify an experience, and elevate the connections that exist between people and places. It highlights the unique characteristics, attractions, and opportunities within our community. Branding serves as a guiding element, assisting users in navigating complex places, and providing designated areas for socializing, relaxation, and enjoyment of the many amenities Tampa has to offer.


















GREENWAY COMPONENTS

The Components table shows a non-exhaustive list of site elements to be integrated into the Greenway. This table does not intend to depict specific styles or products, but to show a “kit of parts” that can be assembled in various ways to create a consistent, functional, playful, and memorable experience.

WHERE TO INTEGRATE

CONSISTENT GREENWAY-WIDE:
These components remain the same regardless of where they are on the Greenway. They tie the Greenway together visually as well as functionally. For example, water fountains, charging stations, and litter receptacles throughout are uniform in style.

TAILORABLE TO INDIVIDUAL PLACES:
These components adapt and reflect the community and context where they are placed. They may use unique art components generated by the community, stormwater designs responsive to environmental conditions, or built-in-place structures like seat walls that respond to place-specific topography.

Branding the Greenway through consistent use offers significant opportunities to enhance our urban spaces, improve safety, and engage the community. By leveraging existing opportunities, implementing temporary measures, and incorporating branding into new project construction, we can create a strong sense of place, foster community pride, and draw visitors to the Greenway.

Further details regarding brand development and its application to the Greenway can be outlined in an implementation plan. This will ensure a systematic and coordinated approach that maximizes the benefits of branding throughout the Greenway.

WHEN TO INTEGRATE

EXISTING OPPORTUNITIES:
Can be leveraged at a lower cost and scale to enhance safety and improve user navigation. This could involve utilizing existing structures to define pedestrian pathways and crossings, installing signage or kiosks at parking and entry facilities, and employing the Greenway color palette to designate spaces and connections. These actions establish an immediate recognizable identity and quickly implements improved safety features.

TEMPORARY MEASURES:
Can be implemented to activate existing spaces for shorter durations, allowing for the testing of use patterns and gathering community feedback. This could include hosting pop-up events like yoga sessions, farmers markets, food trucks, or outdoor music events. Additionally, temporary safety solutions such as expanding sidewalks or adding bollards can be employed. This strategy is key for engaging spaces over time, building community support and pride for spaces.

NEW CONSTRUCTION:
Should adhere to the consistent application of the brand throughout the design process. This includes referencing the design guidelines and maintaining the application of brand elements, safety measures, wayfinding, and lighting. It also allows for location-specific enhancements, secondary lighting, and surface treatments that align with the overall brand identity. This weaves the brand integrally into the design, function and use over time.

COMPONENT	DETAILS	Consistent	Tailorable	Existing Opportunities	Temporary Measures	New Construction
SITE FURNISHINGS	**STRUCTURES**					
	Integrated seat walls	–	✓	–	–	✓
	Benches	✓	–	✓	✓	✓
	Play structures	–	✓	–	–	–
	Nature play elements	–	✓	–	✓	✓
	Games *(court and yard)*	–	✓	–	✓	✓
	Nets & Goals	–	✓	–	✓	✓
	Water play features/splash pads	–	✓	–	–	✓
	Exercise stations & integrated elements	–	✓	–	–	✓
	Misting features	–	✓	–	–	✓
	Shade and rain coverings	–	✓	–	✓	✓
	Restrooms *(new construction)*	–	✓	–	✓	✓
	PRODUCTS					
	Bike lockers	–	✓	–	–	✓
	Bike racks	–	✓	✓	–	✓
	Litter and recycling receptacles	✓	–	✓	–	✓
	Water fountains	✓	–	–	–	✓
	Water bottle fillers	✓	–	–	–	✓
	Dog water stations	✓	–	–	–	✓
	Planters	–	✓	✓	✓	✓
	ART					
	Community created art	–	✓	✓	✓	✓
	Free-standing pieces	–	✓	✓	✓	✓
	Integrated art	–	✓	✓	✓	✓
	Kinetic art *(activated by water or wind)*	–	✓	✓	✓	✓
	Murals *(and digital murals)*	–	✓	✓	–	✓
	TECHNOLOGY					
	Charging stations	✓	–	–	–	✓
	Customizable court technology	–	✓	–	–	–
	EV charging	✓	–	–	–	✓
	Interactive community boards	–	✓	–	–	✓
	Technological mural screens	–	✓	–	–	✓
	Renewable energy generation	✓	–	–	–	✓
	Utility hook-ups	✓	–	–	–	✓
	Virtual maps and information boards	✓	–	–	–	✓
	Integrated Wi-Fi	✓	–	–	–	✓
WAYFINDING	Integrated place identifiers	–	✓	–	–	–
	Mile markers	✓	–	–	–	✓
	Orientation markers	✓	–	✓	–	✓
	Pavement paintings *(arrows, labels)*	–	✓	✓	✓	✓
	Ride-share locations	✓	–	–	–	✓
	Trailhead maps	✓	–	✓	–	✓
	Virtual maps and information board	✓	–	–	–	✓
LIGHTING	Artful and neon	–	✓	–	✓	✓
	Inset path	–	✓	–	–	✓
	Overhead freestanding *(with smart options)*	✓	–	–	–	✓
	Pedestrian path	✓	–	–	✓	✓
	Sport specific	–	✓	–	–	✓
SURFACE TREATMENTS	**HARDSCAPE**					
	Boardwalk *(natural or engineered wood)*	✓	–	–	–	✓
	Court surfacing	✓	–	–	–	✓
	Greenway asphalt	✓	–	✓	–	✓
	Plazas *(paver or integral color concrete)*	✓	–	–	–	✓
	Playscape *(poured in place soft surface)*	✓	–	–	–	✓
	Paths *(permeable crushed stone or paving)*	✓	–	✓	–	✓
	SOFTSCAPE					
	Artificial turf	✓	–	✓	✓	✓
	Bio-swales *(conveyance/infiltrate)*	–	✓	✓	–	✓
	Rain gardens *(retention/infiltrate)*	–	✓	✓	–	✓
	Sensory gardens *(aromatic, textural plants)*	–	✓	–	–	✓
	Stormwater basins *(retention/infiltrate)*	–	✓	–	–	✓
	Turf *(drought resistant grass)*	✓	–	–	–	✓
INTERSECTIONS	*See Intersection table*					

SITE FURNISHINGS: STRUCTURES

Component images are not of specific products, but show examples of component types. Product selection is part of the design process.

Seating



Integrated Seating

Integrated seating is created in place, using site features such as topography and existing structures. Seat walls and cast-in-place seating becomes a feature element of a space. Although built to remain in one location, the style of integrated seating should remain relatively consistent in shape and form throughout the Greenway.



Bench: Backed



Bench: Backless

Installed benches are flexible furnishings that add quick and affordable function to a space. A variety of design options fit people with different needs including backed benches, ADA companion benches, and backless/dual side benches. While there might be variation in the design and function of benches, the material and overall style will be consistent along the length of the Greenway.

Play Structures



Nature Play Elements

Nature-playgrounds use natural materials and local typologies as play elements. In Tampa, this may include rock, shell, sand, water, mangrove style roots, and estuarine themes. Nature play often uses moveable objects, child-activated elements, and sensory experiences (a variety of textures, colors, etc). Nature play elements on the Greenway encourage the education and exploration of natural habitats and ecosystems in Florida.



Games (Court and Yard)

Yard and alley games are niched into smaller areas of the Greenway, often complimenting plazas, food cart pods, outdoor office spaces, or functioning as the “front yard” for community members. These spaces are flexible and fun, and provide opportunities for informal social interaction to occur on the Greenway.



Nets & Goals

The Selmon Expressway offers significant space protected from overhead elements, creating opportunity areas for protected courts and games. Small court spaces are fit between the array of columns that support the overhead structure. On the Greenway, nets and goals are arranged for flexible games such as pickleball, small field soccer, bocce, and other small-scale play.



Water Feature/Splash Pad

Water play features provide interactive moments for users and typically involve spray, mist, and jets. Water never collects for a long period of time, making it safer for children. In addition to providing playful moments along the Greenway, the water used in these features is recycled for water-wise efficiency.

Activities



Exercise Stations

Exercise stations can take a variety of forms and are chosen based on their context on the Greenway. For example, exercise stations focusing on physical rehabilitation, or motor skills can connect to medical centers or retirement centers. A series of stations can be positioned along the health trail, creating diverse circuits of activity on the Greenway.



Integrated Exercise Elements

Exercise components integrated into expressway infrastructure and topography create elegant place-based opportunities for health and fitness. Examples include: inclined fitness stations built into slopes, bouldering walls, bars or features affixed to concrete elements. Along the Greenway, exercise components are seamlessly embedded into the design of trail and match the style of furnishings and amenities.



Stages

Performance spaces are integrated into plazas to create multi-functional spaces. For example, amphitheaters become public gathering spaces and informal seating areas. Temporary stages can help activate space more immediately and intermittently, which will help generate excitement and community interaction even while permanent Greenway spaces are in progress.

Brave the Elements



Misting Features

Mitigating hot temperatures is an important aspect of outdoor space in Tampa. Misting features can become artful elements in locations where people stop and spend time such as plazas and active recreation spaces. They create comfortable cool “islands” for rest along the Greenway.



Shade Covering



Rain Covering

Protection from the sun and rain is vital in a geography like Tampa. Shaded areas that are protected from weather attract people and create activity hubs (either temporarily or permanently). Greenway spaces integrate coverings into overhead structures where possible, as well as use freestanding coverings in areas that are not immediately under the Selmon Expressway. These can be standard throughout the Greenway (image A) or be unique and artful (image B). Key areas for shade and rain protection are playgrounds, transit or ride-hailing areas along the Passages, plazas, and food cart pods.

Restrooms





Restrooms

Restrooms contribute to a functional and inclusive park experience. They improve accessibility for all, maintaining a healthy, clean and comfortable place where people can spend longer amounts of time.

SITE FURNISHINGS: PRODUCTS

Bicycles



Bicycle Lockers



Bicycle Racks



Bicycle Fix-It Station

Bicycle amenities are important features on the Greenway and should be placed frequently along its entire length. Amenities should be focused at trailheads (where people begin/end their journey), junctions of modal intersection (transit routes, bike lanes, passage spaces), and destinations (plazas, activity centers). Consider using racks with charging capability for E-bikes, as well as traditional racks along the Greenway.

Drinking Water



Water Fountains



Water Bottle Fillers



Dog Water Stations

Access to water is key on the Greenway and provides users with access to an important necessity in warm climates. Water fountains (equipped with dog water bowls) are placed in frequent intervals, often in tandem with recreation features or areas (such as courts and bicycle amenities). Additionally, focus bottle filler fountains are located at trailhead areas (where people begin/end their journey), and destinations (plazas, playgrounds, activity centers) along the Greenway.

Waste/Trash



Litter/Recycling Receptacles

Litter and recycling receptacles are placed in high activity areas such as plazas, food cart pods, dog parks and playgrounds. They should be easy to find, but unobtrusive to users on the Greenway.

Planters



Planters

Planters are used to delineate spaces, articulate circulation, create smaller spaces inside larger ones, and add opportunities for greenery on the Greenway. These elements are flexible in design and implementation and are easily installed. They help define and upgrade spaces quickly and inexpensively, adding use and vibrancy while more durable development plans are underway on the Greenway.

SITE FURNISHINGS: ART

Component images are not of specific products, but show examples of component types. Product selection is part of the design process.

Artful Surfaces



Community Created Art

A collaboration between community and partners. It emphasizes inclusivity, conversation, and social exchange. The resulting art is an expression of shared community values. Community art on the Greenway fosters cooperation and activates spaces through the production of art and provides impactful opportunities for collaboration in the community. Community art on the Greenway must be created through a public process and placed in connection to the existing and new communities that surround it.



Murals

Murals utilize the existing infrastructure of the Greenway as canvases for expression, storytelling, place-making, and beautification. They are powerful, simple, and efficient tools for transforming public spaces, they add life to the Greenway, and create distinct memorable moments for users.



Digital Murals

A technological mural incorporates elements of technology such as digital media, interactive features, or augmented reality into the artistic design on a wall or wall-like surface. It can be lively displays of art and information or elements that visualize data connected to the Greenway. Examples include video mapping, immersive experiences, touch sensitive panels, motion sensors, and dynamic lights.

Sculptures



Integrated Art

Integrated art uses the infrastructure of the Selmon Expressway as part of its expression. In this way it creatively celebrates the infrastructure that has created space for the Greenway. This can take many forms on the Greenway, including using the overhead expressway, the ramps and topography – integrated art elements may respond to the time of day, community context, or season.



Kinetic Art

Kinetic art is a form of art that is activated by the environment; wind, water, or temperature may change its appearance. This style of art can interpret environmental change (over short or long periods) and provides a unique moments of human and environmental synergy on the Greenway.



Stormwater Art

Stormwater movement is particularly unique on the Greenway, as much of it is collected on the Selmon Expressway overhead. Stormwater is an example of how kinetic art can be curated on the Greenway.



Freestanding Pieces

Free-standing art pieces are objects placed in the environment. They can be aesthetically pleasing, provoke social engagement, represent local communities, be playful or commemorative. They mark special, iconic or signature moments on the Greenway.

SITE FURNISHINGS: TECHNOLOGY

Component images are not of specific products, but show examples of component types. Product selection is part of the design process.

Recharge



Charging Stations

Charging stations are located throughout the Greenway, especially at trailheads and places where people stop, and spend time. Access to charging is important in supporting equitable digital connectivity to all users. It can also serve an important role in emergency situations, as a connection point for communities or individuals.



EV Charging

Electric vehicle (EV) charging areas are locations where EVs can be plugged in to charge their batteries. These locations encourage the transition to, and the continued use of electric vehicle mobility by making their use convenient and reducing "range anxiety" for users. These areas promote sustainability and health outcomes by reducing greenhouse gas and tailpipe emissions in urban environments.



Renewable Energy Generation

Renewable energy generation may be integrated in a variety of places along the Greenway. Energy collection may come from sunlight, wind, stormwater or tidal, as depends on the location and potential of each individual site. Energy can be generated and used to power community boards, charging stations, lighting, and be interpreted and educational.

Events & Activities



Customizable Courts

To maximize the variety of ways court space can be used, customizable courts project or use light that allow for different games. Illumination can help play be extended throughout darker times of day.



Event and Utility Hook-up

Utility hook-ups integrated into plazas and larger active recreation spaces provide opportunities for event vendors to access utilities for their services without creating hazards or a messy appearance. Utility locations on the Greenway are established at various points on the trail and provide opportunities for small to large events to take place. Incorporating utility hook-ups to host markets and events allows the Greenway to be used regularly by the community and for special events.

Connect



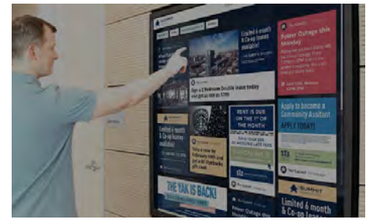
Virtual Maps

Interactive kiosks and maps are digital displays that provide information and wayfinding along the Greenway and to nearby attractions. The kiosks are customizable and can be updated easily to provide up-to-date info.



Integrated Wi-Fi

Integrated Wi-Fi is free public wireless access available along the Greenway. THEA aims to promote, advocate and develop integrated wireless technology where possible and provide the public with opportunities to access the internet free of charge. As integrated technologies advance, Wi-Fi will adapt and respond to the needs of Greenway users.



Interactive Community Boards

Interactive Community Boards provide opportunities for community members to share messages, announce events, reserve courts, and easily provide information to a large audience. The interactive element of the community boards allows for information to populate in real time and remain accessible day or night. Along the Greenway, these boards are placed in high traffic areas such as plazas and active recreation zones.

WAYFINDING

Signage



Integrated Place Identifiers

Identifying and marking locations is important. Integrating color and signage into existing site features and elements reduces physical and visual clutter.



Mile Markers

Marking distances on the trail can help with navigation and orientation, helping recreationist gauge their progress, while helping orient visitors unfamiliar with the Greenway.



Trailhead and Corridor Map

Maps at key trailhead points help prepare visitors for their experience, orient them to the Greenway and surrounding points of interest, and communicate rules and behavior expectations.

Markings



Pavement Painting

Pavement painting is an effective, inexpensive, and unobtrusive way to give visual cues and guidance to pedestrians and cyclists. It should be uniform with Greenway branding, and use symbols consistent with national wayfinding standards.



Interpretation

Interpretative elements can help orient users to the place that they are passing through and visiting. Interpretive elements can take many forms (simple, stand-alone, integrated). They tell a story, teach and explain what the user is seeing and experiencing.

Orientation Markers



Rideshare Locations

Signage that directs people to destinations, transit, rideshare pick-up locations or important emergency locations aid in creating a legible and safe environment.

LIGHTING

Component images are not of specific products, but show examples of component types. Product selection is part of the design process.

Artful



Artful and Neon Lighting

Artful lighting is functional (provides illumination), while also connecting to the culture and identify of Tampa through color, shape, and style. On the Greenway artful lighting is used to highlight water and shadow with playful colors and forms.



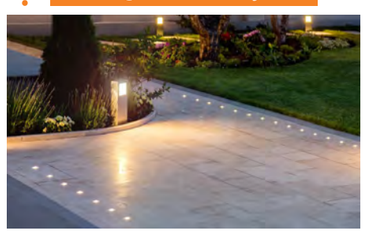
Sports



Sports Specific

Sport specific lighting helps optimize a space for the sport being played. It emphasizes safety and visibility for players and spectators.

Light Your Way



Inset Path Lighting

Inset path lighting is installed in the ground plane, typically along a pathway. The fixtures are flush with the ground creating a clean, unobtrusive surface. Lighting offers navigation and aesthetic value rather that illuminating large fields. This type of lighting will be used on the Greenway in plazas or along pathways.



Overhead Freestanding (smart options)

Freestanding overhead fixtures cast light from higher distances, allowing for a greater radius of illumination. On the Greenway, they will be used to light Passages (streetside), parking and larger park spaces.



Integrated Lighting

The overhead Selmon Expressway offers great opportunities for integrated lighting in, on and attached to structure. Integrating lighting into existing expressway will reduce clutter and will highlight the infrastructure that "houses" the Greenway.



Pedestrian Path

Pedestrian path lighting are fixtures that cast light at a human-scale, illuminating the area around a pedestrians path of travel from 3-6' off of the ground. Along the Greenway pedestrian path lights are used at tighter intervals, acting as wayfinding elements, and improving safety on the trail.

SURFACE TREATMENTS: HARDSCAPE

Pathways



Boardwalk

Boardwalks are used to meander over or near water bodies, to protect sensitive habitat, and to provide people access to natural features below. Boardwalks are used on the Greenway for the same purpose and add to the experience along the waterfront.



Asphalt

Asphalt paths are inexpensive and flexible in application. They can be painted to draw connections to specific neighborhoods, or display wayfinding information. The Greenway alignment is a 16' wide asphalt path.



Crushed Stone, Gravel and Coquina

Crushed stone, gravel, coquina or similar soft surface materials are permeable and encourage onsite drainage and infiltration. They also offer a naturalized, stable walking surface.



Permeable Paving



Grass-pave

Permeable paving is a hardscape material that allows water to infiltrate through and into the underlying soil or drainage system. Permeable paving comes in a variety of styles and forms. Elegant permeable paving options can be used in plaza spaces where more distinction is desired, while allowing stormwater to drain and infiltrate on-site.



Topography

Grading or working with the landform to create topography can help with sound mitigation, direct circulation, water flow and collection, and create a more interesting experience.

Get Active



Poured-in-Place Surfacing



Poured-in-place surfacing is a playscape and recreational surface that combines rubber chips and a binding agent to create a seamless surface. This surfacing can be colored and poured to fit a desired design. On the Greenway it is used in the fall-zone around play elements and in exercise areas.



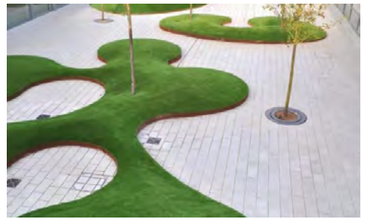
Court Surfacing

Court surfacing will follow standards for the layout, striping, and size for the intended sport. Courts can respond to the environment through mimicking local color or pulling colors from neighborhoods and adjacent communities.

SURFACE TREATMENTS: SOFTSCAPE

Component images are not of specific products, but show examples of component types. Product selection is part of the design process.

Turf



Artificial Turf

Where a grass-like texture is desired, artificial turf is encouraged. The material does not require irrigation and can be tailored to fit a variety of needs from “grassy knolls” to sports fields.



Turf

Turf should be applied minimally on the Greenway, as it is a water intensive landscape. Alternative surface treatments can be used to meet needs that turf provides. If used, turf should be placed strategically in low-points or areas where precipitation gathers and integrated with other surface treatments. If turf is installed on the Greenway, only drought resistant varieties of grass should be considered.

Gardens



Sensory Garden

Sensory gardens are a composition of plants with visual, textural, and aromatic qualities. They create places for respite and meditation, as well as observation and education. Sensory gardens on the Greenway can be enjoyed independently or become a shared experience of relaxation and reflection.

Low-Impact Development (LID) Strategies



Biofiltration Area

Biofiltration areas are depressions that collect stormwater run-off from impermeable surfaces. They use engineered soils, layers of sand and gravel and plants as a first step in filtering toxins and chemicals from run-off. Often located near parking and roadways, their aesthetic can vary based on design goals.



Rain Garden

Rain gardens are small stormwater basins that collect run-off in smaller areas. Rain gardens, like bioswales, use native plants and often layers of gravel and mulch to clean and infiltrate stormwater. The Greenway implements rain gardens in small scale areas where water is naturally captured.



Stormwater Basin

Stormwater basins are large areas used for the retention of stormwater. They collect water from adjacent areas and infiltrate the water on-site (instead of piping or distributing it elsewhere). Stormwater basins can be designed to support habitat and become a visual and recreational amenity. Basins on the Greenway can be designed to collect water regularly, or fill only during infrequent storm events, assisting in city-wide emergency responses.

GREENWAY TRAILS: PRIMARY & SECONDARY

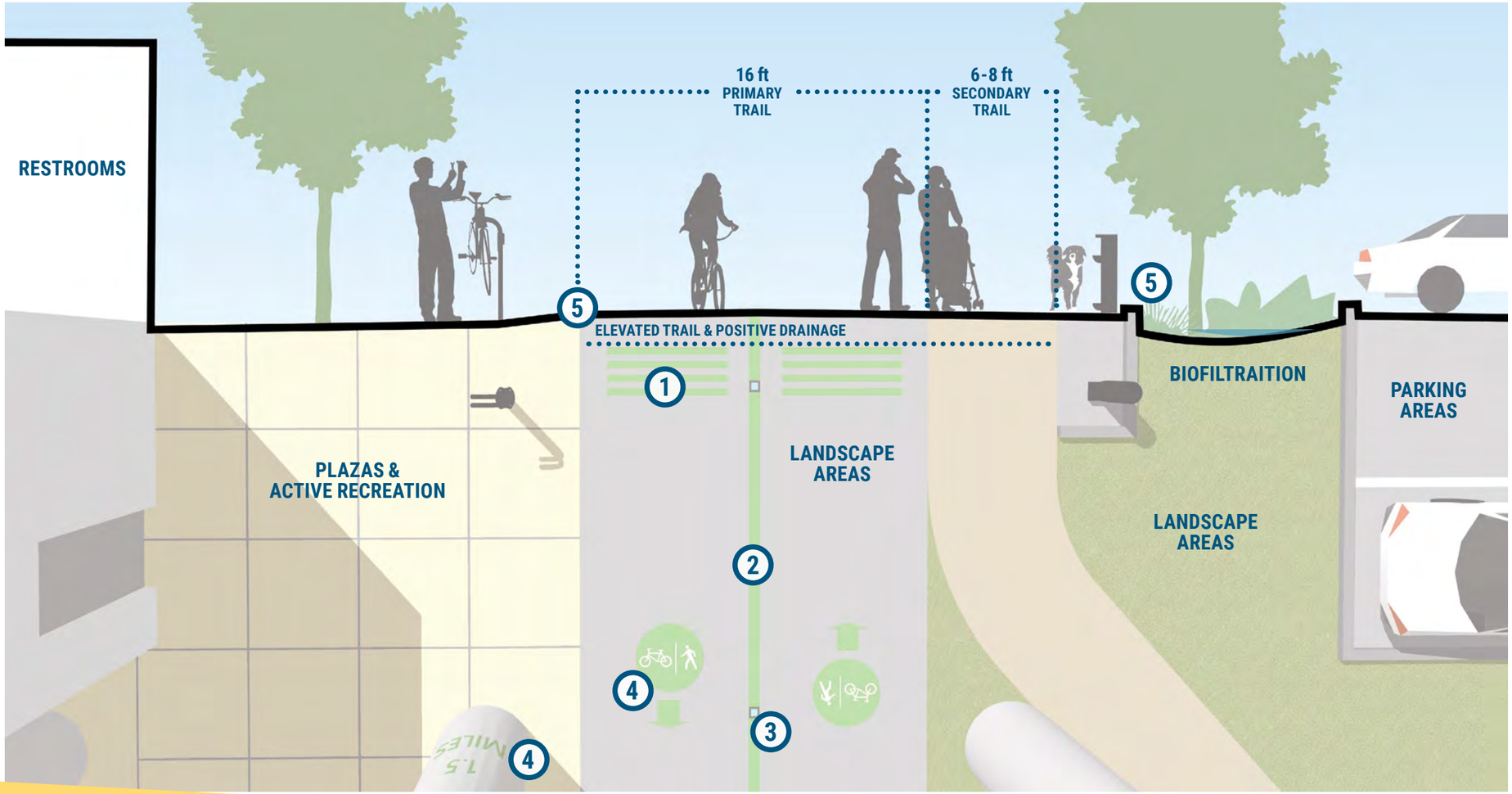
The primary Greenway Trail is the spine of the Greenway. It is consistently 16' in width, is modally separated, and uses visual and tactile strategies to make it universally accessible. Trail components maintain safety of users, legibility of the trail alignment and use, and help knit the trail into the adjacent nodes. These adjacent nodes are spaces that can support trail users.

WHERE THE TRAIL INTERSECTS PLAZAS & ACTIVE RECREATION NODES

- Components are used to indicate where there may be modal intersection (pedestrians and cyclists using the same space), slower speeds and adjacent areas of interest.
- To support trail use, these spaces, especially trailhead nodes, include bike fix-it-stations, water fountains, seating, restrooms, and wayfinding signage.

WHERE THE TRAIL INTERSECTS LANDSCAPED AREAS & PARKING

- Vegetation is effective in physically buffering the trail from incongruous uses such as traffic lanes. Although adjacent parking convenient, landscaping can visually buffer parking from the trail.
- Vegetation creates shade, evapo-transpires (naturally cools), and can add natural beauty and local context with native plants.



Trail section example

1. **TACTILE PAVING**
   Using raised textures, contrasting color and placed in strategic locations, tactile surfaces embedded in the trail alert users of a change in setting and can help all users, including those with vision impairment about hazards, intersections or features in the trail.
2. **MODAL SEPARATION MARKINGS**
   Indicating where different modes should travel increases safety, efficiency, improves accessibility for individuals with mobility needs, and makes users feel more comfortable on the trail. Modal separation components can take many forms including signage and painting or texture on the ground plane.
3. **TRAIL LIGHTING**
   Placed at a regular interval, trail lights are pedestrian scale lights that illuminate the trail and provide a soft, ambient glow. Examples are lighted bollards and inset path lights.
4. **TRAIL WAYFINDING AND INFORMATION**
   Wayfinding integrated into the trail design should aim to minimize the amount of "clutter" while balancing the need for clear and consistent information. This can include mile markers and signage that indicates adjacent connections and attractions. It can be integrated into existing site features, or be stand-alone.
5. **CURBS AND LEVEL-ACCESS EDGES**
   Curbs, or their absence should be used appropriately. Level-access edges (no curb) is a component that increases accessibility by creating uninterrupted travel surfaces. It reduces trip hazards, and allows rainwater to drain more easily to nearby areas to infiltrate. Curbs are useful in separating people from vehicle travel, or protecting sensitive planted areas and habitat.

CROSSINGS

The contiguous Greenway parkland is intersected by 23 streets as it winds through downtown Tampa. The crossings along the Greenway are as much a part of the Greenway as other parts of the alignment. They mostly function as shared space that serves vehicles as well as being a safe, pleasant, and efficient crossing for pedestrians and cyclists.

To improve the safety of intersection crossings for pedestrians and cyclists, the Plan recommends two types of interventions, that can be used in combination: **Spatial Design Improvements** & **Component Improvements**.

An analysis of each crossing examined potential for integrating crossing improvements. The analysis considered the City of Tampa Transportation Services roadway classifications. Arterial streets handle higher traffic volume. These streets may necessitate more safety improvements, however their value in the roadway network may make spatial design improvements difficult. Collector streets may have more flexibility for spatial improvements. Both can integrate component improvements. These improvement suggestions must be worked through with the city DOT. See the Crossing Improvements Table on the next page.

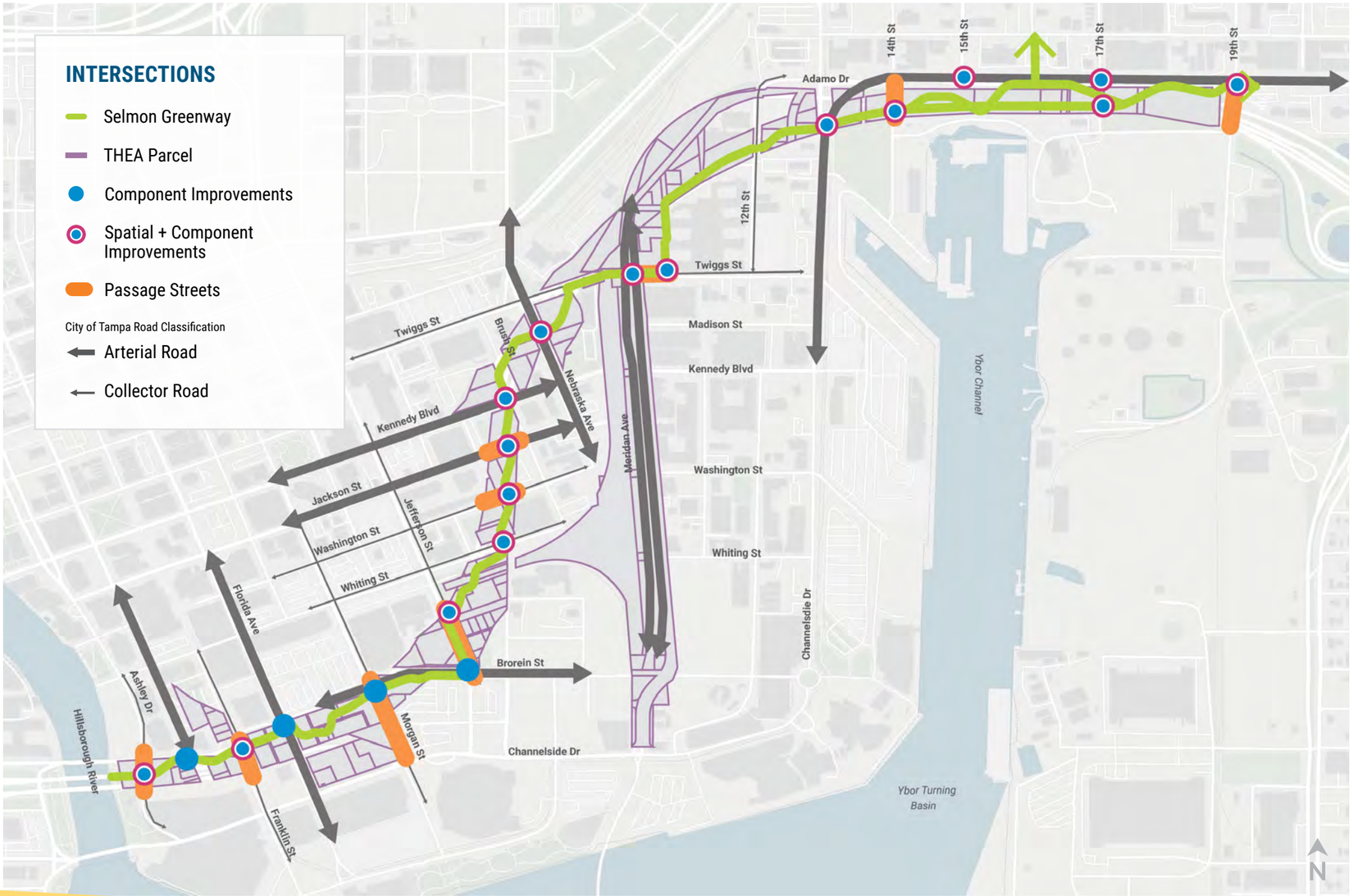


Diagram is not to scale

Spatial Design Improvements

Improvements to the physical design of the crossing and roadway change the way that pedestrians and cyclists interact with the roadway by decreasing space between sidewalks and opportunities for vehicles and pedestrians/cyclists to interact.





Component Improvements

Adding design elements, or components, to new or existing crossings (without changing the design of the roadway) can increase visibility to prioritize pedestrians and cyclists. Examples are speed signage, brightly painted ground planes, and signaled crossings. These are almost always integrated into spatially designed improvements to crossings.





CROSSING IMPROVEMENTS

The crossings along the Greenway are as much a part of the Greenway as other parts of the alignment. They must function as shared space that serves vehicles as well as being a safe, pleasant, and efficient crossing for pedestrians and cyclists. The following table presents options for crossing improvements at each intersection along the Greenway.

Intersection improvements must be done in close collaboration with city, local, and national partnership and standards. The following organizations and resources apply to the Greenway:

- NACTO Urban Street Design Guide
  https://nacto.org/publication/urban-street-design-guide/
- US Department of Transportation Federal Highway Administration
- City of Tampa Transportation

				SPATIAL DESIGN INTERSECTION IMPROVEMENT							COMPONENT IMPROVEMENTS				
ZONE #	INTERSECTION NAME	TAMPA DOT DESIGNATION	GREENWAY TYPE	Narrowed Lanes / Road Diet	Midblock Crosswalks	Pedestrian Refuges	Pedestrian Bridge	Raised / Elevated Crossings	Extended Curbs / Bump-outs	Speed Bumps	Limited Speed	Signaled Crossings	Advanced Warning	Crossing Visibility	Painted Crosswalks
1	ASHLEY	Collector	Spatial + Component	–	–	–	–	✓	–	–	✓	✓	–	✓	✓
	TAMPA	Arterial	Component	–	–	–	–	–	–	–	✓	✓	–	✓	✓
	FRANKLIN	Collector	Spatial + Component	–	–	✓	–	–	✓*	–	✓	✓	–	✓	✓
	FLORIDA	Arterial	Component	–	–	–	–	–	–	–	✓	✓	–	✓	✓
	MORGAN	Collector	Component	–	–	–	–	–	–	–	✓	✓	–	✓	✓
2	BROREIN	Arterial	Component	–	–	–	–	–	–	–	✓	✓	✓	✓	✓
	JEFFERSON	Collector	Spatial + Component	–	✓	–	–	✓	✓	–	✓	✓	–	✓	✓
	WHITING	Collector	Spatial + Component	✓	–	–	–	–	✓	–	✓	✓	✓	✓	✓
	WASHINGTON	Collector	Spatial + Component	–	✓	✓	–	✓	–	✓	✓	✓	✓	✓	✓
	JACKSON	Arterial	Spatial + Component	–	✓	✓	–	–	✓	–	✓	✓	✓	✓	✓
3	KENNEDY	Arterial	Spatial + Component	–	–	–	–	–	✓	–	✓	✓	–	✓	✓
	NEBRASKA	Arterial	Spatial + Component	–	✓	✓	–	–	✓	✓	✓	✓	✓	✓	✓
	MERIDIAN	Arterial	Spatial + Component	–	–	✓**	–	–	–	–	✓	✓	✓	✓	✓
	TWIGGS	Collector	Spatial + Component	✓	–	–	–	✓	✓	✓	✓	✓	✓	✓	✓
4	12TH ST	Collector	Spatial + Component	–	–	–	–	–	✓	✓	✓	✓	–	✓	✓
5	CHANNELSIDE	Arterial	Spatial + Component	✓	–	✓	✓	–	–	–	✓	✓	✓	✓	✓
	ADAMO (3 potential crossings)	Arterial	Spatial + Component	–	✓	✓	✓	✓	✓	–	✓	✓	✓	✓	✓

*Extended Curbs on 1 side **Existing Pedestrian Areas

Tampa DOT Road Designation:
https://www.tampa.gov/document/map-detailing-functional-classification-roadways-26126

TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY

SELMON GREENWAY
MASTER PLAN

Tampa Hillsborough Expressway Authority
1104 E Twiggs Street, Tampa, FL 33602

www.tampa-xway.com
info@tampa-xway.com

813-272-6740

SELMON GREENWAY

TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY

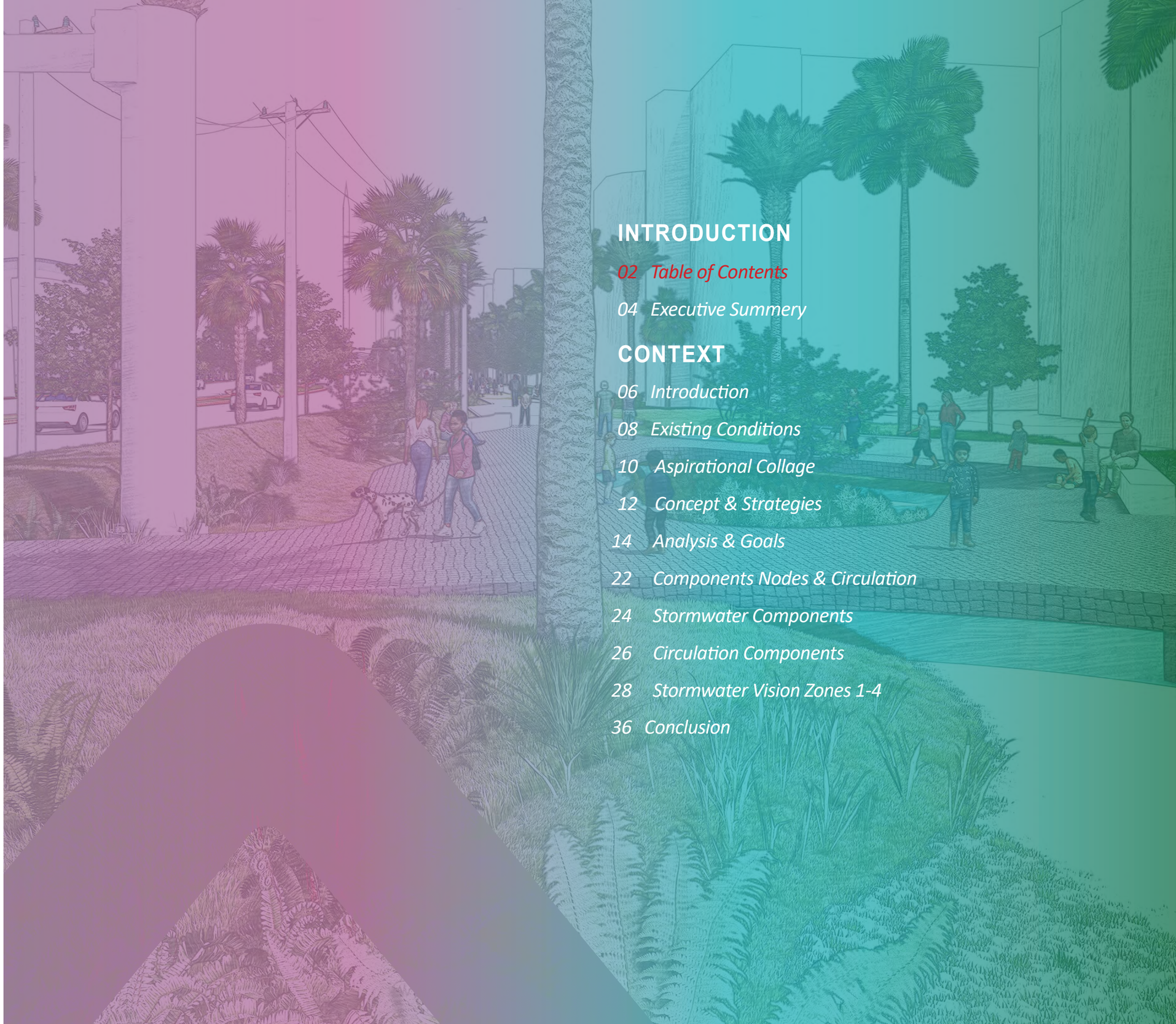
MERIDIAN CORRIDOR
STORMWATER VISION

Tampa Hillsborough Expressway Authority
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MERIDIAN CORRIDOR STORMWATER VISION



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EXECUTIVE SUMMARY

The Meridian Corridor Stormwater Vision (the Vision) presents a bold and inspiring transformation of the Meridian Avenue Corridor (the Corridor) into Tampa's newest destination. It organizes the Corridor into two distinct components: the Meridian Interpretive Trail (the Trail) and the Meridian Streetscape (the Streetscape). Though each component is a separate effort, together they form a unified open space strategy that places stormwater and safety at the forefront — Utilizing THEA property to **improve water quality** and **foster environmental stewardship** to establish a vital open space corridor for Tampa.

Consistent with the 2023 Selmon Greenway Master Plan, the Vision incorporates four key goals from THEA's strategic plan that guide decision making and prioritization. These goals reflect THEA's values and provide an approach for implementation along the Corridor. These goals include Diverse Mobility & Multimodal, Environmentally Sustainable, Future-Focused & Innovative, and Healthy Communities. The Vision incorporates these foundational goals but specifically highlights the Environmentally Sustainable and Innovative categories. The Vision Plan explores the different ways THEA can inspire change and become a leader in stormwater management in Tampa.

As an appendix of the Selmon Greenway Master Plan, the Meridian Corridor Stormwater Vision builds on the concepts and standards outlined in the Master Plan; the Vision Plan incorporates recommendations for future expansion and development around Tampa's Greenways, see the Selmon Greenway Master Plan for further details.



INTRODUCTION

The Meridian Greenway (the Greenway), as it exists today, is a designated walk and bike trail along THEA's Meridian Avenue from Channelside Drive North to E Twiggs Street (approximately ½ miles long). It connects to the Selmon Greenway and provides access to Downtown Tampa. The Greenway is bordered by a former railyard to the west which was decommissioned in 2023. Following the removal of all rail infrastructure, the property underwent necessary environmental site assessments and remediation activities to prepare it for future redevelopment, adding approximately 1.2 acres of usable space to the Corridor. One of the central questions guiding the Meridian Vision was how the newly available open space could elevate and transform the Greenway experience. The Vision Plan puts forward a clear Greenway focused direction; leveraging this opportunity to reimagine the corridor with improved connectivity, enhanced user amenities, and a more cohesive and welcoming open-space network that strengthens the overall Greenway experience.

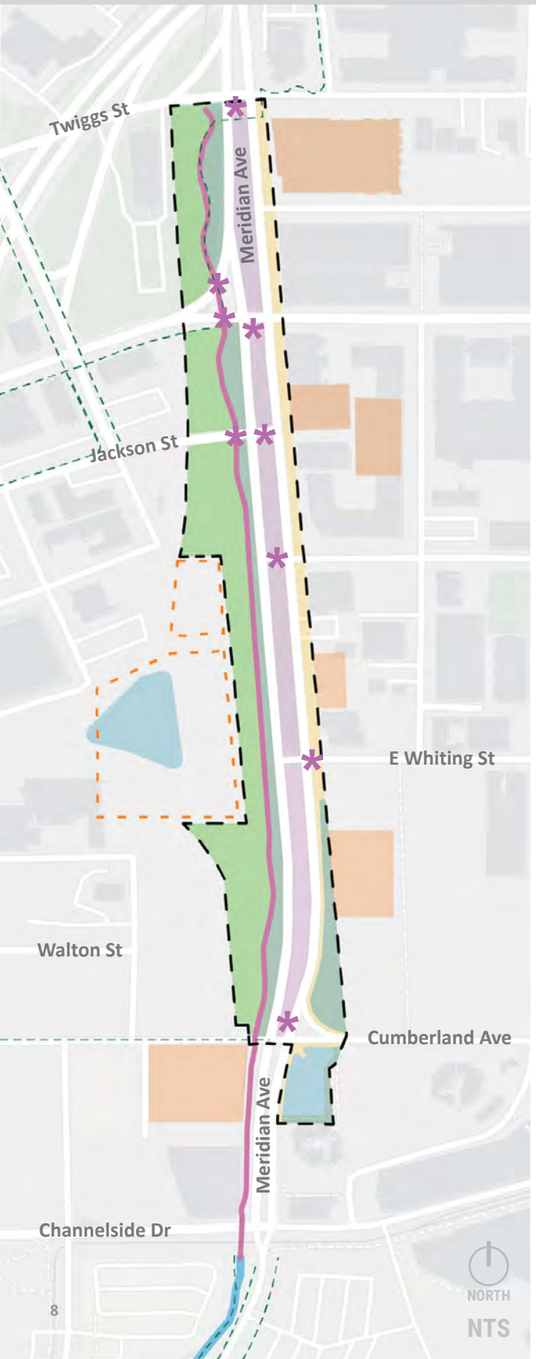
With the additional land incorporated into the Corridor, the acres available for stormwater and open space is more than doubled. Framed to the west by downtown Tampa's commercial and institutional edges, this portion of the Corridor, the Meridian Interpretative Trail, is envisioned as a vibrant, interpretative stormwater-forward landscape. The strategies outlined in The Vision embrace a holistic view of water quality supporting resiliency, flexibility, and education. These strategies will guide future design efforts to create multi-functional spaces where ecological restoration, expanded biodiversity, and community enhancements come together. Through this integrated approach, stormwater becomes the backbone of a living system, one that fosters adaptive infrastructure, dynamic innovation and celebrates the natural environment in the heart of Tampa.

On the east side of Meridian Ave, the vision explores the Streetscape portion of the Vision, and rethinks approximately nine city blocks of mixed-use pedestrian circulation, commercial frontage, stormwater, and landscape areas. Proposed improvements center on accessibility, maintenance, and safe circulation while enhancing the sidewalk experience — including upgraded paving, stormwater treatment, intuitive wayfinding strategies, and thoughtful integration with surrounding buildings and their relationship to public space. Like the Meridian Interpretative Trail, this portion of the Corridor embraces a holistic approach to stormwater integration by focusing on key project strategies. By weaving water quality goals into the fabric of the Streetscape, the Corridor Vision ties both sides of the Meridian Avenue together. The vision paints a cohesive experience that is vibrant, walkable, and envisions a sustainable, resilient public realm that blends seamlessly with community.



MERIDIAN CORRIDOR
EXISTING CONDITIONS



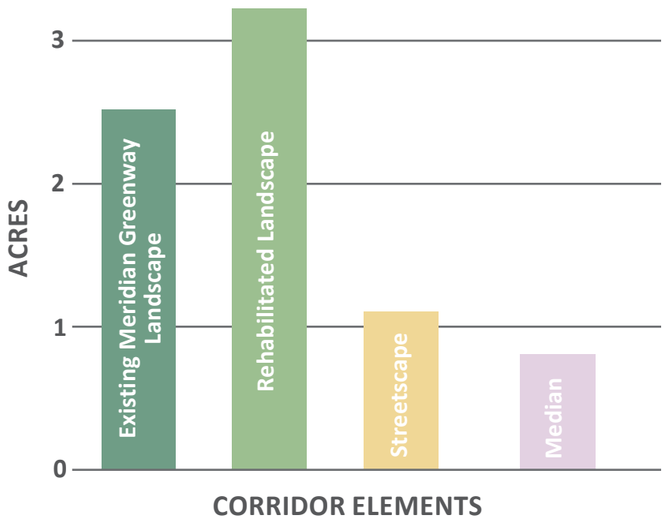


EXISTING CONDITIONS KEY

- Existing Meridian Greenway
- Bike Route
- Landscape
- Rehabilitated Landscape
- Streetscape
- Parking Garage
- Median
- Stormwater Basin
- Pedestrian Crossing



PRESERVE EXISTING
1/2 MILE GREENWAY TRAIL



ZONE 1 (TWIGGS TO JACKSON) is the northern anchor of Meridian Corridor connecting the Channelside community to rapidly evolving districts to the east and the core of downtown. The western edge of the Corridor is characterized by less dense civic buildings, including institutions like the Hillsborough County Courthouse, Amtrack station, and Channelside Academy of Math and Science. East of the corridor is fully developed with dense mixed-use multi-story buildings. The greenway connects bicyclists, pedestrians and transit users to the Selmon Greenway, the Kotfila Dog Park, and planned 12th Street Park.

ZONE 2 (JACKSON TO WHITING) is disconnected from the western urban grid where the decommissioned rail yard land starts to widen. This 1.5 acres is not easily developed, but ideal for open space expansion immediately adjacent to the Meridian Greenway. Future plans to extend West Whiting Street to Meridian Avenue will strengthen the urban grid and improve connectivity. Well established mixed-used development east of the corridor continues south with various parking garage structures, hotels, and commercial frontage.

ZONE 3 (WHITING TO WALTON) is expected to be the slimmest section of the greenway to maximize flexibility for future development. Changes are ongoing but construction continues to offer high density, residential development with ground level commercial frontage. This area is walkable, resilient, and expected to develop as an extension of Water Street. East of the Meridian Corridor is flanked by well established core of the Central Business District (CBD).

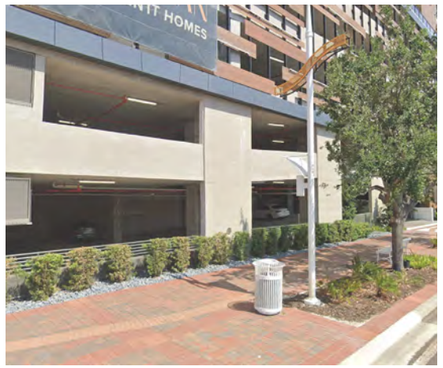
ZONE 4 (WALTON TO CUMBERLAND) is the southern anchor of the Meridian Corridor, and is a vital link between the Channelside District, the Tampa Riverwalk, Entertainment District and Downtown Tampa. It's closest to major regional attractions such as the Benchmark International Arena, Tampa Bay History Center, and Sparksman's Wharf. The junction between downtown neighborhoods, playing a pivotal role in supporting the continued development, extending the Corridor's reach and enhancing access to Tampa's civic and cultural core.



Reclaimed Rail Yard

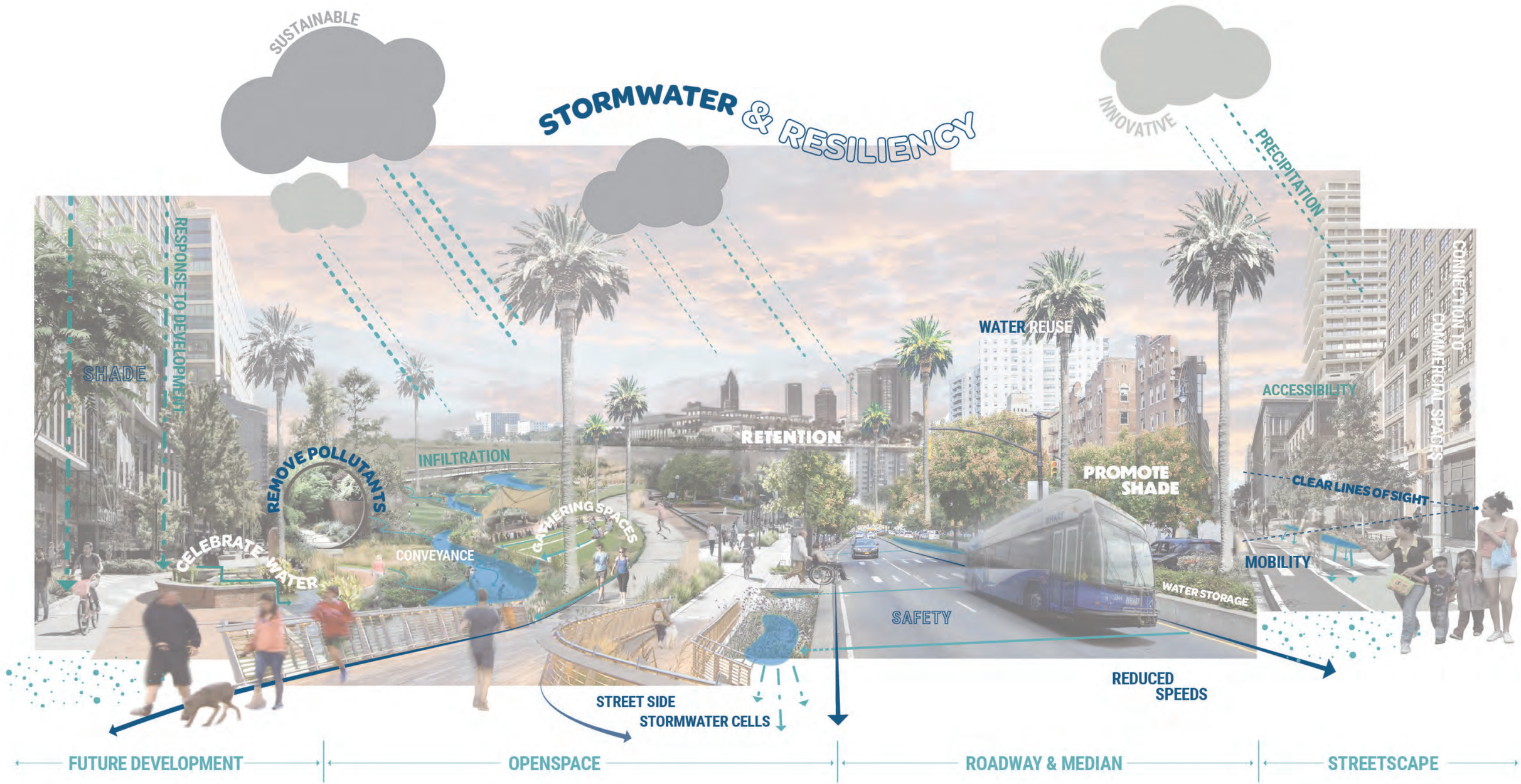


Median



Streetscape

VISION
ASPIRATIONAL COLLAGE



CONCEPT & STRATEGIES
THE COASTAL PRAIRIE

Tampa's native ecosystems are a diverse mix of habitats that were adapted to the harsh coastal environment. Coastal Prairies are flat, open grassland ecosystems dominated by grasses and herbaceous plants. They are accustomed to periodic flooding and saltwater intrusion, and critical to maintaining biodiversity in Florida's coastal ecosystems. They feel wild, but intentional, and root the Greenway in its ancestral ecosystem.

The Coastal Prairie CONCEPT

RESILIENT

Diverse, flexible, sturdy, quick to bounce back, durable, and deeply rooted. Strengthens through recovery.

DYNAMIC

Progression through succession; species function in response to conditions. Reconstructed to endure and thrive from changes in environment.

POROUS

Sandy soils with root masses absorb and hold water, but drain well preventing immediate run-off and gradual infiltration.

SUPPORTIVE

Rich biodiversity with deep prairie root systems whose nutrient cycles maintain the health of the ecosystem over time.

Meridian Corridor STRATEGY

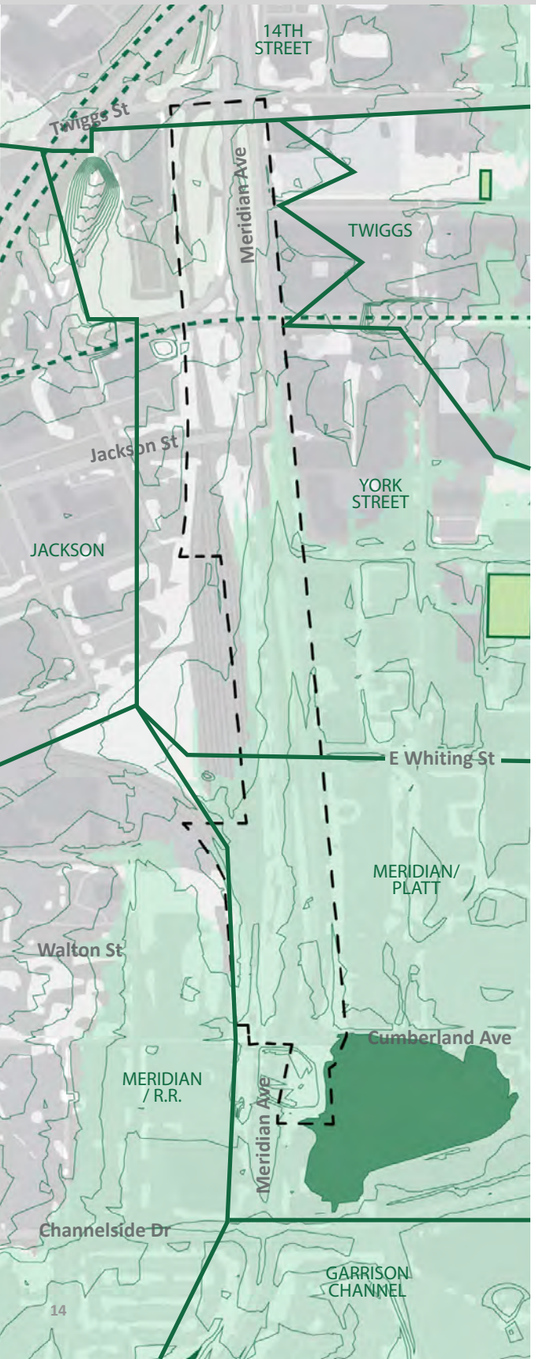
Implement modular, nature-based solutions that provide layered defenses against climate impacts. Integrate adaptable systems with multifunctional uses, scalable stormwater capacity, and advanced technological capabilities.

Prioritize adaptable components that enhance the performance of larger stormwater systems. Incorporate and showcase biodiversity, leveraging local ecosystems to support natural filtration and meet capacity demands.

Integrate permeable systems, sustainable materials, and native plant species to enhance water absorption and filtration. Leverage the full spectrum of green infrastructure strategies to manage routine precipitation and extreme storm events, while applying biomimicry principles to reflect natural hydrological processes.

Advance universally accessible opportunities grounded in equity and ecological balance. Prioritize designs that incentivize community care and emphasize biodiversity, while recognizing that interconnected systems thrive when each component is supported and sustained.

ANALYSIS & GOALS
RESILIENT



Implement modular, nature-based solutions that provide layered defenses against climate impacts. Integrate adaptable systems with multifunctional uses, scalable stormwater capacity, and advanced technological capabilities.

Through the identification of existing hydrologic systems, the Vision can address the opportunities, constraints and overall condition of the Meridian Corridor, and identify areas that would benefit from resilient design strategies.

ANALYSIS KEY

- Project Study Area Boundary
- Topography (feet)
- Public Park
- Stormwater Collection Area
- FEMA Flood Zone
- Evacuation Route
- Impervious Surface
- Stormwater Basin Boundary
- YORK STREET Stormwater Basin Name

Data Credits: Esri Community Maps Contributors, University of South Florida, City of Tampa, EDEP, OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, NPS, US Census Bureau, USDA, USFWS.

Goal: The Meridian Corridor approaches design opportunities and challenges through the lens of resiliency & adaptation.

Design recommendations focus on withstanding acute climate impacts that may include increasing storm frequency and intensity. The Corridor addresses issues that occur over longer periods of time including sea level rise, hotter days, both wetter and dryer conditions over seasons.

Goal: The Meridian Corridor is designed for system recovery.

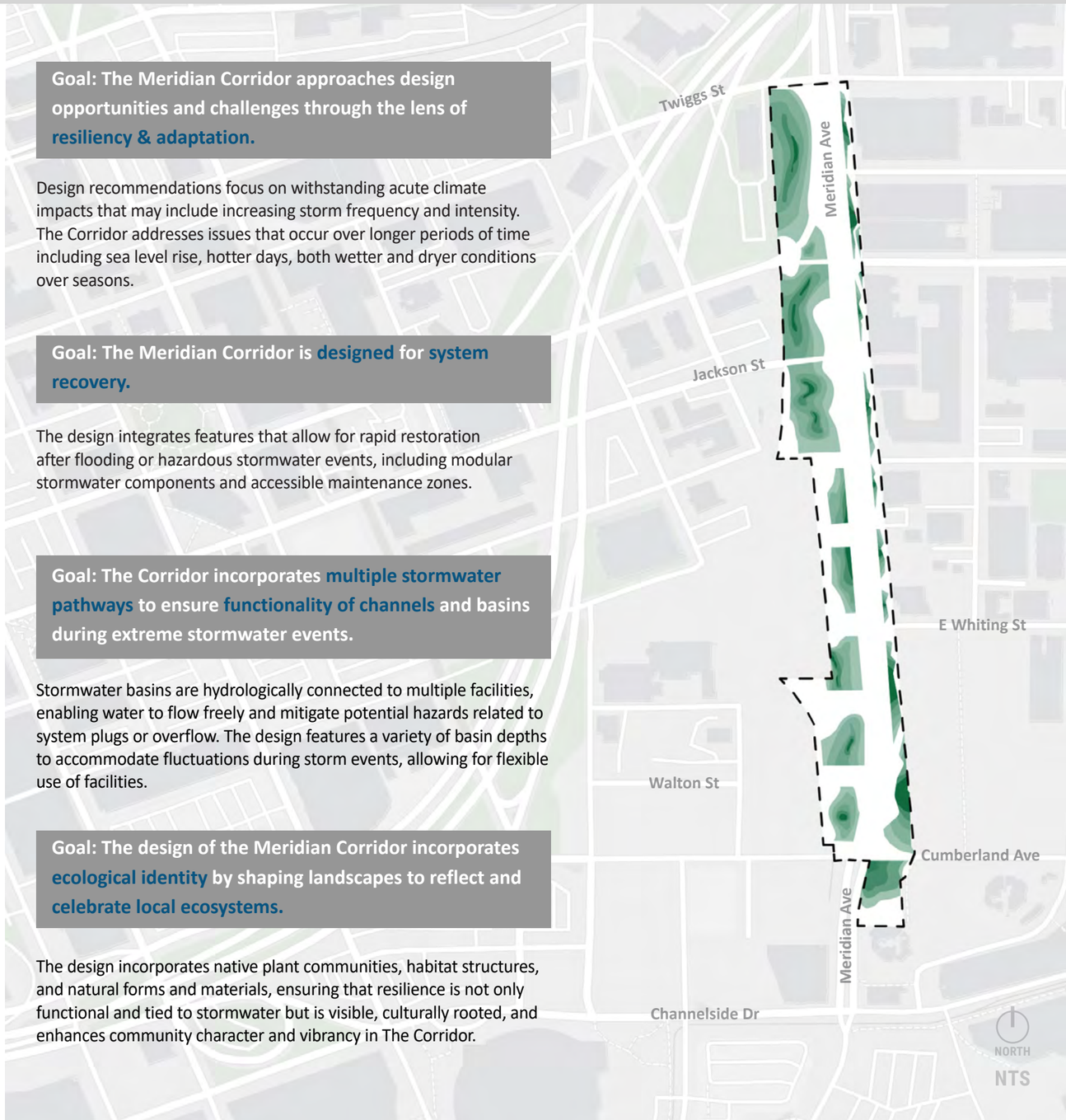
The design integrates features that allow for rapid restoration after flooding or hazardous stormwater events, including modular stormwater components and accessible maintenance zones.

Goal: The Corridor incorporates multiple stormwater pathways to ensure functionality of channels and basins during extreme stormwater events.

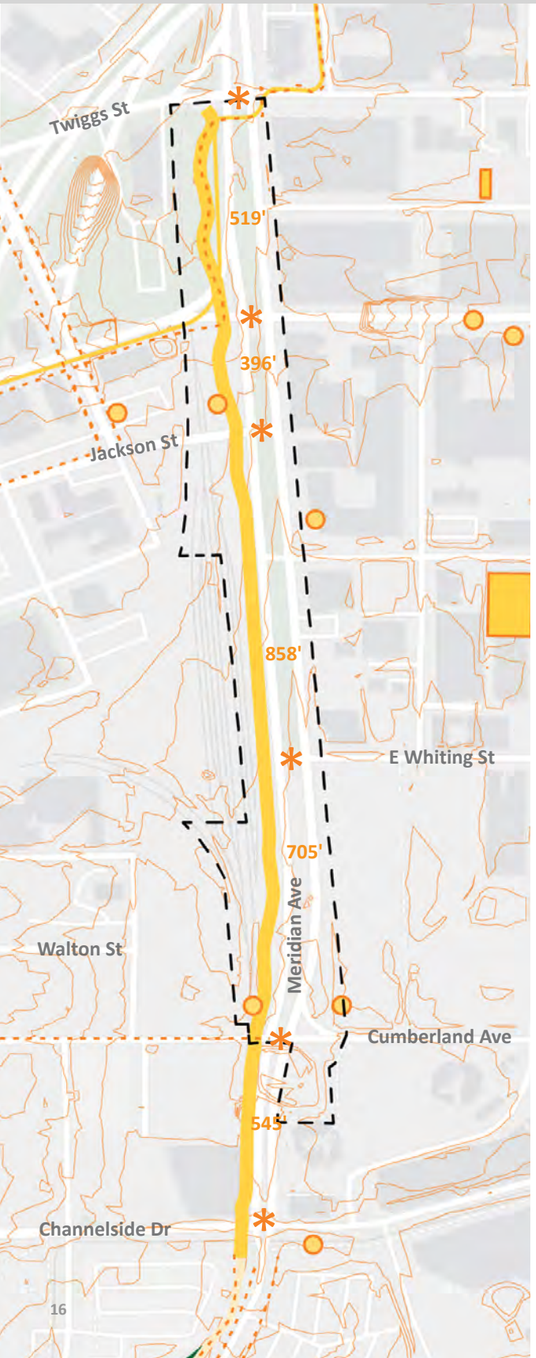
Stormwater basins are hydrologically connected to multiple facilities, enabling water to flow freely and mitigate potential hazards related to system plugs or overflow. The design features a variety of basin depths to accommodate fluctuations during storm events, allowing for flexible use of facilities.

Goal: The design of the Meridian Corridor incorporates ecological identity by shaping landscapes to reflect and celebrate local ecosystems.

The design incorporates native plant communities, habitat structures, and natural forms and materials, ensuring that resilience is not only functional and tied to stormwater but is visible, culturally rooted, and enhances community character and vibrancy in The Corridor.



ANALYSIS & GOALS
DYNAMIC



Understanding The Corridor's existing circulation and topography provides a foundation of how the built and natural environment interact, and identifies where there are opportunities to improve the overall function and response between systems.

Understanding The Corridor's existing circulation and topography provides a foundation of how the built and natural environment interact, and identifies where there are opportunities to improve the overall function and response between systems.

ANALYSIS KEY

- Project Study Area Boundary
- Meridian Greenway
- Selmon Greenway
- Riverwalk
- Bike Route
- Topography (feet)
- Transit Stop
- Pedestrian Crossing
- 92' Distance between Crossings (feet)
- Public Openspace

Data Credits: Esri Community Maps Contributors, University of South Florida, City of Tampa, EDEP, OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, NPS, US Census Bureau, USDA, USFWS.

Goal: The design of The Corridor utilizes smart technology equipped with real-time responsiveness to monitor stormwater capacity and alert emergency services of flooding and hazards in real time.

The design incorporates smart sensors in stormwater facilities to respond to rainfall and optimizes stormwater facility performance. Smart technology provides the option to isolate basins by adjusting weir heights, closing off routes to accommodate capacity and flow concerns.

Goal:The Meridian Corridor creates multi-functional landscape spaces.

Design of public spaces in The Corridor provides social and hydrologic functions simultaneously; community amenities double as stormwater basins during high water events.

Goal: The design of the Meridian Corridor prioritizes retention and expansion of green infrastructure.

The design utilizes new green space acquired by the reclaimed railyard, expanding open space and stormwater capture facilities simultaneously.

Goal:The Meridian Corridor incorporates native plants that provide seasonal and ecological interest, aesthetic ornament, and erosion control.

The design of The Corridor takes inspiration from the local coast ecology and follows the natural composition of wetland plant communities, incorporating lowland, upland, and buffer plant compositions.

Twiggs St
Meridian Ave
Jackson St
E Whiting St
Walton St
Cumberland Ave
Meridian Ave
Channelside Dr

NORTH
NTS

ANALYSIS & GOALS
POROUS



Integrate permeable systems, sustainable materials, and native plant species to enhance water absorption and filtration. Leverage the full spectrum of green infrastructure strategies to manage routine precipitation and extreme storm events, while applying biomimicry principles to reflect natural hydrological processes.

Identifying areas in The Corridor that are currently limited in shade, permeable green space, and vegetation, the Vision is able to focus on areas that are in need of strategies to improve absorption and reduce run-off in the Meridian Corridor.

ANALYSIS KEY

- Project Study Area Boundary
- Public Park
- Vegetated Area
- Tree Canopy
- Impervious Surface

Data Credits: Esri Community Maps Contributors, University of South Florida, City of Tampa, EDEP, OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, NPS, US Census Bureau, USDA, USFWS.

Goal: The Meridian Corridor applies stormwater & low impact development solutions in response to regular rainfall and storm events.

The Meridian Corridor will utilize low-impact development (LID) solutions to mitigate and infiltrate stormwater. LID solutions work with the natural hydrological cycle, reducing and treating stormwater at its source with soils and native plants. These spaces serve multiple functions, becoming areas for education and recreation, and can participate in city and local stormwater mitigation efforts.

Goal: The Meridian Corridor utilizes concepts of biomimicry in the design of stormwater facilities; creating permeable water conveyance and storage features that emulate natural systems.

The Meridian Corridor incorporates meandering channels, wetland planting communities and buffers to mimic the natural processes of the local ecology. The application of biomimicry concepts reduces reliance on infrastructure and supports the establishment and longevity of local flora and fauna.

Goal: The design of the Meridian Corridor prioritizes the application of sustainable and low-impact permeable materials and surfaces.

The Meridian Corridor prioritizes the use of recycled and locally sourced materials for hardscape and structural elements to minimize environmental footprint and maximize infiltration.

Goal: The design of The Corridor reduces pollutant loadings to Tampa Bay by incorporating native plants to encourage natural processes of filtration.

The design of The Corridor incorporates native plants and waterwise plants which assists in the slowing down of water, reduction of erosion, and supports turbidity and soil health.

Twiggs St
Meridian Ave
Jackson St
E Whiting St
Walton St
Cumberland Ave
Meridian Ave
Channelside Dr
NORTH
NTS

ANALYSIS & GOALS
SUPPORTIVE



Advance universally accessible opportunities grounded in equity and ecological balance. Prioritize designs that incentivize community care and emphasize biodiversity, while recognizing that interconnected systems thrive when each component is supported and sustained.

By examining the distribution of open space, local destinations, institutions, and native ecology, the Corridor Vision can focus on areas where there are opportunities to increase access, community spaces and celebrate local ecology.

ANALYSIS KEY

- Project Study Area Boundary
- New Openspace (Rehabilitated Railyard)
- Local Destination
- Elementary School
- Parking Lot/Garage
- Public Openspace
- Areas for Increased Biodiversity

Data Credits: Esri Community Maps Contributors, University of South Florida, City of Tampa, EDEP, OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, NPS, US Census Bureau, USDA, USFWS.

Goal: The landscape design prioritizes native plants & local ecosystems.

The Corridor restores the coastal ecosystem; the landscape design uses plants that are habituated to the climate, soils and coastal ecology that originally existed in the region.

Goal: The Meridian Corridor utilizes sustainable & renewable design practices.

The use of sustainable and local building materials and practices conserve natural resources, reduces the carbon footprint of The Corridor, and minimizes waste and pollution. They also can be cost effective and aesthetically create a sense of place tied to the natural and cultural character of Tampa and Central Florida.

Goal: The design of the Meridian Corridor encourages community and local stewardship.

The design of the Meridian Corridor creates spaces that invite participation and encourage ownership; the design incorporates interpretative signage, and provides opportunities for community building such as: community gardens, planting events, and community clean up days to foster interest in long-term community engagement.

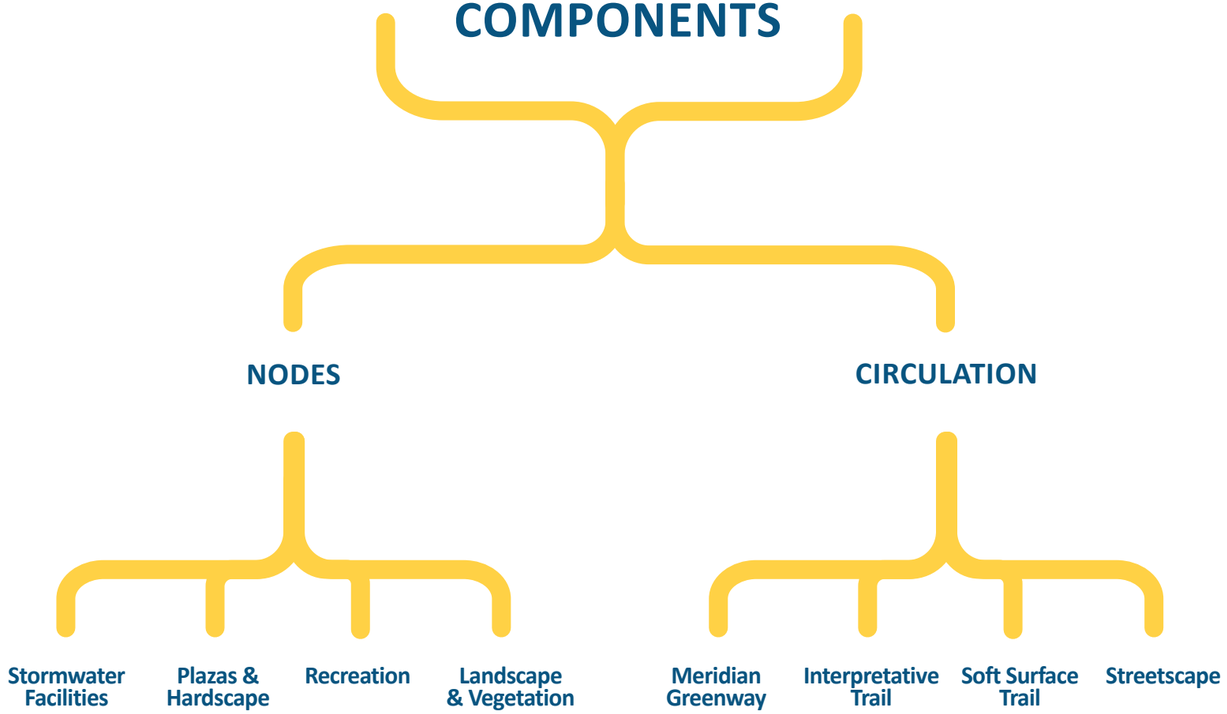
Goal: The Corridor design goes beyond regulatory and policy mandates, focusing on increasing stormwater capacity and improving water quality.

The Meridian Corridor design surpasses mandates for stormwater and showcases genuine dedication in leading development practices that prioritize and celebrate stormwater and ecological health.

Twiggs St
Meridian Ave
Jackson St
E Whiting St
Walton St
Cumberland Ave
Meridian Ave
Channelside Dr
NORTH
NTS

COMPONENTS
NODES & CIRCULATION

Building blocks of the Meridian Vision Plan — The confluence of Nodes and Circulation create a connected network for community and environmental resilience. Nodes offer spaces for fitness and socializing, while Circulation encourages physical activity and connections to nature, supporting well-being and community strength.











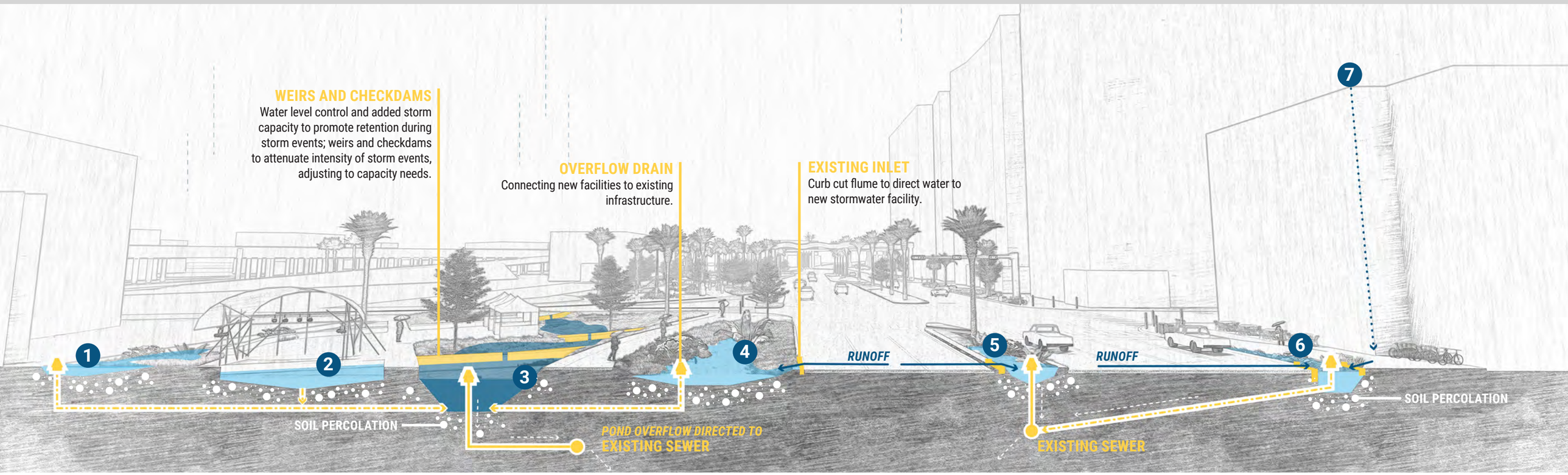








COMPONENTS
STORMWATER FACILITIES



1. **RAIN GARDENS**
   Seasonally wet low areas with **robust native plant** communities. Opportunity for **sculptural elements** and for **treatment** prior to entering discharge sewers.

2. **DUAL PURPOSE COMMUNITY SPACE**
   Low lying **community amenity** designed to **add capacity** for large storm events. Pond control structure controlled by **smart weirs**, balancing treatment and attenuation in real time.

3. **DEEP WET POND**
   Permanent **pool volume year round** with a **recirculating system**. Provides stormwater **detention** and **capacity** + opportunity for **local ecology interpretation**.

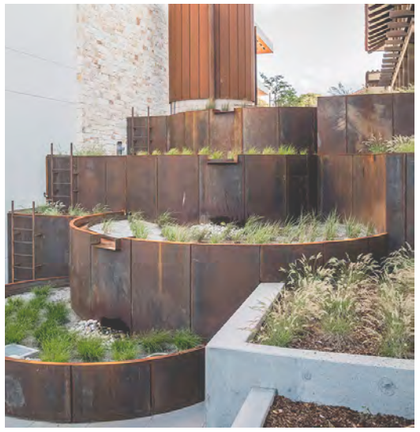
4. **BIORETENTION FACILITY**
   Seasonally wet areas that provide initial **nutrient and particulate treatment**. Areas for **percolation with plantings** that thrive in wet and dry conditions.

5. **MEDIAN STORMWATER SWALES**
   Modify existing **inlets** to **collect street runoff** into swales. Used for **conveyance, treatment, and short term capacity** before entering overflow sewer.

6. **STREETSCAPE STORMWATER CELL**
   Shallow retention areas typically with concrete sidewalls to **create capacity in limited space**. **Collecting** sidewalk, roadway, and treating **runoff before entering the overflow** sewer.

7. **DISCONNECTED RAIN GUTTERS**
   Rooftop water directed to **stormwater cells** before discharging to existing sewer.

EXAMPLES OF CELEBRATORY STORMWATER FEATURES HIGHLIGHTING HYDROLOGY, WATER QUALITY AND INTERPRETATION.



Santa Catalina, California

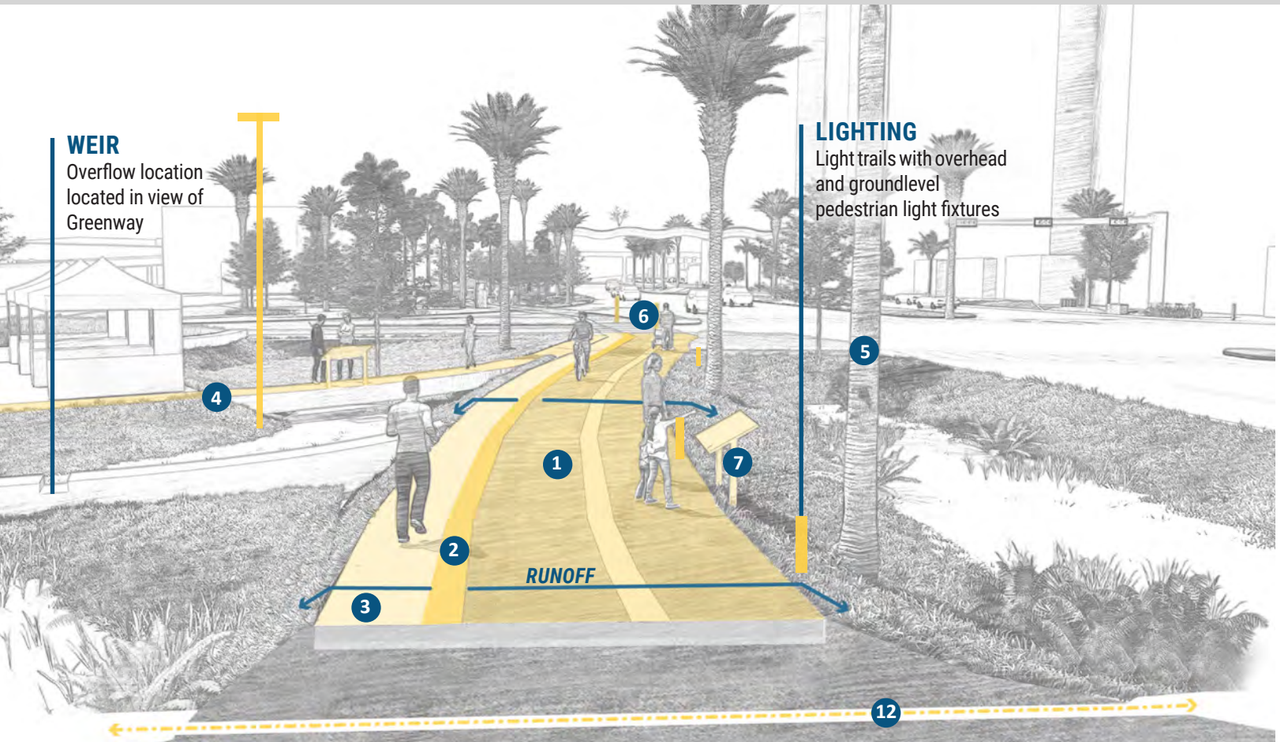


Carroll Creek, Maryland



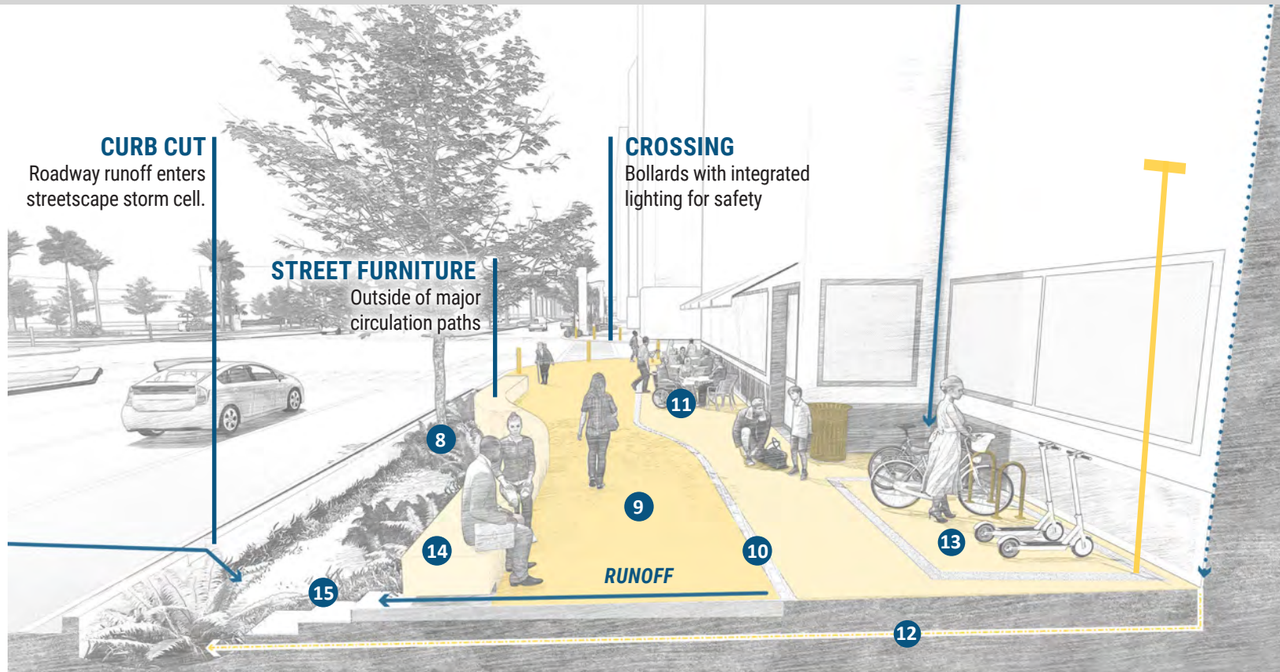
Portland, Oregon

COMPONENTS
CIRCULATION



TRAILS

1. **EXISTING MERIDIAN GREENWAY: 10' WIDE**
   Maintain the current trail alignment and paving to reduce waste, and build on existing greenway infrastructure. New striping and way-finding upgrades.
2. **TACTILE BORDER: 1' WIDE**
   Material/texture change delineating running/walking surface from existing greenway.
3. **RUBBERIZED TRAIL: 4' WIDE**
   Designed for runners and walkers with low impact surfacing.
4. **INTERPRETATIVE TRAIL: 8' WIDE**
   Accessible concrete circulation that meanders through stormwater facilities and open space amenities.
5. **SHADE TREES**
   Continuous canopy along major trail corridors to shelter greenway.
6. **ACCESS BOLLARDS**
   Located at street crossing locations for safety of trail users.
7. **WAYFINDING & INTERPRETATIVE FEATURES**
   Signage, sculpture, maps, and place markers along the trail.



STREETSCAPE

8. **STREET FURNISHING ZONE**
   Uses to include stormwater treatment cells, landscaping, utility boxes, and poles.
9. **PEDESTRIAN CIRCULATION ZONE**
   Pedestrian Circulation Zone: Minnimum 8' wide. Easy to navigate with smooth paved surface. (no unit pavers or brick in this area)
10. **SPECIALTY BANDING** Decorative changes in color or material to emphasize Meridian's braided form and open space character.
11. **COMMERCIAL MIXING ZONE**
    Location for commercial activity to spill into the streetscape
12. **SUB SURFACE CONNECTIONS**
    Connecting existing rain gutter to Stormwater treatment areas.
13. **MICRO MOBILITY**
    Parking located close to intersections and commercial activity.
14. **SIDEWALK SEATWALLS**
    Provides strong buffer between pedestrians and roadway. Use of a Florida material like Oolite blocks to bolster sense of place.
15. **DISSIPATION STRUCTURES**
    Reduces velocity of runoff to minimize erosion potential.

ZONE 1
STORMWATER VISION

E TWIGGS ST — E JACKSON ST — E WHITING ST — E WALTON ST — E CUMBERLAND AVE

ZONE 1 — ZONE 2 — ZONE 3 — ZONE 4

STORMWATER VISION KEY

NODE

Stormwater Facilities

- *Stormwater Retention Pond*
- *Rain Garden / Bioswale*
- Plazas & Hardscape
- Landscape & Vegetation

CIRCULATION

- Meridian Greenway
- Interpretative Trail
- Soft Surface Trail

1. **SELMON GATEWAY TRAILHEAD**
Celebratory intersection with the Selmon Greenway.

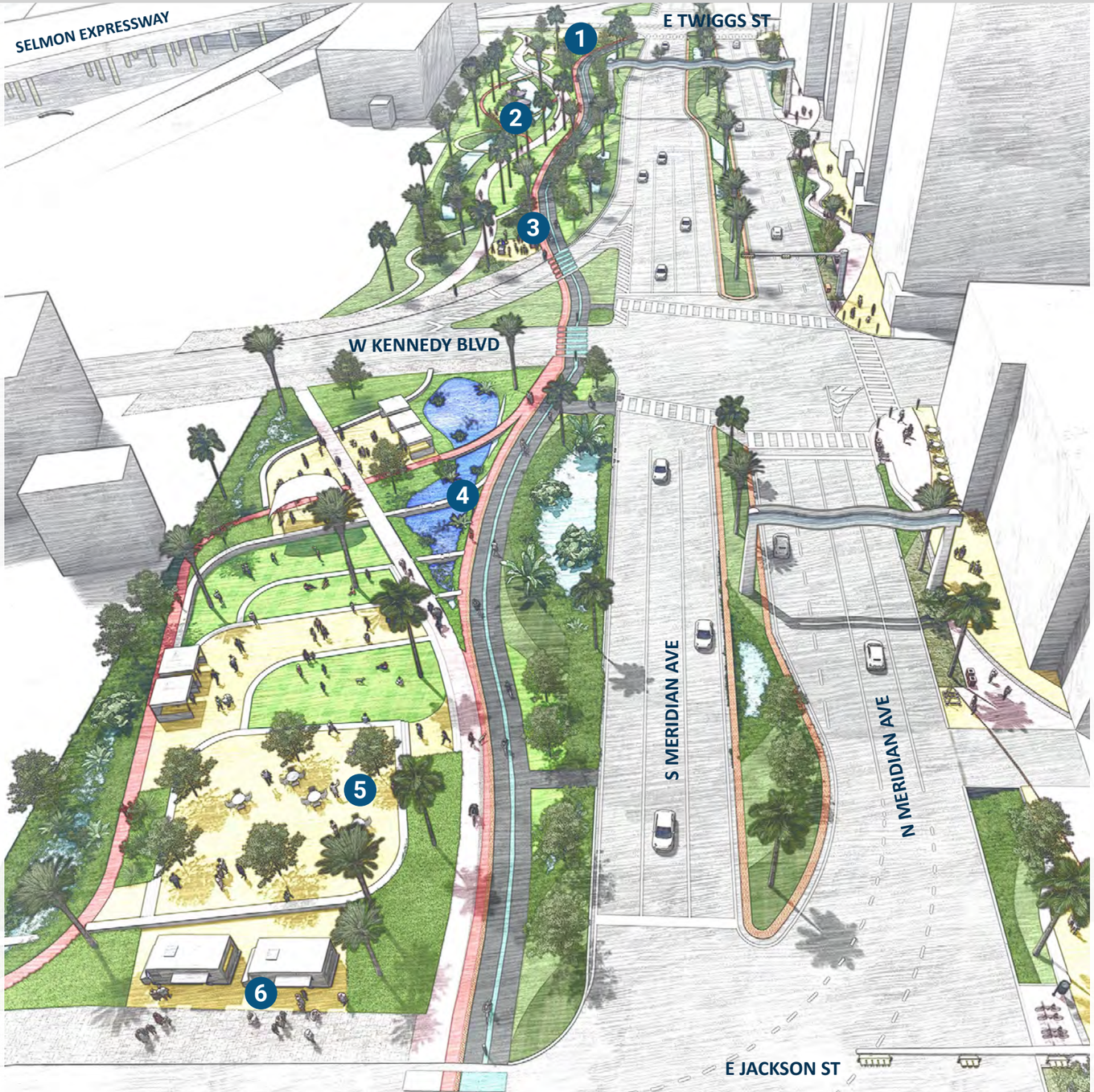
2. **STORMWATER SPINE**
Seasonal inundated swale that runs along the open space separating passive areas from high activity zones.

3. **MICRO MOBILITY TRANSIT HUB**
Location for way-finding, micro mobility station, bike parking, and transit amenities.

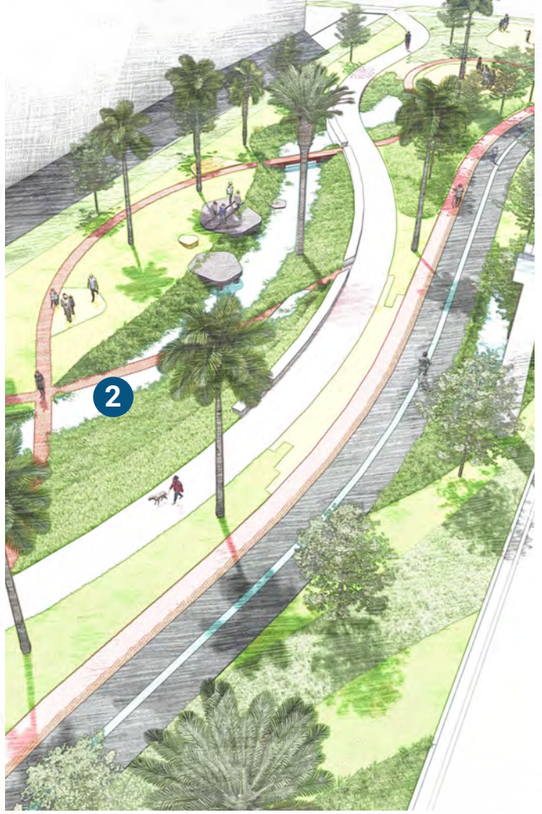
4. **PRIMARY WET POND**
Central facility intended to be inundated year round with depths below ground water level. Location for predictive technology, and automated weir & overflow controls. Hydrologically connected to adjacent rain gardens and bio-retention areas.

5. **EVENT SPACE & AMPHITHEATER**
Terraced lawn and seat walls for community events, with additional stormwater capacity during large storm events.

6. **MODULAR VENDOR LOCATION**
Flexible area connected to event space and highly visible from intersection.



Zones 1 uses braided pathways to extend access into the multi-functional landscape where stormwater and passive open space weave together. The streetscape focuses on buffering pedestrians from the road with updated landscape, stormwater facilities, clear lines of sight & travel.



Braided pathways activation full greenway expansion area.

ZONE 2
STORMWATER VISION



STORMWATER VISION KEY

NODE

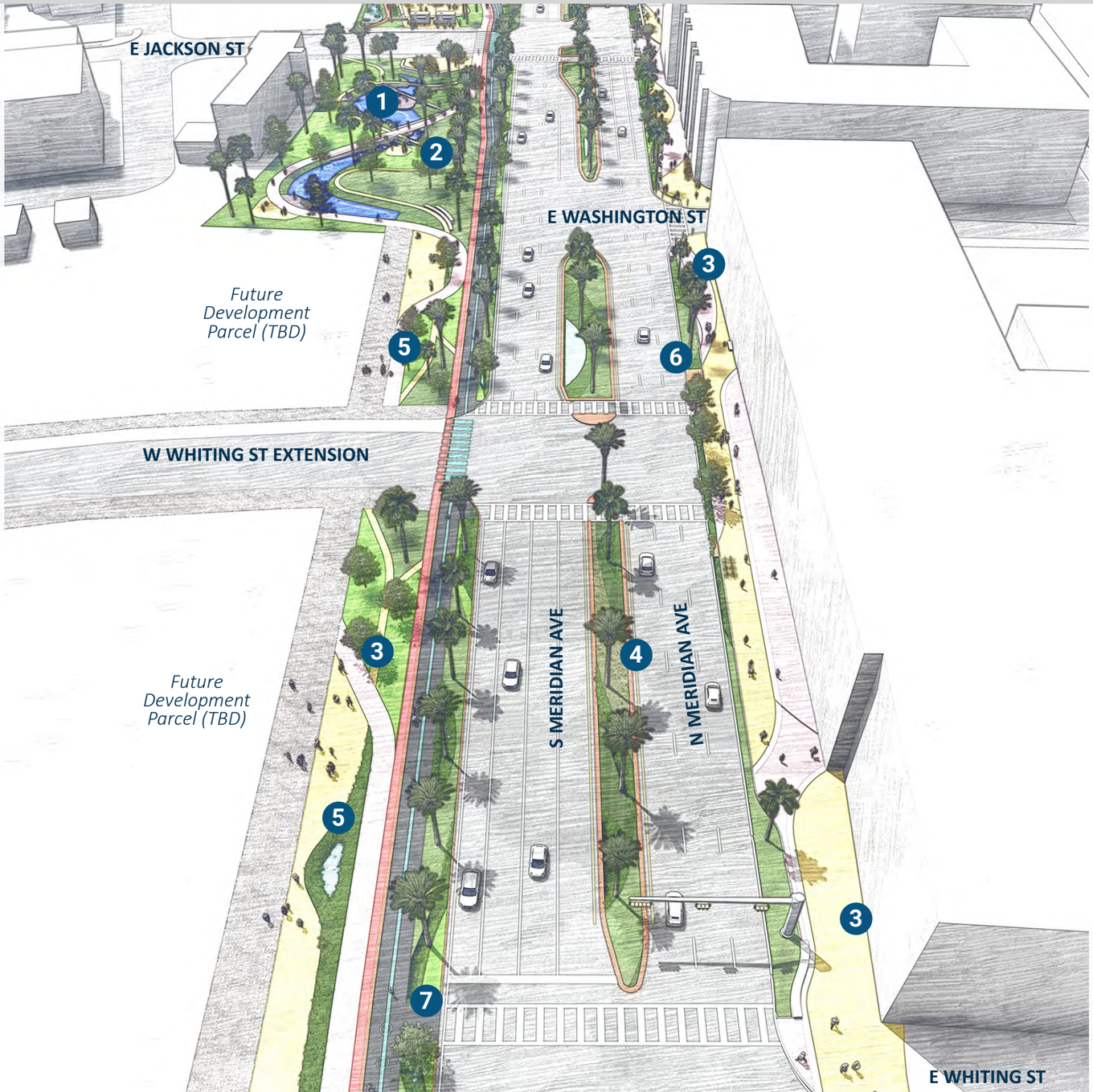
Stormwater Facilities

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- *Rain Garden / Bioswale*
- Plazas & Hardscape
- Landscape & Vegetation

CIRCULATION

- Meridian Greenway
- Interpretative Trail
- Soft Surface Trail

1. **STORMWATER DECK**
   Interpretive platform equipped with water sensors and live feed readouts for temperature, dissolved oxygen, and turbidity levels.
2. **ELEVATED VIEWPOINT**
   Topographic features using soil from excavating storm facilities to provide high points and viewsheads.
3. **COMMERCIAL FRONTAGE**
   Plan for existing land use activity to spill into the public realm with intentional widening and attention to detail.
4. **EXPANDED BOULEVARD PLANTING**
   Developing planting pallet with lush ecological, and native species to support resilient urban and stormwater ecosystems.
5. **ACCESS TO FUTURE DEVELOPMENT**
   Clear corridor between greenway open space and future mixed use building frontage. Area for commercial/residential frontage and fire access.
6. **TRANSIT CONNECTIONS**
   Highlight bus stops, and accommodate existing shelters, trash receptacle and other existing transit facilities.
7. **TAPERED GREENWAY**
   Reduced Greenway openspace width to maximize flexibility for future development.



Zone 2 is where the greenway tapers down and enters in area with a future of dense urban development. The character and forms in this area are linear and constrained, while facilitating a design that is robust and welcoming with enhanced landscape, stormwater treatment, and public amenities.



Circulation brings form to stormwater and open space.



Use local materials like Oolite stone for seat walls.

ZONE 3
STORMWATER VISION

E TWIGGS ST — E JACKSON ST — E WHITING ST — E WALTON ST — E CUMBERLAND AVE

ZONE 1 | ZONE 2 | **ZONE 3** | ZONE 4

STORMWATER VISION KEY

NODE

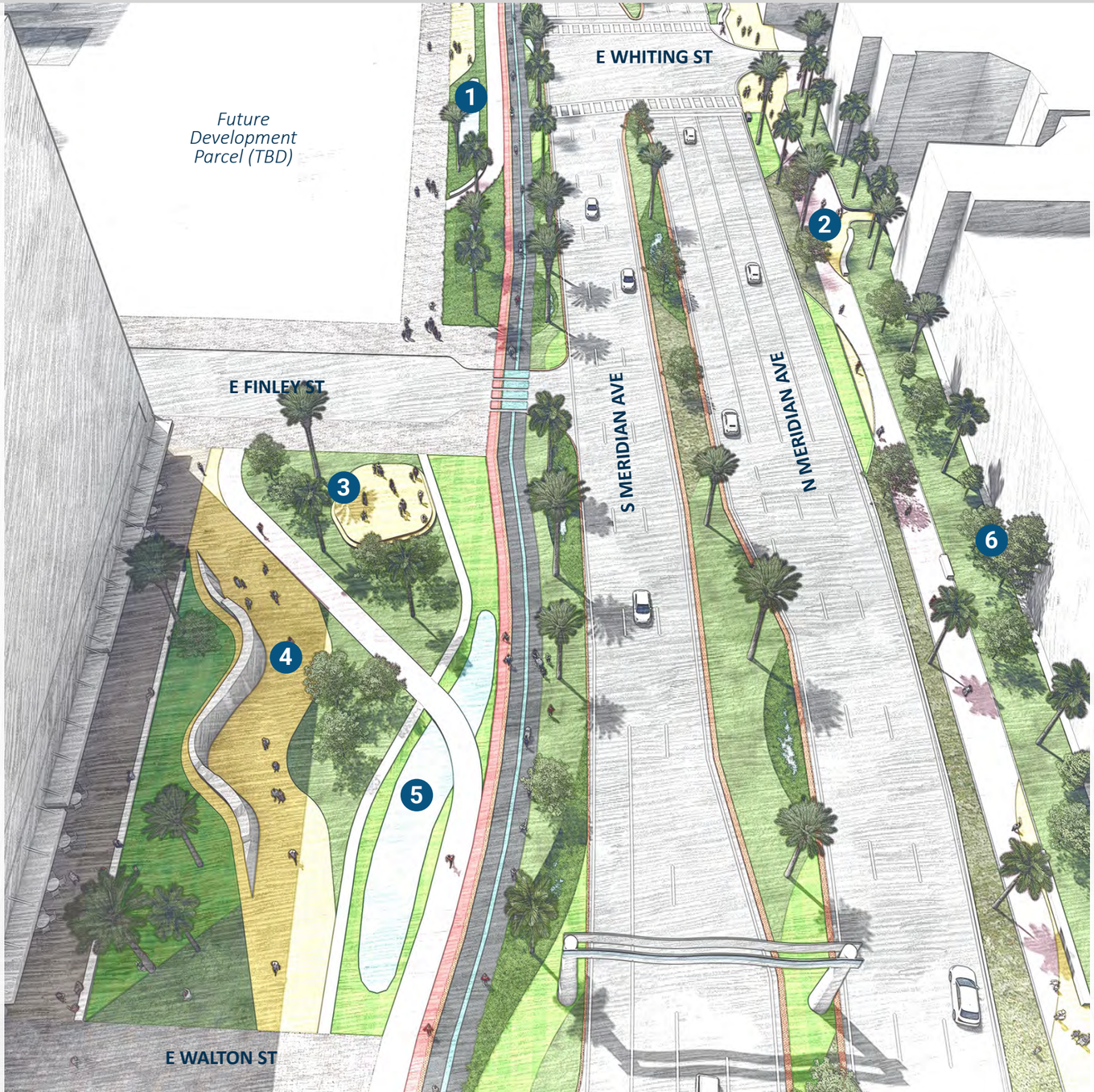
Stormwater Facilities

- *Stormwater Retention Pond*
- *Rain Garden / Bioswale*
- Plazas & Hardscape
- Landscape & Vegetation

CIRCULATION

- Meridian Greenway
- Interpretative Trail
- Soft Surface Trail

1. **TAPERED GREENWAY**
   Reduced Greenway openspace width to maximize flexibility for future development.
2. **ADJACENT EXPANSION AREA**
   Locations for adjacent commercial/residential areas to expand into Meridian open space. Outdoor eating, vending, and pet areas with flexibility for future development integration.
3. **GATHERING SPACE**
   Area nestled among the native garden and stormwater facilities designed for community use, including seating, electrical hookups, wifi connectivity, and bullion boards.
4. **PHYSICAL RECREATION SPACE**
   Using topography for recreation facilities with strength and movement space. Area is shaped by circulation and future development.
5. **STORMWATER SWALE**
   Linear stormwater facility designed for temporary inundation and equipped with check dams, informational placards, and sculpture that showcases water movement.
6. **PARKING SCREENING**
   Using expanded ROW to grow visual buffer for utility areas, and parking garage frontage.



Zone 3 widens back out and provides more space for infiltration and open space amenities. This is where both sides of Meridian Avenue have ample room within the right of way for new infrastructure and innovative & multi-functional landscapes. Future development to the west is more defined and expected to extend mixed-use development north from Water Street.



Activation where new development abuts the corridor.

ZONE 4
STORMWATER VISION



STORMWATER VISION KEY

NODE

Stormwater Facilities

- *Stormwater Retention Pond*
- *Rain Garden / Bioswale*
- Plazas & Hardscape
- Landscape & Vegetation

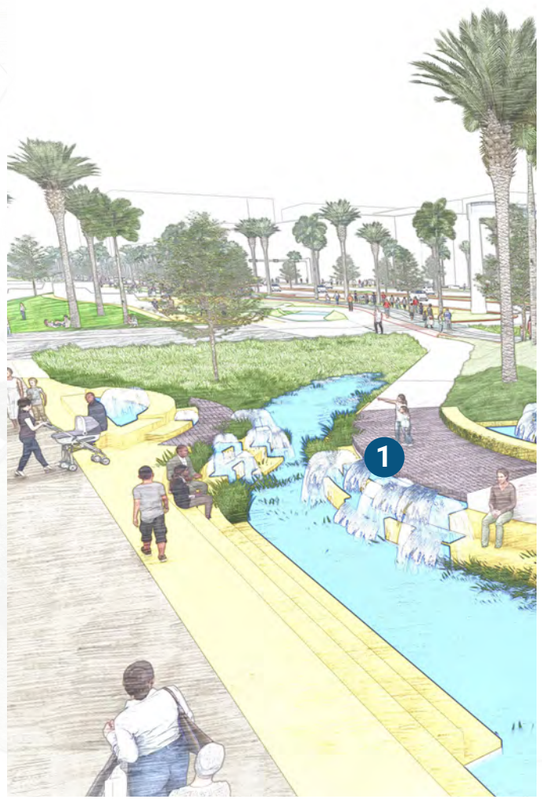
CIRCULATION

- Meridian Greenway
- Interpretative Trail
- Soft Surface Trail



1. **RECIRCULATING STORMWATER FOUNTAIN**
   This feature celebrates tumbling water and is designed for water movement, aeration and sculptural interpretation. Features like staggered seating, lush plantings, and illuminated elements highlights this wet pond facility.
2. **BUFFERED COMMUNITY SPACE**
   Location for programed open space to be determined based on community impute.
3. **SEASONAL STORMWATER DECK**
   Elevated boardwalk to showcase native stormwater rain gardens design with dynamic topography and experiential learning.
4. **RETROFITTED STORMWATER**
   Existing storm facility upgrades with interactive boardwalk for improved circulation, new topographic design, plantings and connection to existing viewpoint. Cut fill balanced with deep water areas, and soften edges without loosing capacity.
5. **MERIDIAN GATEWAY**
   Use existing gantry sign to provide wayfinding and entrance to the meridian greenway.

Zone 4 is the southern gateway to the Meridian Corridor and the THEA's facilities. Major stormwater facilities anchor the greenway and streetscape with new opportunities for innovations and interaction. Both sides of Meridian have destination features, and tie directly into activity from the River Walk trail and Water Street Development.



Seating near moving stormwater along urban promenade

THE MERIDIAN CORRIDOR
STORMWATER VISION

In conclusion, the Meridian Corridor Vision lays out a transformative plan by blending environmental sustainability, innovative stormwater management, and community-focused design. By reimagining both the greenway expansion and streetscape cohesively, the Vision establishes a unified **experience that prioritizes water quality, safety, and resilience**. The corridor will continue as a robust multi-functional transportation corridor, and be reimagined as a vibrant, memorable, and welcoming piece of Downtown Tampa's future.



TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY

MERIDIAN CORRIDOR
STORMWATER VISION



Tampa Hillsborough Expressway Authority
1104 E Twiggs Street, Tampa, FL 33602

www.tampa-xway.com
info@tampa-xway.com

813-272-6740

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Last Saved by: USCR709963 on: Aug 11, 2025 3:44 PM File: C:\Users\USSJ675426\WSP O365\US-TampaPlanning - US0042831 THEA Misc Planning Traffic and Pedestrian\US0042831.5586 12th Street Design 30%\Design Plans\01_CADDWG\01_G01.dwg

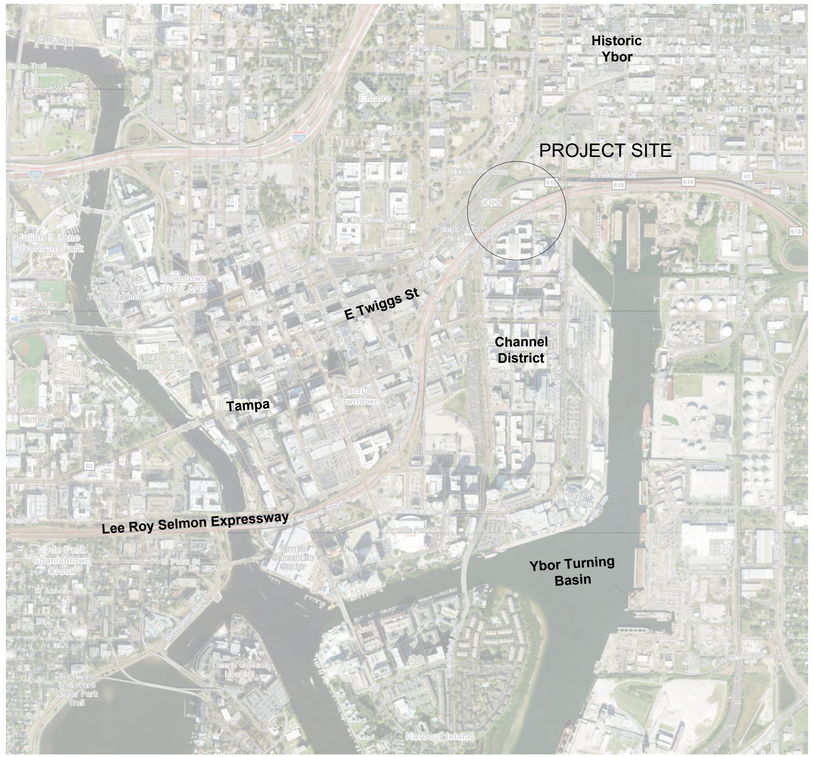
12TH STREET PARK

THEA CONTRACT NO. P-1225 TWO XX

PROJECT LOCATION

626 N RAYMOND AVE, TAMPA, FL 33602

LATITUDE: 27°57'15.59"N
LONGITUDE: 82°26'51.61"W



VICINITY MAP



PROJECT CONTACTS

ROBERT M FREY, AICP
DIRECTOR OF PLANNING AND INNOVATION

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SHEET LIST

SHEET NO.	DRAWING NO.	DRAWING TITLE
GENERAL		
1	G-1	COVER SHEET
2	G-2	EXISTING CONDITIONS PLAN
CIVIL		
3	C-1	CIVIL & DRAINAGE - GRADING PLAN
4	C-2	CIVIL & DRAINAGE - TYPICAL SECTIONS
LANDSCAPE		
5	L-1	LANDSCAPE SCHEDULE & NOTES
6	L-2	LANDSCAPE PLAN
7	L-3	LANDSCAPE SECTIONS
8	L-4	LANDSCAPE ENLARGEMENT PLAN & SECTION
9	L-5	PLANTING DETAILS
10	L-6	LANDSCAPE MATERIALS DETAILS
11	L-7	LANDSCAPE MATERIALS DETAILS
12	L-8	LANDSCAPE MATERIALS DETAILS
13	L-9	ACTIVE RECREATION EQUIPMENT
14	L-10	LANDSCAPE FURNISHING DETAILS
15	L-11	LANDSCAPE FURNISHING DETAILS
16	L-12	LANDSCAPE LIGHTING DETAILS
IRRIGATION		
17	IR-1	IRRIGATION NOTES & SCHEDULE
18	IR-2	CONCEPTUAL IRRIGATION PLAN
19	IR-3	IRRIGATION DETAILS

PRELIMINARY 30% DRAFT

MARK	REVISION DESCRIPTION	BY	APP.	DATE

WSP USA Inc.
5411 Sky Center Drive
Suite 650
Tampa, FL, 33607
TEL: (813) 520-4444
FAX: (717) 859-7527

TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY
1104 EAST TWIGGS STREET
TAMPA, FL 33635

DRAWN BY DK
DESIGN BY SGRJ
CHECK BY GH
PROJ MGR PRJ

THEA
12TH STREET PARK
COVER SHEET

DRAWING NO. G-1
PROJECT NO. US0042831.5586
DATE: 8/11/25
SHEET NO. 1 OF 19

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CONSTRUCTION NOTES

1. SEE SHEETS C-1 AND C-2 FOR SITE CIVIL.
2. SEE L1 THROUGH L12 FOR LANDSCAPE.
3. SEE IR1 THROUGH IR3 FOR IRRIGATION.



DEMO LEGEND SCHEDULE

- TRAIL DEMO
- CLEARING AND GRUBBING
- DEMOLISH
- PROPERTY LINE
- APPROXIMATE EXPRESSWAY DRIPLINE
- XX.X APPROXIMATE GROUND ELEVATION

PRELIMINARY 30% DRAFT

MARK	REVISION DESCRIPTION	BY	APP.	DATE

WSP USA Inc.
5411 Sky Center Drive
Suite 650
Tampa, FL, 33607
TEL: (813) 520-4444
FAX: (717) 859-7527

TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY
1104 EAST TWIGGS STREET
TAMPA, FL 33635

DRAWN BY	DK
DESIGN BY	SGRJ
CHECK BY	GH
PROJ MGR	PRJ

THEA

12TH STREET PARK

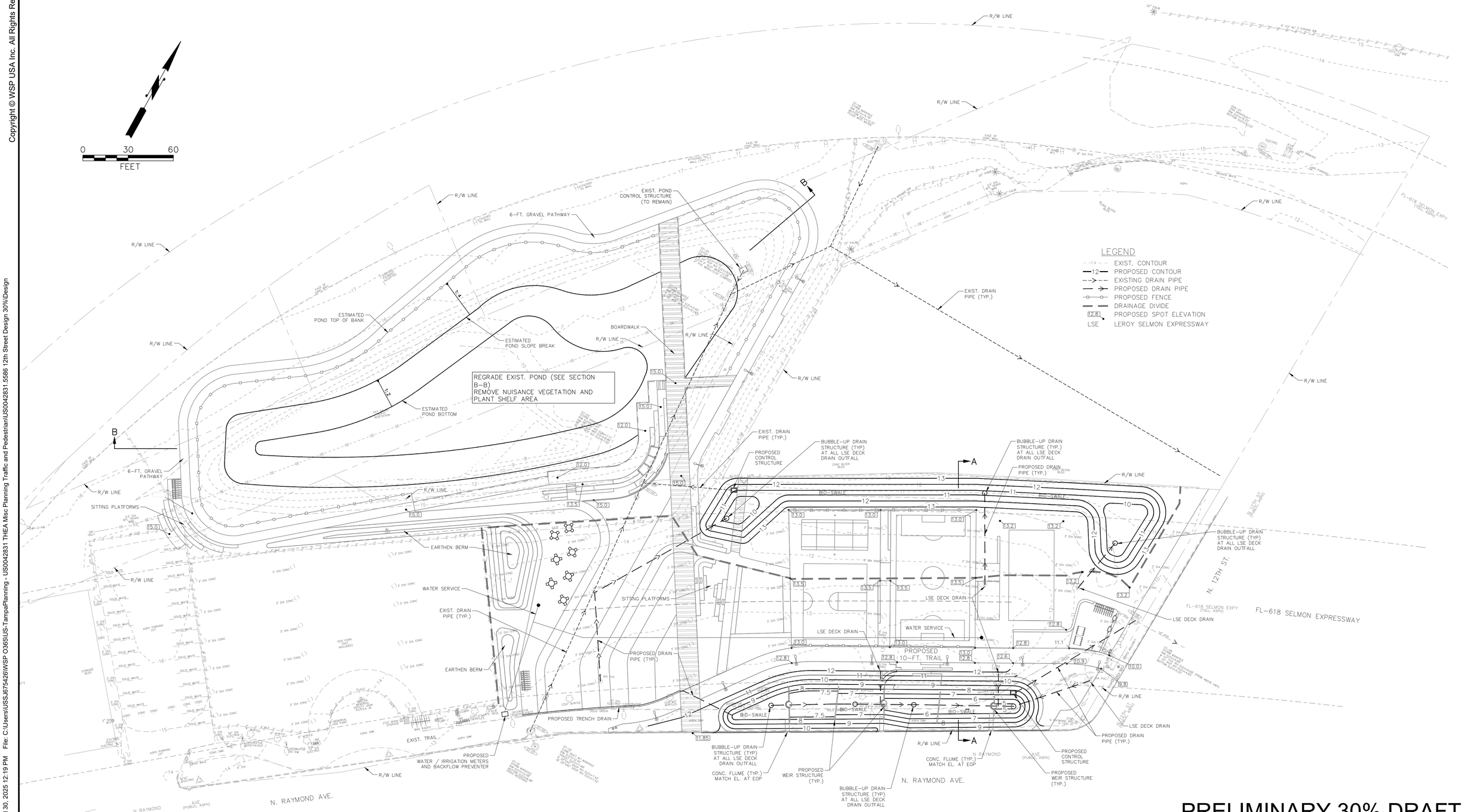
EXISTING CONDITIONS/DEMO PLAN

DRAWING NO.	G-2
PROJECT NO.	US0042831.5586
DATE:	8/11/25
SHEET NO.	2 OF 19

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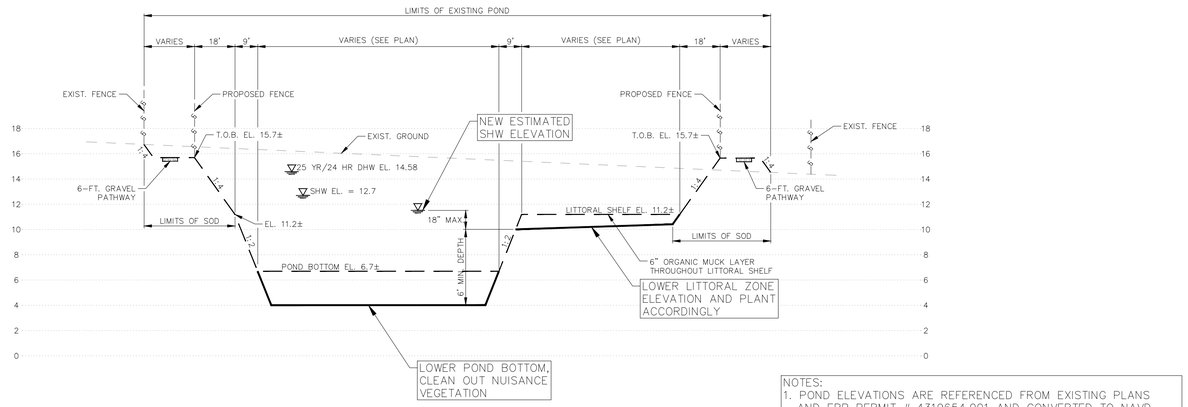
12TH STREET PARK

CIVIL & DRAINAGE GRADING PLAN

DRAWING NO. **C-1**
PROJECT NO. US0042831.5586
DATE: 8/11/25
SHEET NO. 3 OF 19

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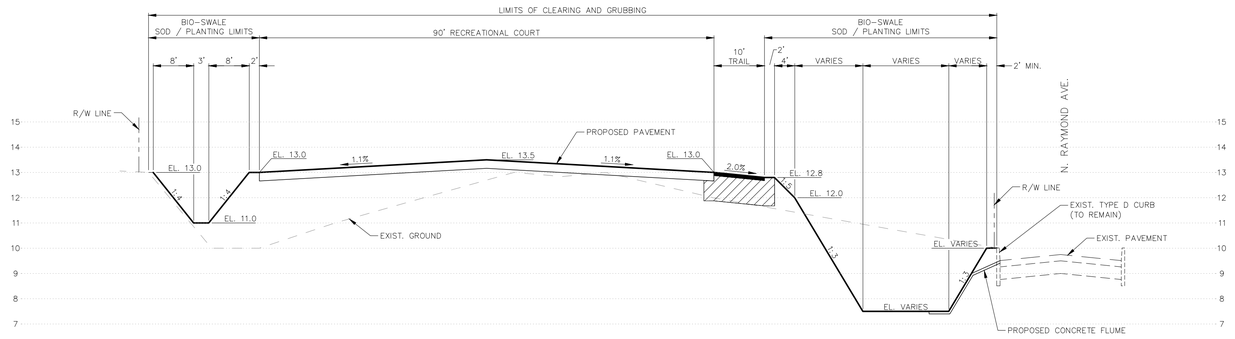
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EXISTING POND CROSS SECTION B–B

SCALE: 1" = 30'
HORIZ.
1" = 6'
VERT.

NOTES:
1. POND ELEVATIONS ARE REFERENCED FROM EXISTING PLANS AND ERP PERMIT # 4319654.001 AND CONVERTED TO NAVD.
2. PROPOSED POND BOTTOM, LITTORAL ZONE AND TOP OF BANK ELEVATIONS TO BE DETERMINED BASED ON GEOTECHNICAL DATA.



TYPICAL SECTION A–A

SCALE: 1" = 15'
HORIZ.
1" = 3'
VERT.

10' TRAIL PAVEMENT DESIGN
12" STABILIZED SUBGRADE
OPTIONAL BASE GROUP 01 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC B)
(1.5")

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12TH STREET PARK

CIVIL & DRAINAGE
TYPICAL SECTIONS

DRAWING NO. C-2
PROJECT NO. US0042831.5586
DATE: 8/11/25
SHEET NO. 4 OF 19

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PLANT SCHEDULE

	DECIDUOUS TREE	48
	ACER BARBATUM / SOUTHERN SUGAR MAPLE	
	ACER RUBRUM / RED MAPLE	
	BETULA NIGRA / RIVER BIRCH	
	BURSERA SIMARUBA / GUMBO LIMBO	
	CONOCARPUS ERECTUS F. SERICEUS / SILVER BUTTONWOOD	
	FICUS AUREA / STRANGLER FIG	
	FRAXINUS AMERICANA / WHITE ASH	
	FRAXINUS CAROLINIANA / CAROLINA ASH	
	FRAXINUS PENNSYLVANICA / GREEN ASH	
	GORDONIA LASIANTHUS / LOBLOLLY BAY	
	ILEX VOMITORIA 'FOLSOM'S WEEPING' / FOLSOM'S WEEPING HOLLY	
	WASHINGTONIA ROBUSTA / MEXICAN FAN PALM	
	PALM TREE	18
	ACOELORRHAPHE WRIGHTII / PAUROTIS PALM	
	COCCOTHRINAX ARGENTATA / FLORIDA SILVER PALM	
	PSEUDOPHOENIX SARGENTII / BUCCANEER PALM	
	ROYSTONEA REGIA / ROYAL PALM	
	SABAL PALMETTO / CABBAGE PALMETTO	
	LARGE SHURB	98
	AMORPHA FRUTICOSA / FALSE INDIGO	
	COCCOLOBA UVIFERA / SEA GRAPE	
	VACHELLIA FARNESIANA / SWEET ACACIA	
	LANDSCAPE	66,974 SF
	ASPIDISTRA ELATIOR / CAST IRON PLANT	
	CORDYLINE FRUTICOSA 'RED SISTER' / RED SISTER TI PLANT	
	DURANTA ERECTA 'GOLD MOUND' / GOLD MOUND DEWDROPS	
	ITEA VIRGINICA 'HENRY'S GARNET' / HENRY'S GARNET SWEETSPIRE	
	RHAPIDOPHYLLUM HYSTRIX / NEEDLE PALM	
	SABAL ETONIA / SCRUB PALMETTO	
	SPHAEROPTERIS COOPERI / AUSTRALIAN TREE FERN	
	STRELITZIA REGINAE / BIRD OF PARADISE	
	TRACHELOSPERMUM ASIATICUM / ASIATIC JASMINE	
	VIBURNUM OBOVATUM 'DWARF WALTER'S' / DWARF WALTER'S VIBURNUM	
	ZAMIA FURFURACEA / CARDBOARD PALM	
	ZAMIA INTEGRIFOLIA / COONTIE	
	STORMWATER	23,052 SF
	ARISTIDA RAMOSA / PURPLE WIREGRASS	
	CYRTOMIUM CARYOTIDEUM / HOLLY FERN	
	LIRIOPE MUSCARI 'BIG BLUE' / BIG BLUE LILYTURF	
	MUHLENBERGIA CAPILLARIS / PINK MUHLY GRASS	
	OPHIOPOGON JAPONICUS / MONDO GRASS	
	PHILODENDRON X 'XANADU' / XANADU PHILODENDRON	
	SISYRINCHIUM ANGUSTIFOLIUM / NARROWLEAF BLUE-EYED GRASS	
	TRIPSACUM DACTYLOIDES / FAKAHATCHEE GRASS	
	OPEN WATER	17,868 SF
	BACOPA CAROLINIANA / BLUE HYSSOP	
	BACOPA MONNIERI / HERB OF GRACE	
	PONTEDERIA CORDATA / PICKEREL WEED	

MATERIAL SCHEDULE

PAVERS	4 L6	452 SF
BOARDWALK	1 L8	5,183 SF
SPECIALTY PAVING	X L11	15,459 SF
ATHLETIC COURT	X L11	9,130 SF
ARTIFICIAL TURF	2 L8	5,151 SF
RUBBERIZED SURFACE	3 L8	1,212 SF

FURNISHING SCHEDULE

LEGEND	FURNISHING ITEM	QUANTITY	DETAIL
	TRASH RECEPTACLE	10	3 L11 / 4 L11
	MOVABLE TABLE & SEATING	7	5 L11
	BENCH	14	6 L11
	SEAT-WALLS (LF.)	632	7 L08
	PATH LIGHTS	20	1 L12
	OVERHEAD PEDESTRIAN LIGHTS (25FT. SPACING)	10	2 L12
	BIKE RACK (5 RACKS PER GROUPING)	6	1 L11
	REMOVABLE BOLLARDS	1	2 L11
	HANDRAIL WITH INTEGRATED LIGHTS (LF.)	506	3 L12
	CIP CONCRETE STAIRS	2	1 L07
	SPORT FACILITY FENCING (LF.)	248	1 L08
	NATURAL AREA DEMARCATION (LF.)	763.5	8 L08
	DRINKING FOUNTAIN	3	

GENERAL NOTES

1. WORK SHALL BE PERFORMED IN ACCORDANCE WITH APPLICABLE CODES AND TECHNICAL REQUIREMENTS, AND APPLICABLE REQUIREMENTS OF LOCAL REGULATORY AGENCIES.
2. SPECIFIC REFERENCES TO CODES, REGULATIONS, STANDARDS, MANUFACTURERS' INSTRUCTIONS, OR REQUIREMENTS OF REGULATORY AGENCIES, WHEN USED TO SPECIFY REQUIREMENTS FOR MATERIALS OF DESIGN ELEMENTS SHALL MEAN THE LATEST EDITION OF EACH IN EFFECT, AS APPLICABLE.
3. CONSTRUCT WORK INDICATED ON THE LANDSCAPE DRAWINGS IN ACCORDANCE WITH LOCAL AND NATIONAL ACCESSIBILITY STANDARDS WHERE APPLICABLE.
4. EXISTING UNDERGROUND UTILITIES AND IMPROVEMENTS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF THESE PLANS. LOCATION MAY HAVE NOT BEEN VERIFIED IN THE FIELD AND NO GUARANTEE IS MADE AS TO THE ACCURACY AND COMPLETENESS OF THE INFORMATION SHOWN.
5. PROTECT FROM DAMAGE EXISTING THEA UTILITIES, INCLUDING BUT NOT LIMITED TO, WATER, SEWER, DRAINAGE, TELEPHONE AND SERVICES THAT ARE TO REMAIN IN PLACE.
6. ALL QUANTITIES LISTED ARE FOR PLANNING PURPOSES ONLY CONTRACTOR TO VERIFY.

GENERAL PLANTING NOTES

1. CONTRACTOR SHALL BE RESPONSIBLE FOR SITE INSPECTIONS PRIOR TO LANDSCAPE CONSTRUCTION AND INSTALLATION TO BE ACQUAINTED WITH EXISTING CONDITIONS.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL EXISTING UNDERGROUND UTILITIES BEFORE BEGINNING CONSTRUCTION.
3. NOTIFY LANDSCAPE ARCHITECT IMMEDIATELY IF CONFLICT(S) EXIST WITH PROPOSED TREE LOCATIONS AND EXISTING OVERHEAD UTILITIES IN ACCORDANCE WITH SETBACK REQUIREMENTS OF FLORIDA POWER & LIGHT COMPANY'S "RIGHT TREE, RIGHT PLACE" PROGRAM. CONSULT THE UNIVERSITY OF FLORIDA'S "TREES AND POWER LINE" WEBSITE (HORT.IFAS.UFL.EDU/TREESANDPOWERLINES/) FOR TREE SIZE SPECIFICATIONS.
4. PLANTS SHALL BE WELL-FORMED, VIGOROUS SPECIMENS WITH GROWTH TYPICAL OF THE SPECIFIED VARIETIES, AND BE FREE FROM INJURY, INSECTS, AND DISEASES. THEY MUST MEET OR EXCEED THE QUALITY STANDARDS DEFINED IN THE CURRENT ISSUE OF THE 'AMERICAN STANDARDS FOR NURSERY STOCK' PUBLISHED BY THE AMERICAN NURSERY & LANDSCAPE ASSOCIATION.
5. ALL PLANT MATERIAL SHALL BE CONTAINER GROWN OR BALLED AND BURLAPPED.
6. ALL PLANTS SHALL BE INSTALLED IN ACCORDANCE WITH THE BEST HORTICULTURAL PRACTICES SUITABLE FOR THE CLIMATE. THIS INCLUDES ENSURING PROPER SOIL PREPARATION, PLANTING DEPTH, AND SPACING TO PROMOTE HEALTHY GROWTH AND SUSTAINABILITY.
7. PLANTING MUST CONFORM TO LOCAL JURISDICTION STANDARDS AND REQUIREMENTS.
8. SCARIFICATION, TOPSOIL, AMENDMENTS, AND MULCH SHALL CONFORM TO LOCAL REQUIREMENTS.
9. STAKING AND GUYING OF TREES SHALL BE PERFORMED TO ENSURE ALIGNMENT, STABILITY AND PROPER GROWTH, FOLLOWING THE GUIDELINES SPECIFIED BY LOCAL STANDARDS.
10. TOPSOIL SHALL BE FERTILE, FRIABLE, SANDY LOAM, AND A NATURAL SURFACE SOIL OBTAINED FROM REPRESENTATIVE SOILS IN THE PROJECT VICINITY THAT PRODUCE HEALTHY VEGETATION. TOPSOIL SHALL BE FREE OF SUBSOIL, BRUSH, ORGANIC LITTER, WEEDS, CLAY, CLOTS, STUMPS, STONES, ROOTS, OR ANY OTHER DELETERIOUS MATERIALS DETRIMENTAL TO PLANT GROWTH.
11. DURING PROJECT CONSTRUCTION, ALL AREAS WITHIN THE CONSTRUCTION LIMITS SHALL BE MAINTAINED INCLUDING FERTILIZING, PRUNING, MULCHING, AND MOWING, AS APPLICABLE.
12. PROJECT SITE SHALL BE KEPT CLEAN OF DEBRIS AND CONSTRUCTION MATERIALS.

GENERAL SITE AND MATERIAL NOTES

1. ALL HARDSCAPE AND SITE FURNISHING ELEMENTS SHALL BE OF SOUND QUALITY AND SOURCED FROM REPUTABLE MANUFACTURERS. THESE ELEMENTS MUST MEET ALL SPECIFIED STANDARDS TO ENSURE DURABILITY AND AESTHETIC APPEAL.
2. ALL HARDSCAPE AND SITE FURNISHING ELEMENTS ARE TO BE STAKED IN THE FIELD BY THE CONTRACTOR FOR APPROVAL BY THE THEA REPRESENTATIVE.
3. THE CONTRACTOR SHALL LOCATE ALL THEA UTILITIES IN THE FIELD AND BE RESPONSIBLE FOR ANY DAMAGE DONE TO THEM OR ANY OTHER EXISTING STRUCTURES ON THE SITE FOR ALL PHASES OF LANDSCAPE WORK.
4. THE CONTRACTOR IS RESPONSIBLE FOR SETTING GRADES TO ESTABLISH PROPER ELEVATIONS AS WELL AS CALCULATING FILL MATERIAL REQUIRED.
5. POSITIVE DRAINAGE SHALL BE ACHIEVED OFF OF ALL PAVED AREAS.
6. ALL AREAS AROUND STRUCTURES TO BE GRADED IN SUCH A MANNER AS TO CREATE A SMOOTH GRADE WITH POSITIVE DRAINAGE AWAY FROM STRUCTURES.
7. CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING GRADES TO MINIMIZE DISTURBANCE AT ALL PROJECT INTERFACES AND MEET ALL ACCESSIBILITY REQUIREMENTS.
8. STRUCTURAL DRAWINGS AND FOOTING REQUIREMENTS TBD; CONTRACTOR TO NOTIFY THEA PRIOR TO WORK IN THE VICINITY OF EXPRESSWAY COLUMNS AND ABUTMENTS.

GENERAL IRRIGATION NOTES

1. THE CONTRACTOR SHALL PROVIDE PERMANENT IRRIGATION FOR DEVELOPMENT ZONES IN ACCORDANCE WITH LOCAL JURISDICTIONAL REQUIREMENTS AND INDUSTRY STANDARDS.
2. ALL NEW VEGETATION SHALL HAVE A PERMANENT, FULLY AUTOMATIC, BELOW-GROUND PIPED SPRINKLER IRRIGATION SYSTEM TO ENSURE SUCCESSFUL ESTABLISHMENT OF ALL PLANT MATERIAL. THE IRRIGATION SERVICE(S) SHALL PROVIDE FULL SPRAY AND/OR ROTARY COVERAGE TO ALL GROUNDCOVER, SHRUB AND TREE PLANTING AREAS.
3. INSTALLATION AND MAINTENANCE OF THE IRRIGATION SYSTEMS SHALL ADHERE TO BEST MANAGEMENT PRACTICES AS OUTLINED BY THE IRRIGATION ASSOCIATION. THIS INCLUDES FOLLOWING GUIDELINES FOR EFFICIENT WATER USE, PROPER SYSTEM LAYOUT, AND REGULAR MAINTENANCE TO ENSURE OPTIMAL PERFORMANCE. REFER TO THE IRRIGATION ASSOCIATION'S RESOURCES AT WWW.IRRIGATION.ORG FOR DETAILED STANDARDS AND PRACTICES.
4. COORDINATE IRRIGATION POINTS OF CONNECTION AND LOCATION OF AUTOMATIC CONTROL VALVES AND/OR AUTOMATIC CONTROLLERS WITH THE THEA ENGINEER.
5. CONTRACTOR SHALL REVIEW THEA UTILITY RECORDS AND SCHEDULE LOCATION SERVICES PRIOR TO START OF WORK. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND AVOIDING DAMAGE TO THEA UTILITIES AND SHALL RESTORE ALL DAMAGED UTILITIES AT THEIR EXPENSE.

CONSTRUCTION NOTES

1. SEE SHEETS C-1 AND C-2 FOR SITE CIVIL.
2. SEE L1 THROUGH L12 FOR LANDSCAPE.
3. SEE IR1 THROUGH IR3 FOR IRRIGATION.

NOT FOR CONSTRUCTION

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12TH STREET PARK

LANDSCAPE SCHEDULE & NOTES

DRAWING NO. L-1
PROJECT NO. US0042831.5586
DATE: 8/11/25
SHEET NO. 5 OF 19

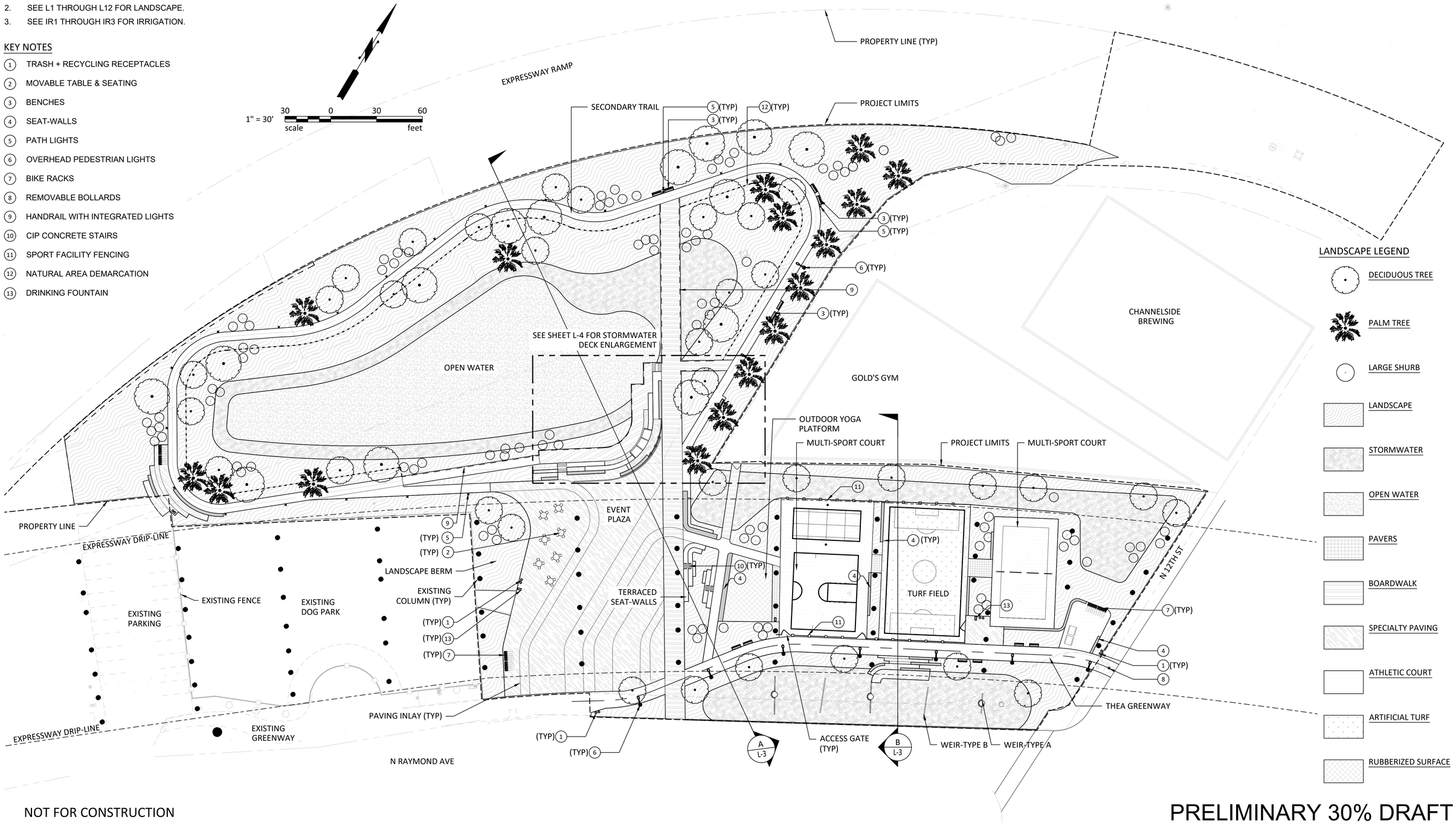
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GENERAL NOTES

1. SEE SHEETS C-1 AND C-2 FOR SITE CIVIL.
2. SEE L1 THROUGH L12 FOR LANDSCAPE.
3. SEE IR1 THROUGH IR3 FOR IRRIGATION.

KEY NOTES

1. TRASH + RECYCLING RECEPTACLES
2. MOVABLE TABLE & SEATING
3. BENCHES
4. SEAT-WALLS
5. PATH LIGHTS
6. OVERHEAD PEDESTRIAN LIGHTS
7. BIKE RACKS
8. REMOVABLE BOLLARDS
9. HANDRAIL WITH INTEGRATED LIGHTS
10. CIP CONCRETE STAIRS
11. SPORT FACILITY FENCING
12. NATURAL AREA DEMARCATION
13. DRINKING FOUNTAIN



LANDSCAPE LEGEND

- DECIDUOUS TREE
- PALM TREE
- LARGE SHURB
- LANDSCAPE
- STORMWATER
- OPEN WATER
- PAVERS
- BOARDWALK
- SPECIALTY PAVING
- ATHLETIC COURT
- ARTIFICIAL TURF
- RUBBERIZED SURFACE

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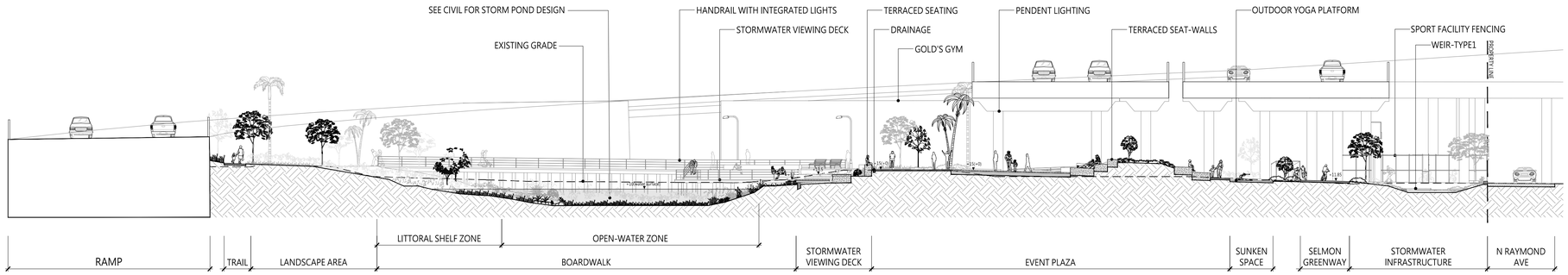
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LANDSCAPE PLAN

DRAWING NO. L-2
PROJECT NO. US0042831.5586
DATE: 8/11/25
SHEET NO. 6 OF 19

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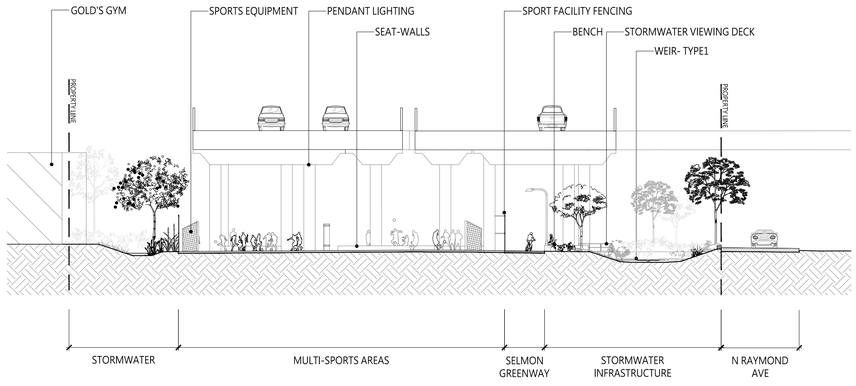
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SITE SECTION - A

NTS

1



SITE SECTION - B

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2

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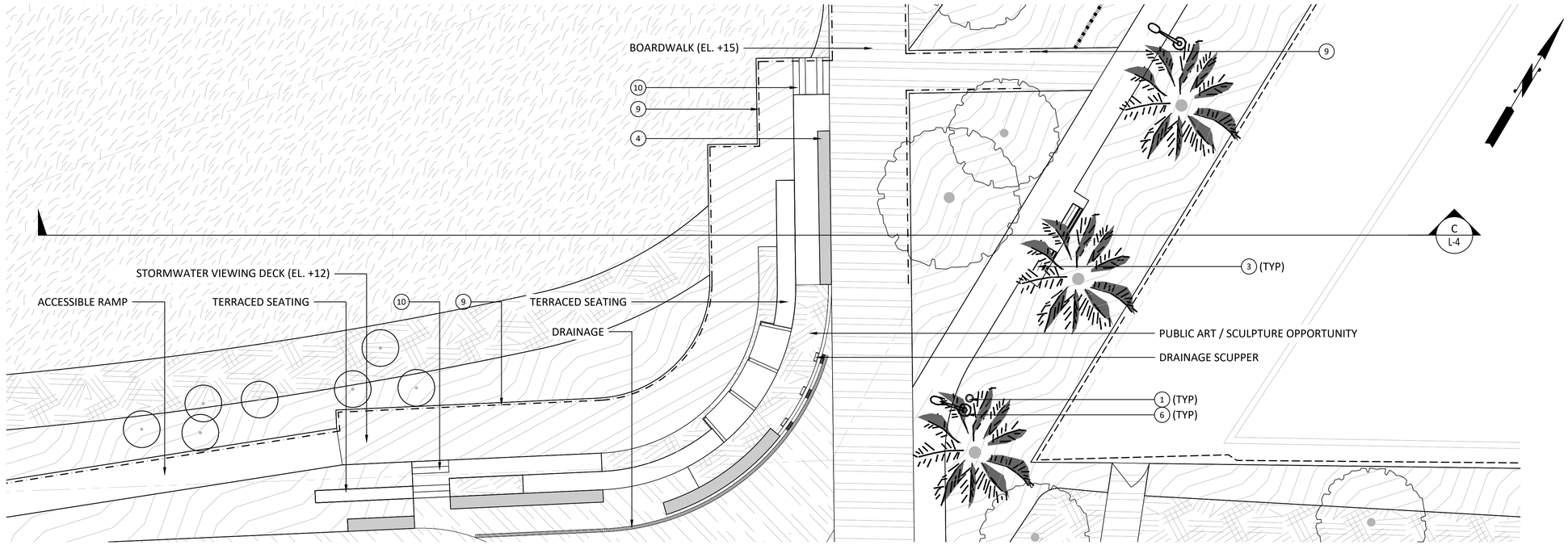
12TH STREET PARK

LANDSCAPE SECTIONS

DRAWING NO. **L-3**
PROJECT NO. US0042831.5586
DATE: 8/11/25
SHEET NO. 7 OF 19

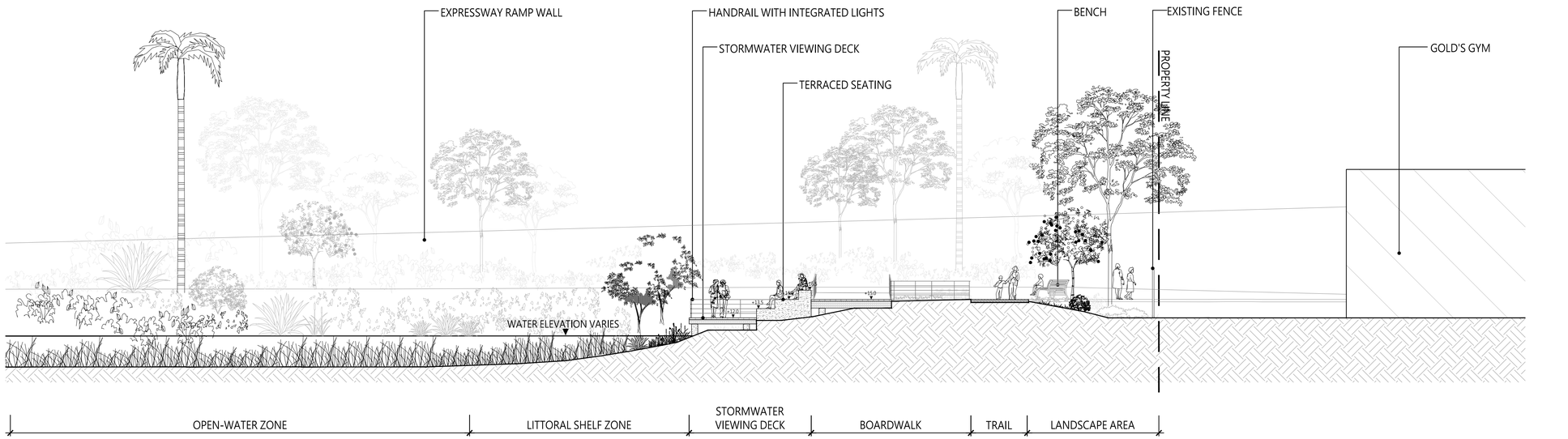
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STORMWATER DECK ENLARGEMENT — 1

1" = 10'



SITE SECTION - C — 2

1" = 10'

GENERAL NOTES

1. SEE SHEETS C-1 AND C-2 FOR SITE CIVIL.
2. SEE L1 THROUGH L12 FOR LANDSCAPE.
3. SEE IR1 THROUGH IR3 FOR IRRIGATION.

KEY NOTES

1. TRASH RECEPTACLE
3. BENCHES
4. SEAT-WALLS
6. OVERHEAD PEDESTRIAN LIGHTS
9. HANDRAIL WITH INTEGRATED LIGHTS
10. CIP CONCRETE STAIRS

LANDSCAPE LEGEND

- DECIDUOUS TREE
- PALM TREE
- LARGE SHURB
- LANDSCAPE
- STORMWATER
- OPEN WATER
- BOARDWALK

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LANDSCAPE ENLARGEMENT PLAN & SECTION

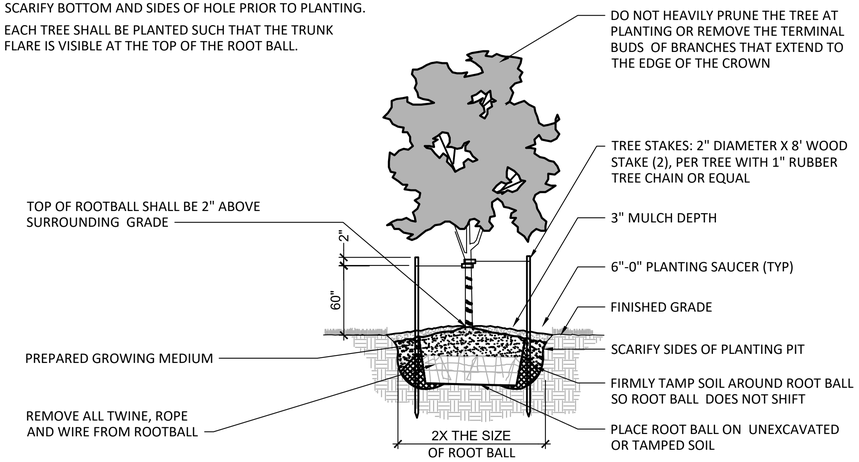
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NOTE:

1. SCARIFY BOTTOM AND SIDES OF HOLE PRIOR TO PLANTING.
2. EACH TREE SHALL BE PLANTED SUCH THAT THE TRUNK FLARE IS VISIBLE AT THE TOP OF THE ROOT BALL.



DECIDUOUS TREE PLANTING

1

NTS

NOTE:

1. SCARIFY BOTTOM AND SIDES OF HOLE PRIOR TO PLANTING.

SHRUB PLANTING

3

NTS

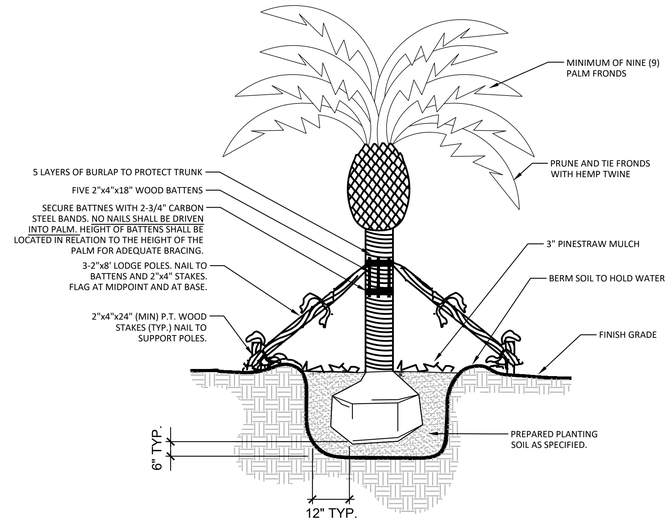
NOTES:
1. CONTRACTOR SHALL SCARIFY SUBGRADE SURFACE PRIOR TO INSTALLING GROWING MEDIUM.

2. FINISH GRADES SHALL BE TRUE TO GRADE AND FREE OF DEPRESSIONS AND SURFACE IRREGULARITIES.

PREPARED TOPSOIL DEPTHS

5

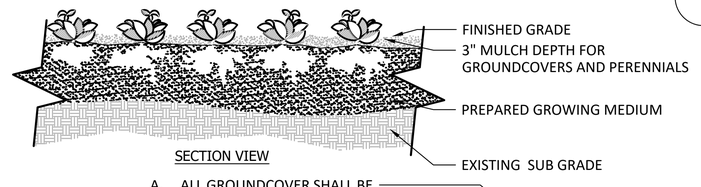
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PALM TREE PLANTING

2

NTS



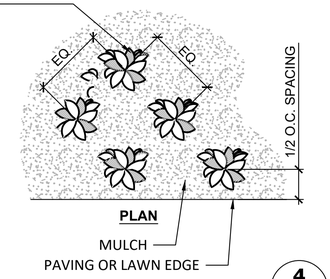
SECTION VIEW

NOTES:

1. SEE PLANTING LEGEND FOR SPECIES TYPES.
2. KEEP PLANTS MOIST AND SHADED UNTIL PLANTING.
3. IN CLAY SOIL WORK IN TOPSOIL AND ORGANIC COMPOST.
4. IN SAND WORK IN TOPSOIL, ORGANIC COMPOST AND AGED MANURE.
5. SETTLE SOIL AROUND ROOT BALL OF EACH GROUNDCOVER PRIOR TO MULCHING.

A. ALL GROUNDCOVER SHALL BE PLANTED AT EQUAL TRIANGULAR SPACING OR ON CENTER SPACING.

B. LOCATE GROUNDCOVER ONE HALF OF SPECIFIED SPACING DISTANCE FROM ANY CURB, SIDEWALK, OR OTHER HARD SURFACE.

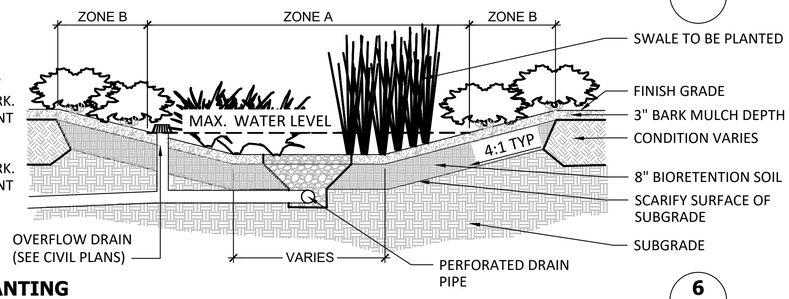


GROUNDCOVER AND BULB PLANTING

4

NTS

NOTES:
1. ZONE A = AREA BELOW DESIGNED WATER MARK. PLANTS TO BE TOLERANT OF MILD INUNDATION
2. ZONE B = AREA ABOVE DESIGNED WATER MARK. PLANTS TO BE TOLERANT OF MOIST SOILS, & DROUGHT
3. WATER TO DISPERSE WITHIN 24 HRS.



STORMWATER PLANTING

6

NTS

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TAMPA, FL 33635

DRAWN BY DK
DESIGN BY SGRJ
CHECK BY GH
PROJ MGR PRJ

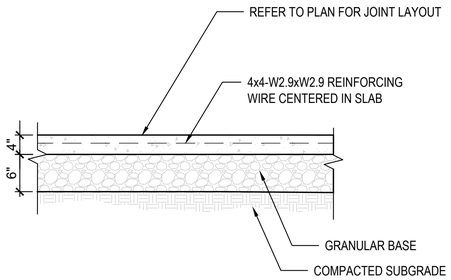
THEA
12TH STREET PARK

PLANTING DETAILS

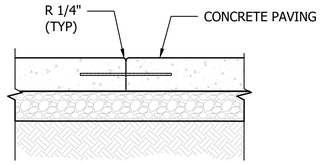
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PROJECT NO. US0042831.5586
DATE: 8/11/25
SHEET NO. 9 OF 19

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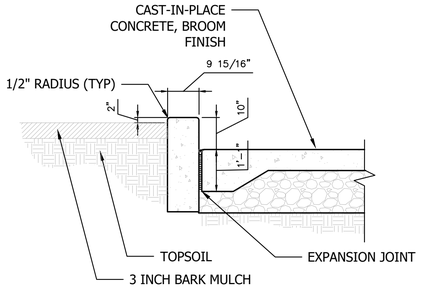
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CONCRETE PAVEMENT 1
NTS

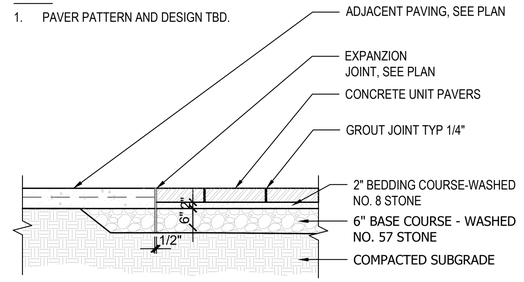


CONSTRUCTION JOINTS 2
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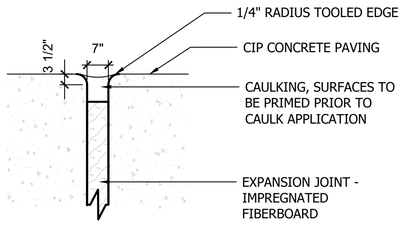


CONCRETE CURB AT PLANTER 3
NTS

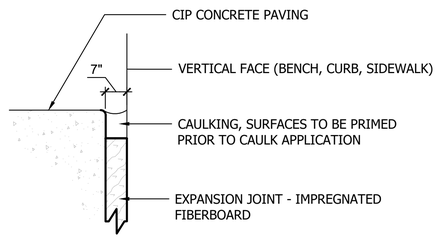
NOTE:
1. PAVER PATTERN AND DESIGN TBD.



CONCRETE UNIT PAVERS AT PLAZA 4
NTS



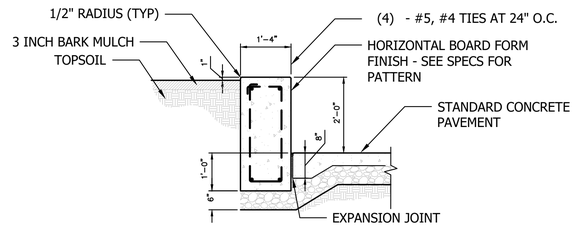
EXPANSION JOINT



EXPANSION JOINT PAVING TO VERTICAL FACE

EXPANSION AND CONTROL JOINTS 5
NTS

NOTE:
1. PROVIDE EXPANSION JOINTS AT 20' O.C.



PLANTER-SEAT WALL 6
NTS

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DESIGN BY SGRJ
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THEA
12TH STREET PARK
LANDSCAPE MATERIALS DETAILS

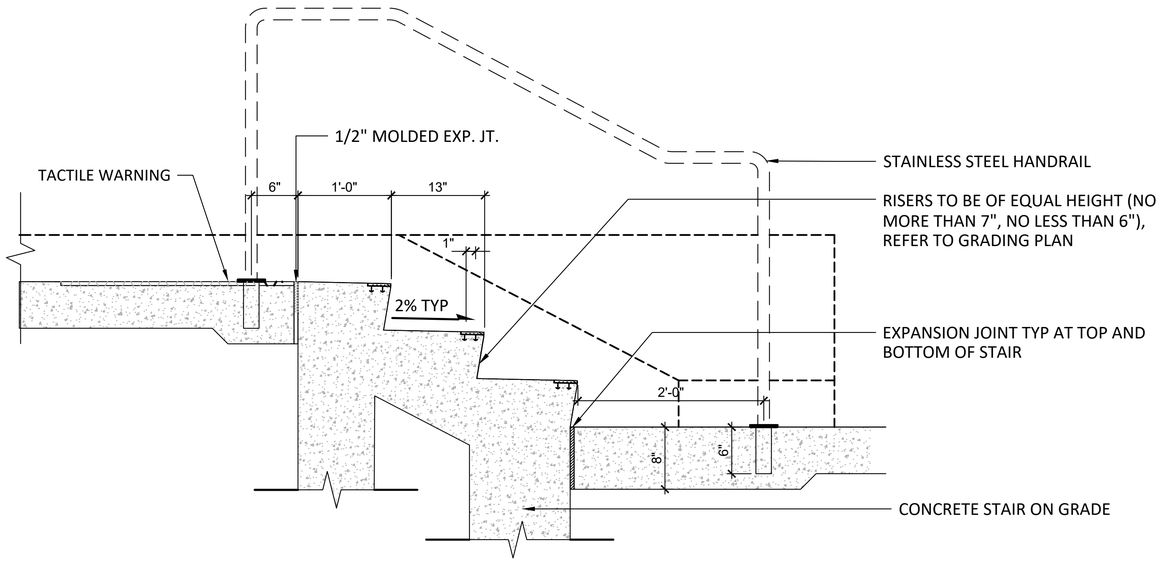
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PROJECT NO. US0042831.5586
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SHEET NO. 10 OF 19

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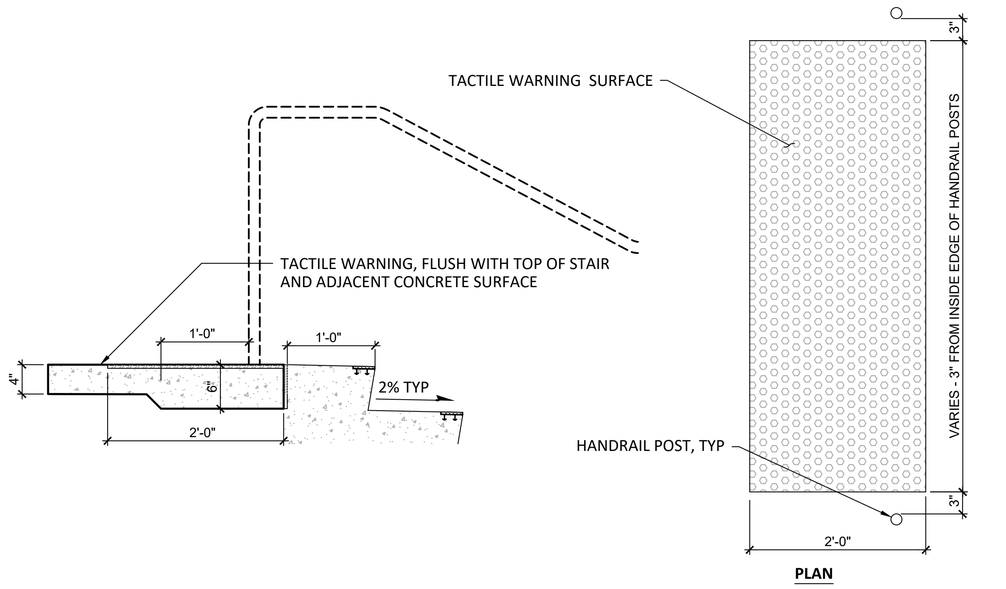
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STAIR AND HANDRAIL NOTES:

1. CONTRACTOR SHALL PROVIDE STAND-ALONE 3' WIDE MOCK-UP OF STAIRS.
2. REFER TO STRUCTURAL ENGINEER'S DRAWINGS FOR REINFORCING AND FOOTING DESIGN.
3. PROVIDE SAMPLE, CUT-SHEET, SHOP DRAWINGS AND MOCK-UP OF PROPOSED METAL STAIR NOSING FOR CONSULTANT REVIEW AND ACCEPTANCE. ACCEPTABLE PRODUCT:
   - INSTALL ACCEPTED PRODUCT AS PER MANUFACTURER'S INSTRUCTIONS
   - ENSURE LAYOUT OF TACTILE TREAD IS SQUARE AND FLUSH TO SURFACE
3. HANDRAILS SHALL BE DESIGNED IN ACCORDANCE WITH CURRENT IBC. PROVIDE ENGINEERED STAMPED SHOP DRAWINGS AND SCHEDULES FOR HANDRAILS.
4. DETAIL MAY SHOW DIFFERENT NUMBER OF RISERS THAN IS REQUIRED, REFER TO PLANS FOR INFORMATION. ALL RISERS COMPRISING A SET OF STAIRS ARE TO BE EQUAL HEIGHT ACROSS FULL WIDTH OF STAIR, REFER TO GRADING PLAN FOR RISER HEIGHT AND NUMBER OF RISERS.
5. A FLOOD TEST SHALL BE PERFORMED FOLLOWING STAIR CONSTRUCTION. ANY STAIRS, LANDING AND TACTILE WARNING STRIP WITH PONDING WATER WILL BE REJECTED AND WILL REQUIRE REPLACEMENT BY THE CONTRACTOR AT NO EXPENSE TO THE OWNER.
6. CONTRACTOR SHALL DRILL AND DEBURR ALL HOLES FOR LIGHT FIXTURES IN HANDRAILS PRIOR TO FIELD FABRICATION AND COORDINATE SWEEP/CONNECTION LOCATIONS WITH ELECTRICAL CONTRACTOR.



CIP CONCRETE STAIRS — 1
NTS



TACTILE WARNING — 2
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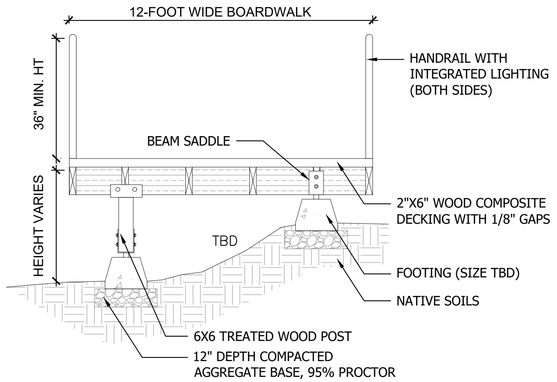
THEA
12TH STREET PARK
LANDSCAPE MATERIALS DETAILS

DRAWING NO. L-7
PROJECT NO. US0042831.5586
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SHEET NO. 11 OF 19

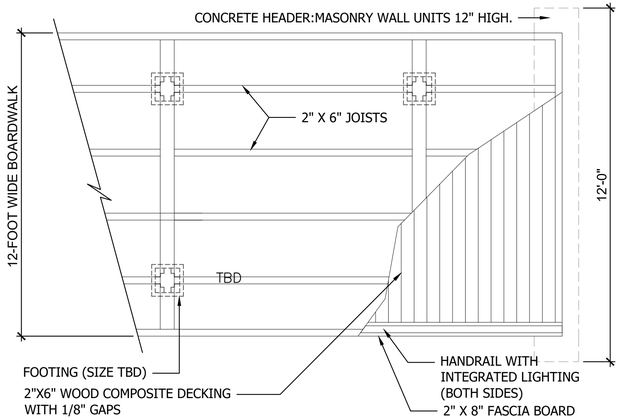
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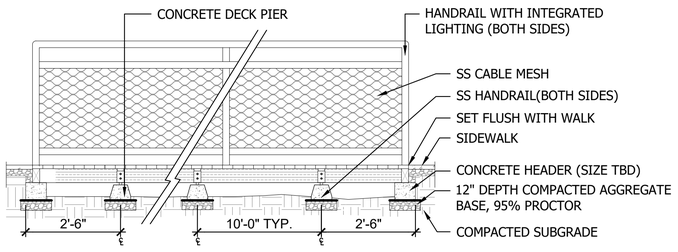
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SECTION VIEW



PLAN VIEW



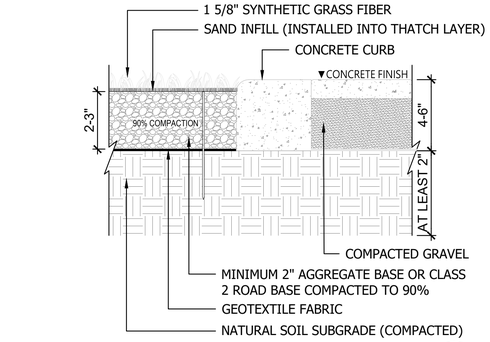
ELEVATION VIEW

NOTES:

1. POST AND BEAM: USE WHERE SURFACE GRADE REQUIRES. CONSTRUCT SUPPORT USING SIMPSON ABU44 (OR APPROVED EQUAL) FOR POST BASE. USE SIMPSON PC44 TO CONNECT AT BEAM 4X6 PT POST.
2. BEAM SADDLE: AS GRADES ALLOW, USE SIMPSON ABU44 (OR APPROVED EQUAL) AS A BEAM SADDLE - FASTEN TO CONCRETE PIER.
3. SS HANDRAIL WITH CABLE MESH IN LOCATIONS WHERE THE GRADE ELEVATION IS GREATER THAN 30" BELOW FINISH GRADE OF BOARDWALK.
4. 2X8 PT JOISTS @ 16" O.C., TYP. AND 4X8 PT BEAMS, TYP.
5. 2X6 WOOD COMPOSITE DECKING WITH 1/8" GAPS, TYP.

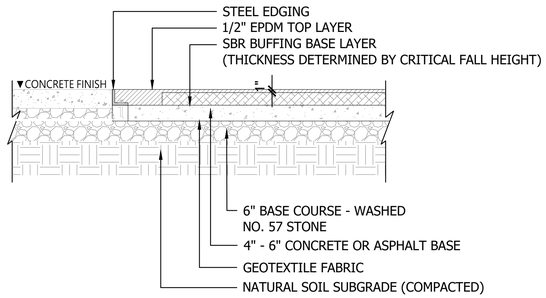
BOARDWALK 1

NTS



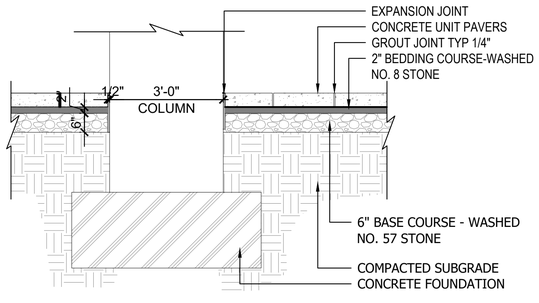
ARTIFICIAL TURF 2

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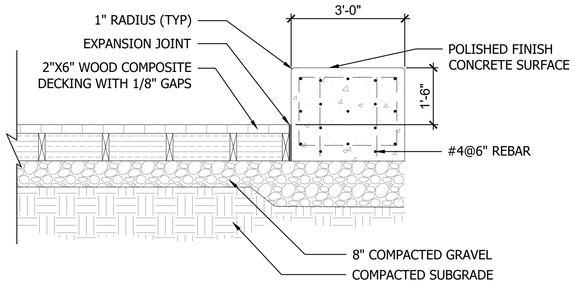
RUBBERIZED SURFACING 3

NTS



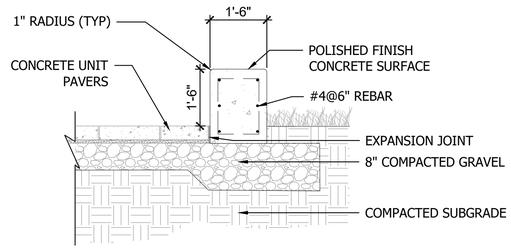
PAVING AT COLUMN BASE 4

NTS



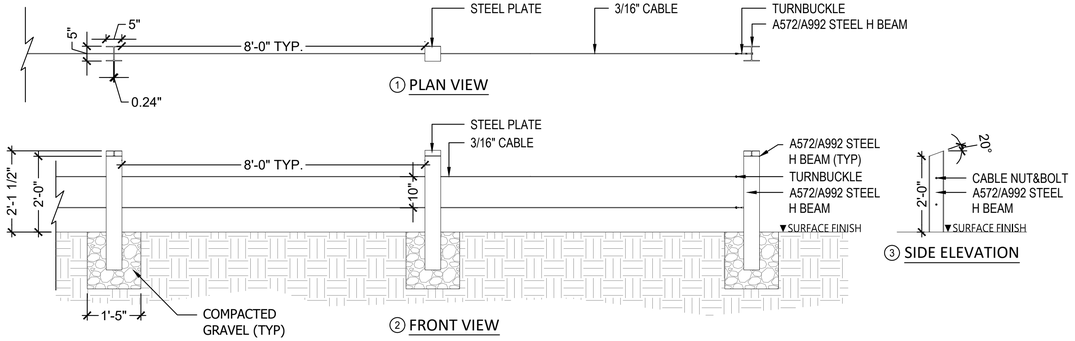
SEAT WALL AT BOARDWALK 5

NTS



SEAT-WALLS 6

NTS



NATURAL AREA DEMARCATION 7

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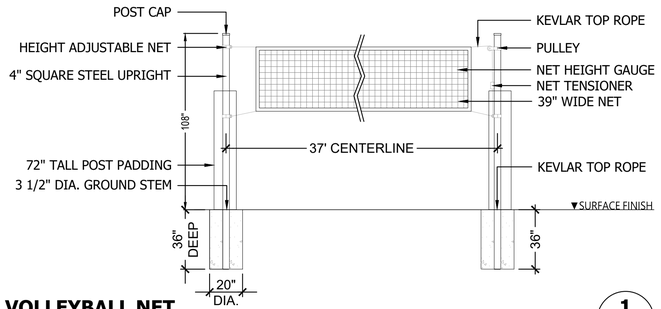
12TH STREET PARK

LANDSCAPE MATERIALS DETAILS

DRAWING NO. L-8
PROJECT NO. US0042831.5586
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SHEET NO. 12 OF 19

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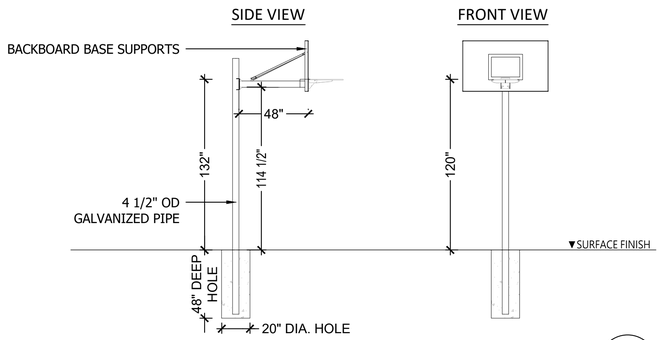
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VOLLEYBALL NET

NTS

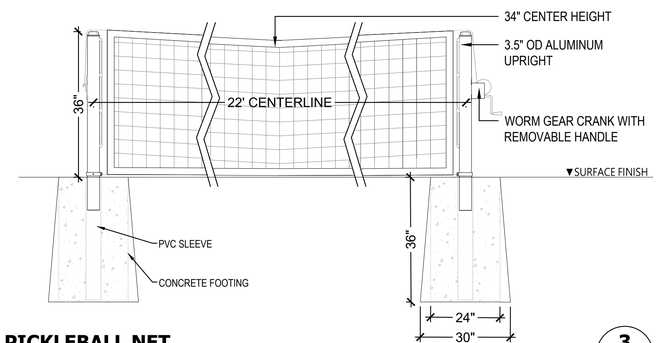
1



BASKETBALL HOOP

NTS

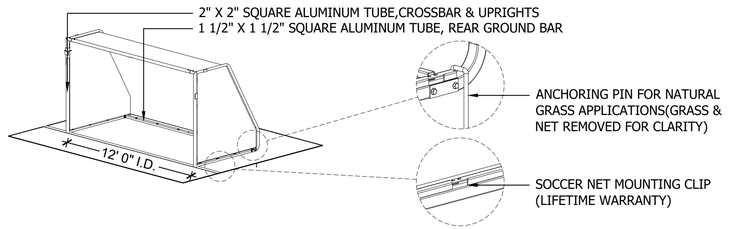
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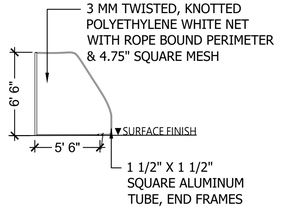


PICKLEBALL NET

NTS

3





SOCCER GOAL

NTS

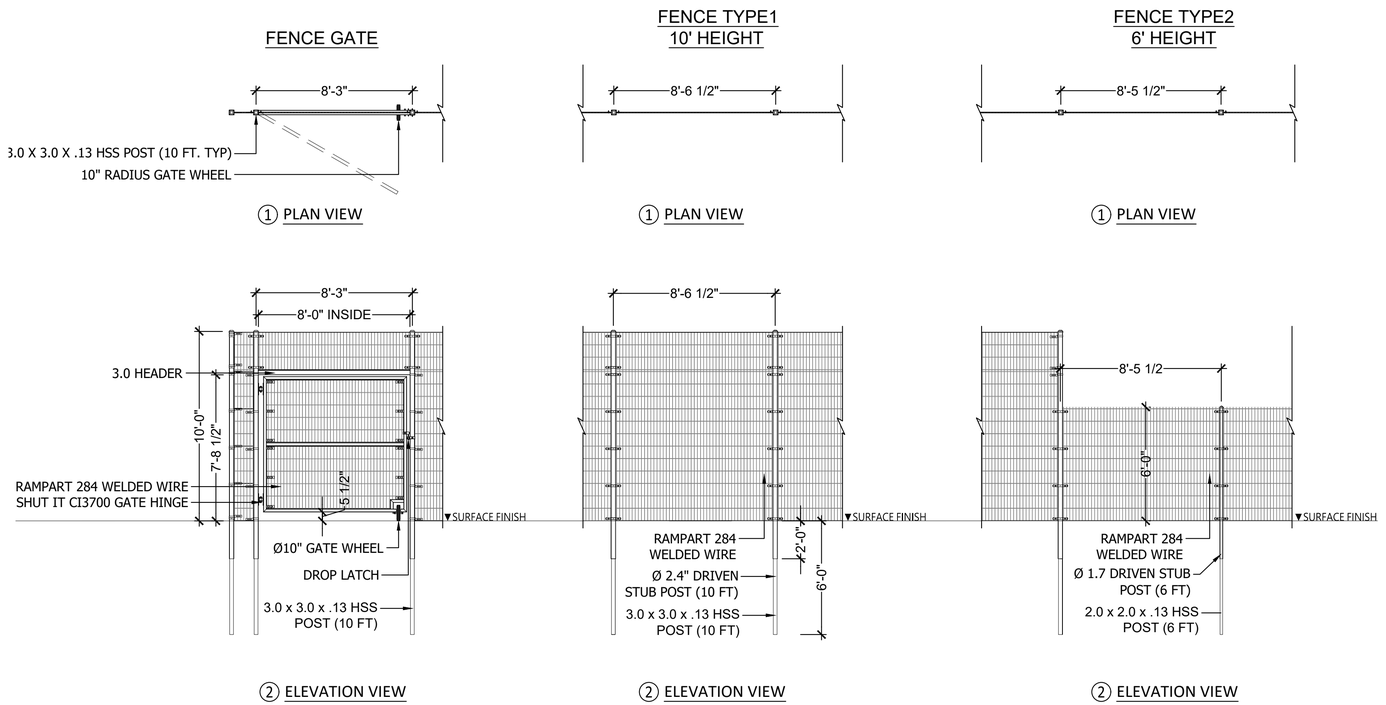
4

SPECIFICATIONS:

CONSTRUCTION:
HIGH STRENGTH, TIG WELDED ALUMINUM CONSTRUCTION.

FINISH:
WHITE SUPER DURABLE POWDER COATED FINISH.

1. INTEGRATED ALUMINUM NET CLIPS GUARANTEED FOR LIFE OF THE GOAL.
2. INCLUDES WHITE 3MM BRAIDED, SOCCER GOAL NET



SPORT FACILITY FENCING

NTS

5

NOTES:

1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
2. DO NOT SCALE DRAWING.

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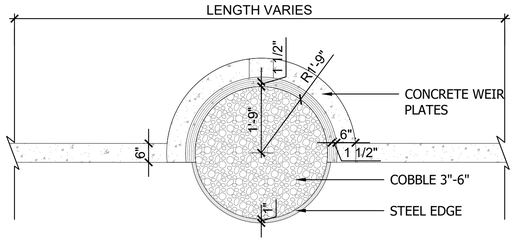
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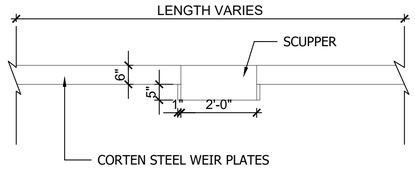
ACTIVE RECREATION EQUIPMENT

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PROJECT NO. US0042831.5586
DATE: 8/11/25
SHEET NO. 13 OF 19

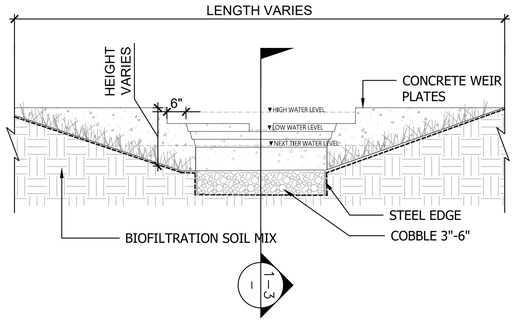
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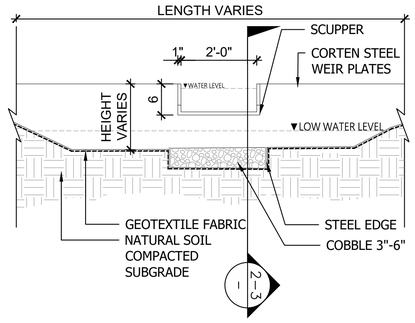
① PLAN VIEW



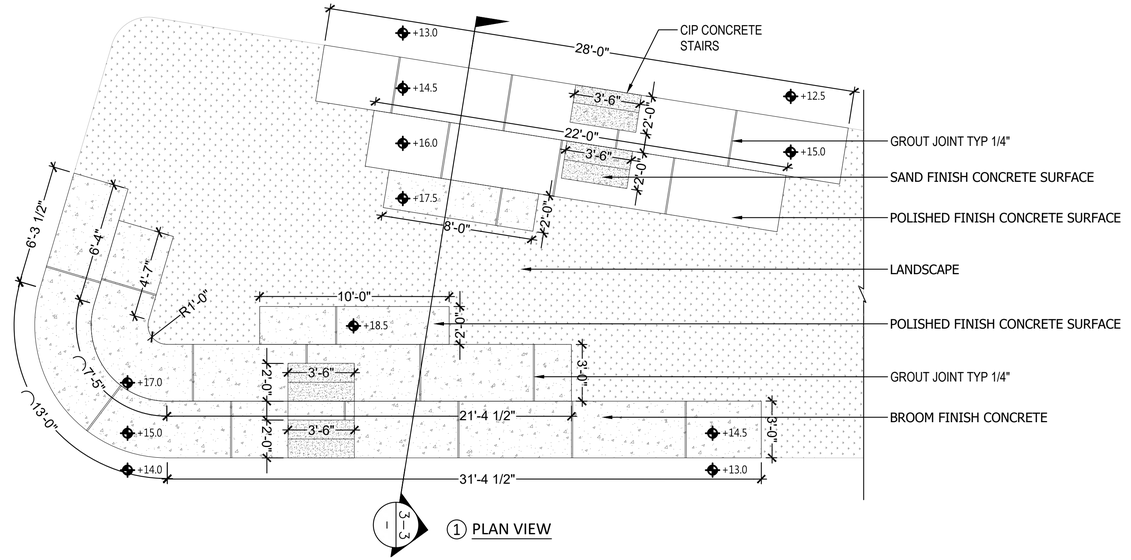
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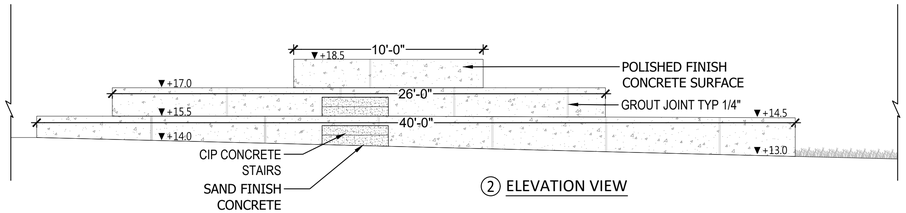
② ELEVATION VIEW



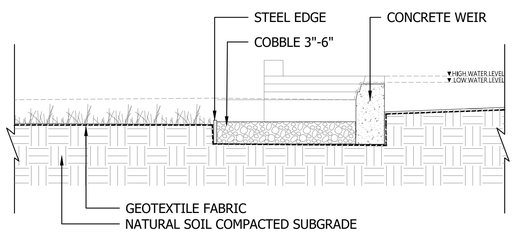
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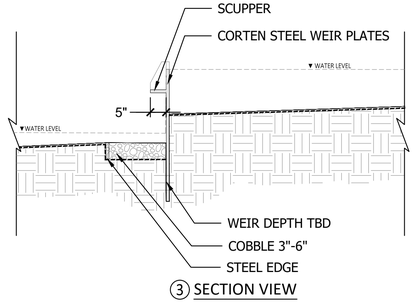
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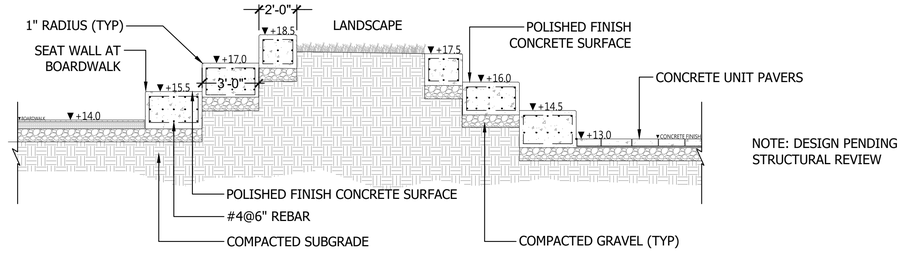
② ELEVATION VIEW



③ SECTION VIEW



③ SECTION VIEW



③ SECTION VIEW

WEIR - TYPE1 1
NTS

WEIR - TYPE2 2
NTS

TERRACED SEAT WALL 3
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THEA
12TH STREET PARK

LANDSCAPE FURNISHING DETAILS

DRAWING NO. L-10
PROJECT NO. US0042831.5586
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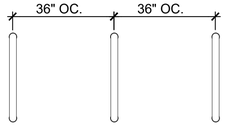
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BIKE RACK

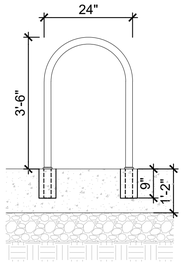
NTS

1 PLAN VIEW (3 RACK LAYOUT)

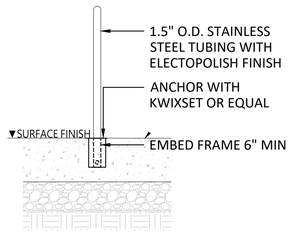


NOTE:

1. FINISH TREATMENT AND INSTALLATION PER MANUFACTURER'S WRITTEN SPECIFICATIONS.
2. 36" CLEARANCE ON ALL SIDES OF RACK



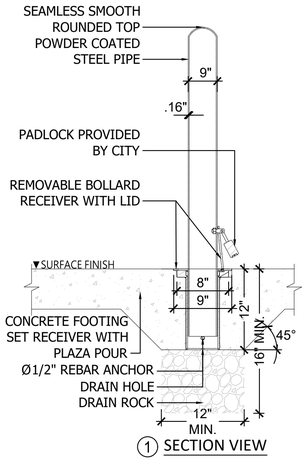
2 SIDE ELEVATION



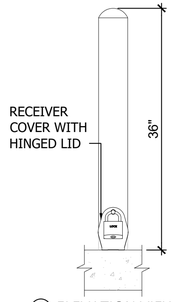
3 END ELEVATION

REMOVABLE BOLLARD

NTS



1 SECTION VIEW



2 ELEVATION VIEW



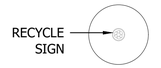
3 ISOMETRIC

NOTES:

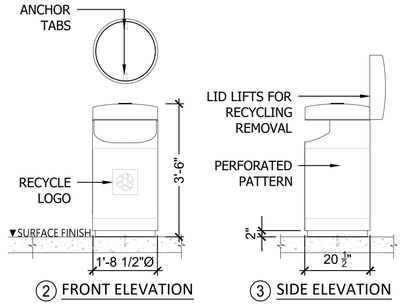
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
2. RECEIVER COVER WITH HINGED LID TO BE PLACED ON UPHILL SIDE. BOLLARDS TO BE IN PERFECT ALIGNMENT AND PLUMB.
3. REFER TO PROJECT SPECIFICATIONS FOR ADDITIONAL INFORMATION.

RECYCLING RECEPTACLE

NTS



1 PLAN VIEW



2 FRONT ELEVATION

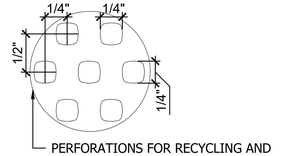
3 SIDE ELEVATION

WASTE RECEPTACLE

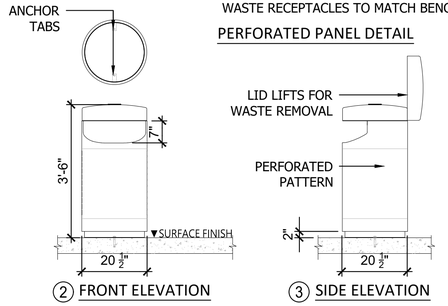
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1 PLAN VIEW

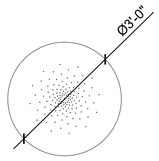


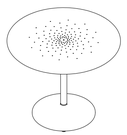
PERFORATED PANEL DETAIL

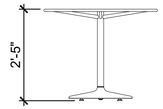


2 FRONT ELEVATION

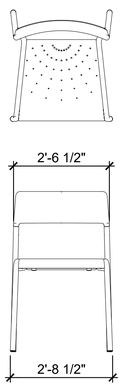
3 SIDE ELEVATION

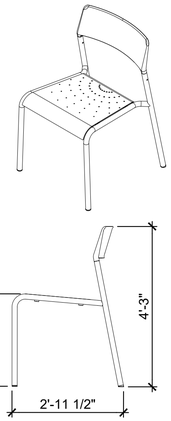






1 CAFE TABLE



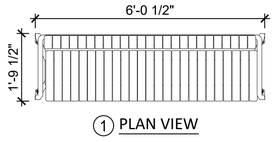


2 MOVABLE CHAIRS



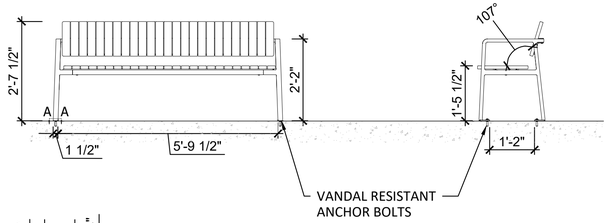
MOVABLE TABLE & SEATING

NTS



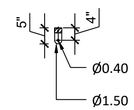
1 PLAN VIEW





2 ELEVATION VIEW

4 SECTION VIEW



3 SECTION A-A
TYP AT ALL LEGS



BENCH

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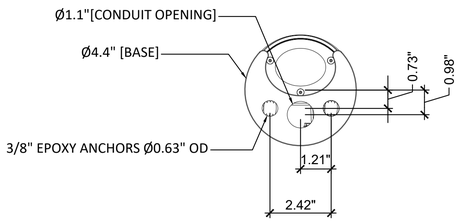
12TH STREET PARK

LANDSCAPE FURNISHING DETAILS

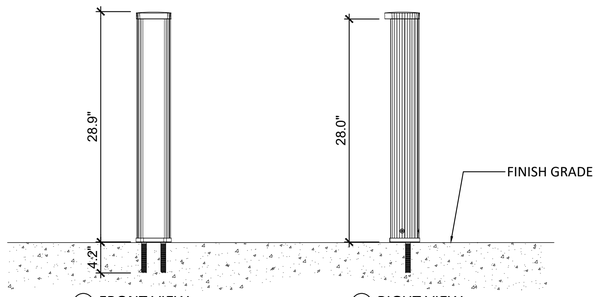
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DATE: 8/11/25
SHEET NO. 15 OF 19

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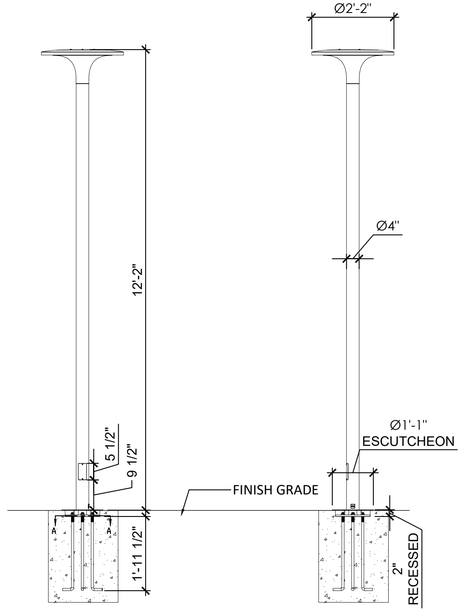
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① BOTTOM VIEW

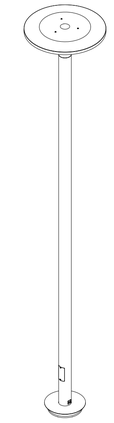


② FRONT VIEW ③ RIGHT VIEW



① FRONT ELEVATION

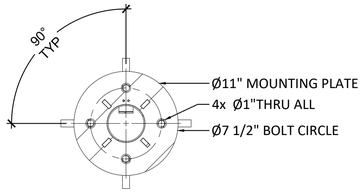
③ SIDE VIEW



④ ISO VIEW







② SECTION A-A

NOTE: POLE FOOTING DESIGN
PENDING STRUCTURAL REVIEW

PATH LIGHTS 1
NTS

OVERHEAD PEDESTRIAN LIGHTS 2
NTS

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LANDSCAPE LIGHTING DETAILS

DRAWING NO. L-12
PROJECT NO. US0042831.5586
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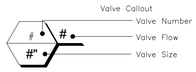
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IRRIGATION SCHEDULE

SYMBOL	DESCRIPTION	QTY	PRECIP	PSI	GPM
	SPRAY	78,780 SF	0.25 in/h	60	205
	UNDER STRUCTURE DRIP	12,223 SF	0.25 in/h	60	32

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
C	IRRINET–M AC CONTROLLER IN STAINLESS STEEL CABINET WITH 400 MHZ RADIO ON 453.9625 FREQUENCY AND YAGI ANTENNA. PURCHASED THROUGH CITY OF TAMPA SINGLE SOURCE – CENTRAL CONTROL SYSTEMS, WOODLAND CA	1
XX H	POINT OF CONNECTION CONNECT TO EXISTING 12" WATER SERVCE LINE	1
— — — —	IRRIGATION MAINLINE: PVC SCHEDULE 40	1,868 LF
- - - - - - - - -	PIPE SLEEVE: PVC SCHEDULE 40	341.9 LF



GENERAL IRRIGATION NOTES

1. THE CONTRACTOR SHALL PROVIDE PERMANENT IRRIGATION FOR DEVELOPMENT ZONES IN ACCORDANCE WITH LOCAL JURISDICTIONAL REQUIREMENTS AND INDUSTRY STANDARDS.
2. ALL NEW VEGETATION SHALL HAVE A PERMANENT, FULLY AUTOMATIC, BELOW-GROUND PIPED SPRINKLER IRRIGATION SYSTEM TO ENSURE SUCCESSFUL ESTABLISHMENT OF ALL PLANT MATERIAL. THE IRRIGATION SERVICE(S) SHALL PROVIDE FULL SPRAY AND/OR ROTARY COVERAGE TO ALL GROUNDCOVER, SHRUB AND TREE PLANTING AREAS.
3. INSTALLATION AND MAINTENANCE OF THE IRRIGATION SYSTEMS SHALL ADHERE TO BEST MANAGEMENT PRACTICES AS OUTLINED BY THE IRRIGATION ASSOCIATION. THIS INCLUDES FOLLOWING GUIDELINES FOR EFFICIENT WATER USE, PROPER SYSTEM LAYOUT, AND REGULAR MAINTENANCE TO ENSURE OPTIMAL PERFORMANCE. REFER TO THE IRRIGATION ASSOCIATION'S RESOURCES AT WWW.IRRIGATION.ORG FOR DETAILED STANDARDS AND PRACTICES.
4. COORDINATE IRRIGATION POINTS OF CONNECTION AND LOCATION OF AUTOMATIC CONTROL VALVES AND/OR AUTOMATIC CONTROLLERS WITH THE THEA ENGINEER.
5. CONTRACTOR SHALL REVIEW THEA UTILITY RECORDS AND SCHEDULE LOCATION SERVICES PRIOR TO START OF WORK. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND AVOIDING DAMAGE TO THEA UTILITIES AND SHALL RESTORE ALL DAMAGED UTILITIES AT THEIR EXPENSE.

IRRIGATION NOTES

1. ALL NEW LANDSCAPE AREAS SHALL HAVE AN AUTOMATICALLY CONTROLLED IRRIGATION SYSTEM. SYSTEM SHALL BE DESIGNED TO CONSERVE WATER. IRRIGATION SYSTEM WORK INCLUDES EXCAVATING, BACKFILLING, SUPPLYING AND INSTALLING VALVES AND FITTINGS, PIPING AND FITTINGS, QUICK COUPLER VALVES, VALVE BOXES, AND ACCESSORIES, TESTING, AND WINTERIZING AND SPRING START UP.
2. THE IRRIGATION SYSTEM HAS BEEN DESIGNED FOR A MAXIMUM FLOW OF 75 GPM AT A STATIC PRESSURE OF 75 PSI. IF AVAILABLE PSI IS LOWER THAN 70 PSI, CONTRACTOR SHALL CONTACT LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION FOR SYSTEM DESIGN ADJUSTMENT.
4. DUE TO THE SCALE OF DRAWINGS, IT IS NOT POSSIBLE TO INDICATE ALL OFFSETS, FITTINGS, SLEEVES, ETC. WHICH MAY BE REQUIRED. DRAWINGS ARE GENERALLY DIAGRAMMATIC AND INDICATIVE OF THE WORK TO BE INSTALLED. THE CONTRACTOR SHALL CAREFULLY INVESTIGATE THE STRUCTURAL AND FINISHED CONDITIONS AFFECTING ALL WORK AND PLAN ACCORDINGLY. THE WORK SHALL BE INSTALLED IN SUCH A MANNER AS TO AVOID CONFLICTS BETWEEN IRRIGATION SYSTEM, PLANTING, ART FEATURES, SIGNS AND UTILITIES. IRRIGATION LINES SHOWN IN PAVING PARALLEL TO PLANTING BEDS SHALL BE LOCATED IN PLANTED AREAS ADJACENT TO PAVING, IRRIGATION LINES AND WIRING UNDER PAVEMENT SHALL BE SLEEVED.
5. LOCATE ALL ABOVE AND BELOW GROUND UTILITIES AND PROTECT THEM FROM DAMAGE DURING CONSTRUCTION. CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE INCURRED DURING, OR AS A RESULT OF, CONSTRUCTION OF IRRIGATION SYSTEM.
6. INSTALL SYSTEM TO MEET ALL APPLICABLE CODES AND INSPECTIONS AND OBTAIN ALL REQUIRED PERMITS PRIOR TO CONSTRUCTION.
7. INSTALL ALL MATERIALS AND EQUIPMENT IN STRICT ACCORDANCE WITH MANUFACTURER'S WRITTEN SPECIFICATIONS AND RECOMMENDATIONS.
8. PROVIDE ONLY NEW MATERIALS, WITHOUT FLAWS OR DEFECTS AND OF THE HIGHEST QUALITY OF THEIR SPECIFIED CLASS AND KIND FOR COMMERCIAL USE.
   A. PVC MAINLINE AND LATERAL PIPE SHALL BE CONSTRUCTED OF SCHEDULE 40 PVC. ALL PIPES SHALL BE PERMANENTLY PRINTED WITH STANDARD PERTINENT INFORMATION. ALL PVC LATERALS NOT SIZED ARE MINIMUM 1".
   B. ALL HIGH DENSITY POLYETHYLENE DRIP TUBING SHALL BE A MINIMUM OF 3/4".
   C. PVC FITTINGS SHALL BE SCHEDULE 80 RATED FOR MAINLINE AND SCHEDULE 40 RATED FOR LATERALS AND MEET ASTM D2466 STANDARDS AND SPECIFICATIONS.
   D. PVC NIPPLES SHALL BE SCHEDULE 80 RATED AND MEET ASTM D1785 REQUIREMENTS AND SPECIFICATIONS. ALL NIPPLES WILL HAVE TAPERED THREADS.
   E. THREADED CONNECTIONS (PVC) SHALL BE SEALED WITH TEFLON TAPE OR TEFLON PASTE.
   F. IRRIGATION SLEEVES SHALL BE SCHEDULE 40 PVC AND SIZED DOUBLE THE COMBINED OUTSIDE DIAMETER OF THE PIPE(S) RUNNING THROUGH IT. IT SHALL BE THE LANDSCAPE CONTRACTOR'S RESPONSIBILITY TO COORDINATE INSTALLATION OF IRRIGATION SLEEVES WITH THE GENERAL CONTRACTOR.
   G. ALL IRRIGATION WIRING TO BE "MULTI-STRAND" WIRING
   H. LOCATE MANUAL DRAIN VALVES TO MAINLINE LOW POINTS AS NECESSARY.
9. ALL PIPE SIZES INDICATED ARE MINIMUMS. CONTRACTOR MAY NOT DECREASE PIPE SIZE. LARGER PIPE SIZES MAY BE USED AT NO ADDITIONAL COST TO OWNER. IRRIGATION LATERALS ARE SIZED BEGINNING AT THE AUTOMATIC VALVE AND CONTINUING IN DIRECTION OF FLOW. REDUCTIONS IN PIPE SIZE ARE LABELED BEGINNING DOWNSTREAM OF NEAREST FITTING.
10. ALL PIPES SHALL BE TRENCHED. PLACE LINES IN A COMMON TRENCH WHENEVER POSSIBLE. FIELD ADJUST LINES TO AVOID CONFLICT WITH UTILITIES.
11. PROVIDE POSITIVE DRAINAGE OF MAINLINE. PLACE MANUAL DRAIN AT LOW POINTS IN MAINLINE. IDENTIFY LOCATIONS ON AS-BUILTS.
12. ALL COMPONENTS OF IRRIGATION SYSTEM SHALL BE INSTALLED AND PROPERLY ADJUSTED TO PROVIDE ADEQUATE COVERAGE.
13. COORDINATE IRRIGATION POINTS OF CONNECTION AND LOCATION OF AUTOMATIC CONTROL VALVES WITH OWNER'S REPRESENTATIVE. COORDINATE ALL WORK WITH OTHER TRADES, I.E. ELECTRICAL, MASONRY, ETC.
14. CONTRACTOR SHALL COORDINATE IRRIGATION CONTROLLER, SOLAR PANEL AND RAIN SENSOR LOCATIONS WITH OWNER'S REPRESENTATIVE. CONTRACTOR TO FURNISH CONTROL WIRES FROM VALVES TO CONTROLLER.
15. ALL EXPOSED WIRES FOR RAIN SENSOR AND SOLAR PANEL TO BE PLACED IN GALVANIZED CONDUIT TO INCLUDE SWEEPING EL'S, COUPLINGS, AND STRAPS AS REQUIRED. CONDUIT SHALL BE PAINTED AT THE DIRECTION OF OWNER'S REPRESENTATIVE TO BE BLENDED WITH MOUNTING SURFACE.
16. CONTRACTOR TO PROVIDE OWNER WITH KEYS AND HOSE SWIVELS FOR EACH QUICK COUPLER VALVE.
17. CONTRACTOR SHALL PROVIDE IRRIGATION SYSTEM RECORD DRAWINGS LEGIBLY MARKED TO RECORD ACTUAL INSTALLATION. DRAWINGS SHALL INDICATE HORIZONTAL AND VERTICAL LOCATIONS, REFERENCED TO PERMANENT SURFACE IMPROVEMENTS. IDENTIFY FIELD CHANGES OF DIMENSION AND DETAIL INCLUDING CHANGES MADE BY CHANGE ORDER. AN 11"X17" PLAN SHALL BE LAMINATED AND PLACED AT THE CONTROLLER LOCATION LEGIBLY SHOWING COLOR-CODED ZONES.
18. CONTRACTOR SHALL REVIEW ENTIRE SYSTEM WITH OWNER'S REPRESENTATIVE AND SUPPLY OPERATIONS MANUAL AND WARRANTIES.

NOT FOR CONSTRUCTION

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12TH STREET PARK

IRRIGATION NOTES & SCHEDULE

DRAWING NO. IR-1
PROJECT NO. US0042831.5586
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SHEET NO. 17 OF 19

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1" = 30'

30 0 30 60

scale feet

1 1/2" METER & 1 1/2" RPBP

C

3" SCH. 40 PVC IRRIGATION MAINLINE
W/ 6" SCH 40 STEEL PIPE CASING

POINT OF CONNECTION W/
12" x 3" SADDLE TAP 2/ CORP. STOP

IRRIGATION SCHEDULE

SYMBOL	
	SPRAY
	IRRIGATION
SYMBOL	
C	CONTROLLER
XX	POINT OF CONNECTION

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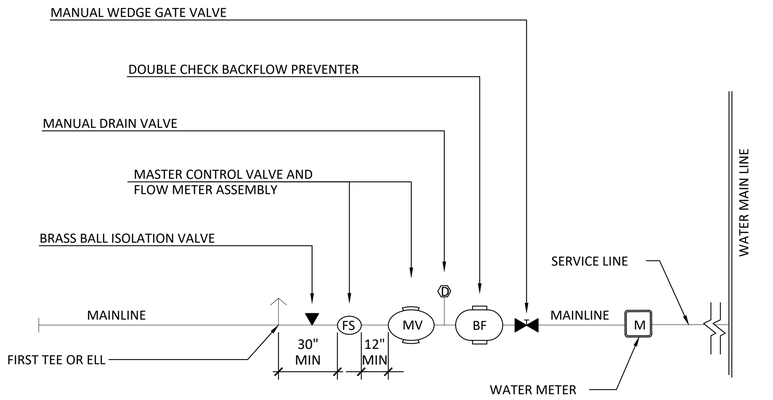
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12TH STREET PARK

CONCEPTUAL IRRIGATION PLAN

DRAWING NO. IR-2
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POINT OF CONNECTION 1

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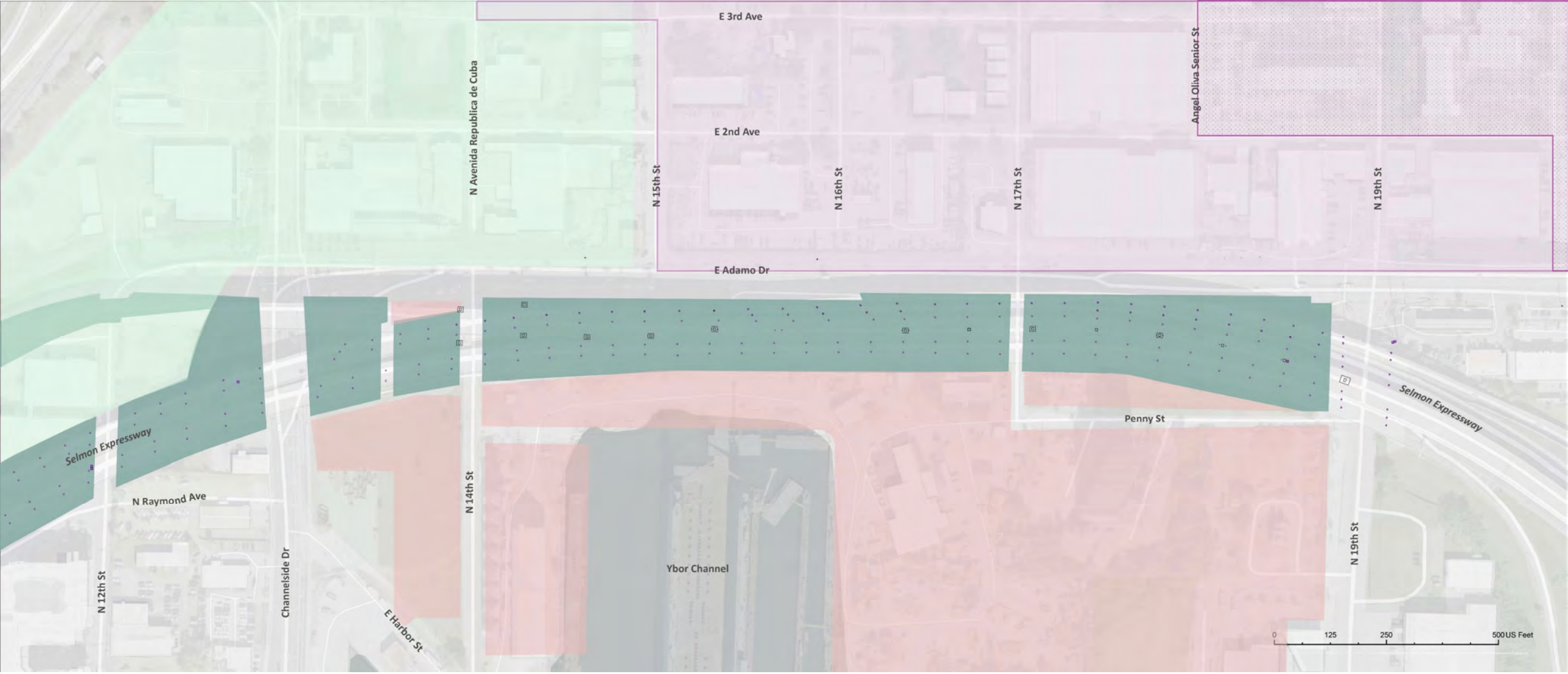
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IRRIGATION DETAILS

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Conceptual Design for Selmon Greenway from Deputy Kotfila Memorial Dog Park to 19th Ave



Project Area Boundary (THEA Parcels)

Gas Worx Development Boundary (Design Guidlines Book August 2022)

Ybor Harbor Development Boundary (May 2026)

National Historic District Boundary

Local Historic District Boundary







Project Area



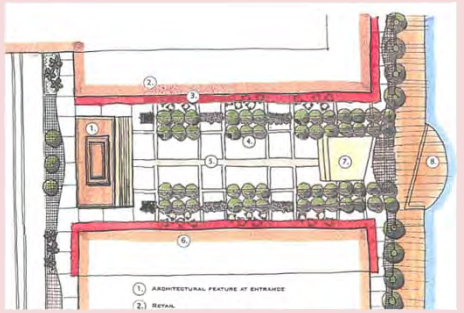




Gas Worx Development







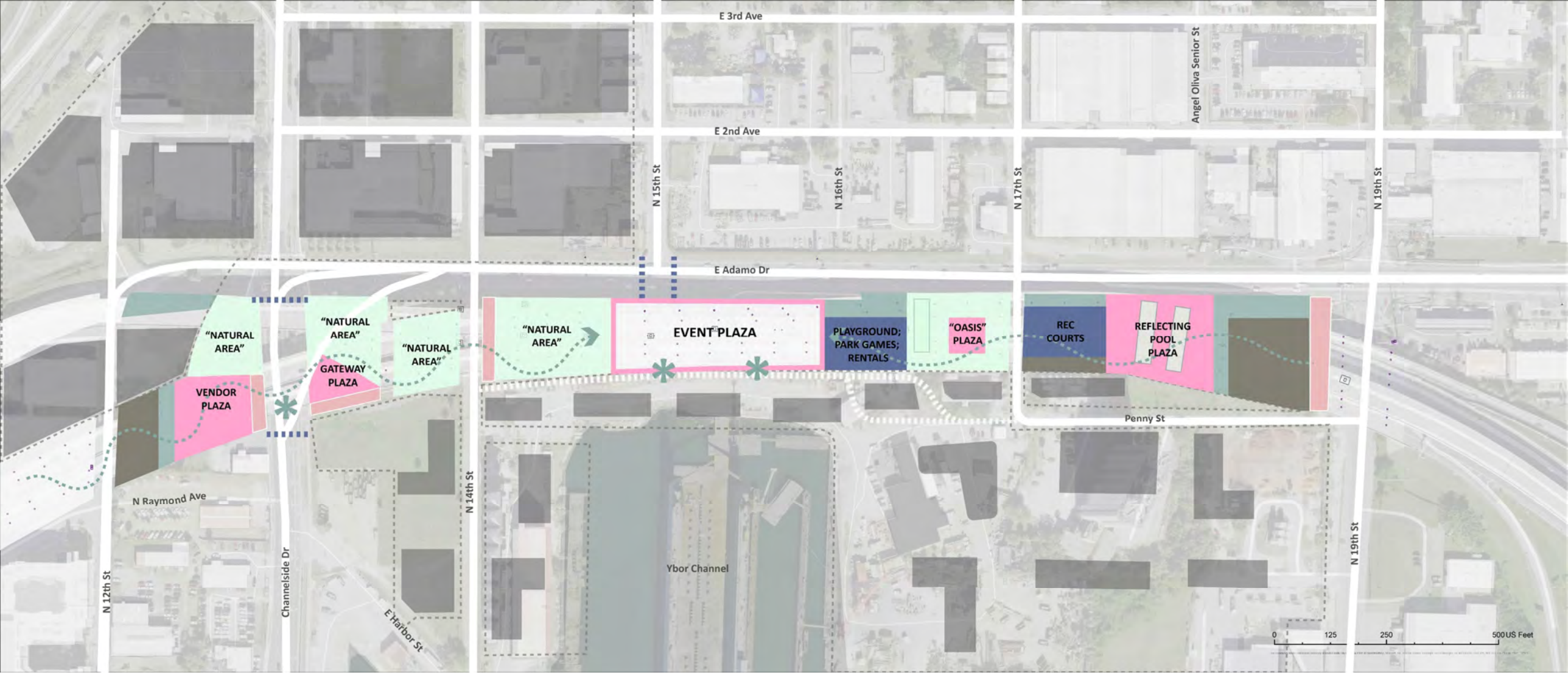
Ybor Harbor Development







National Historic District



Plaza/Programmable Space (Major)

Plaza/Programmable Space (Minor)

View/Vista

Passage/Entry Plaza/Gateway

"Natural Area"

Active Recreation

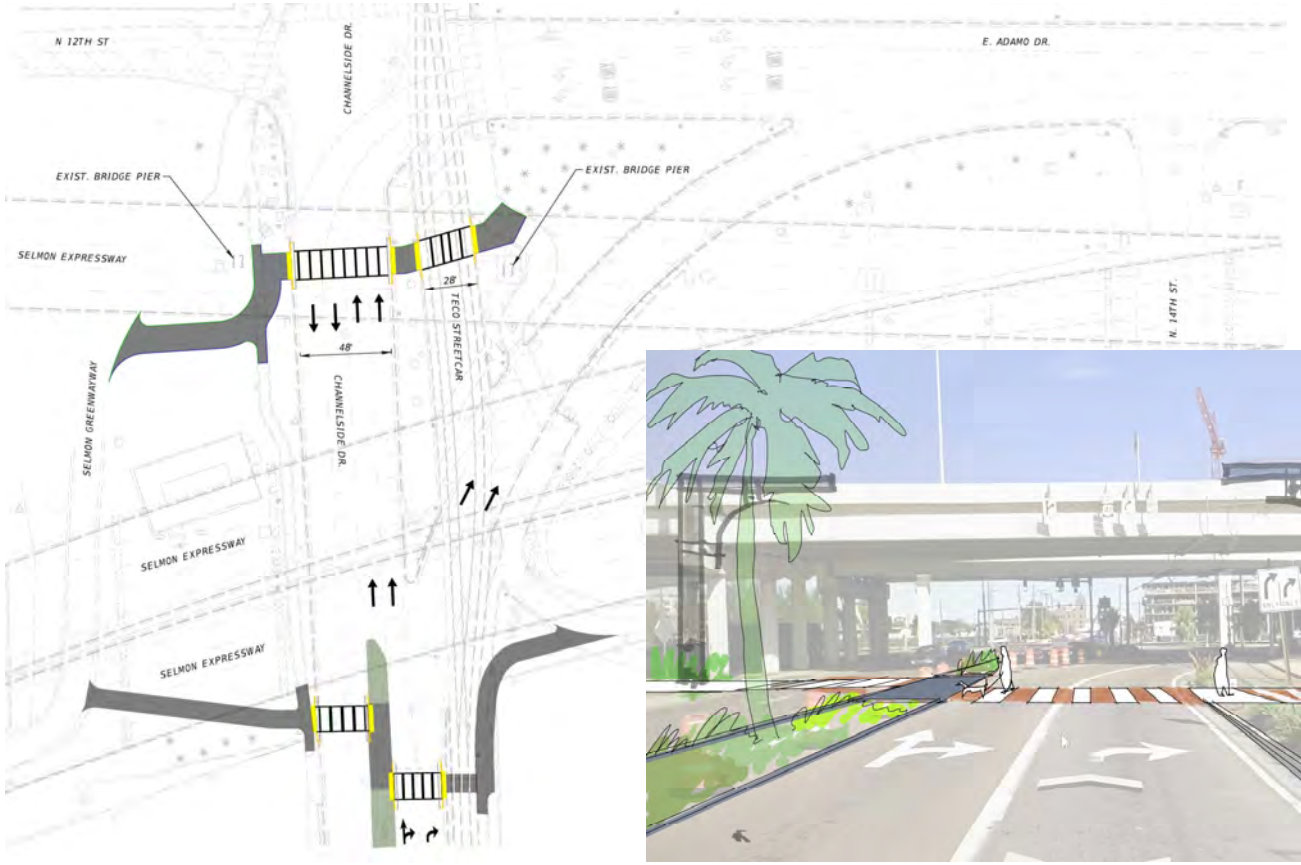
Vegetated Buffer

Parking

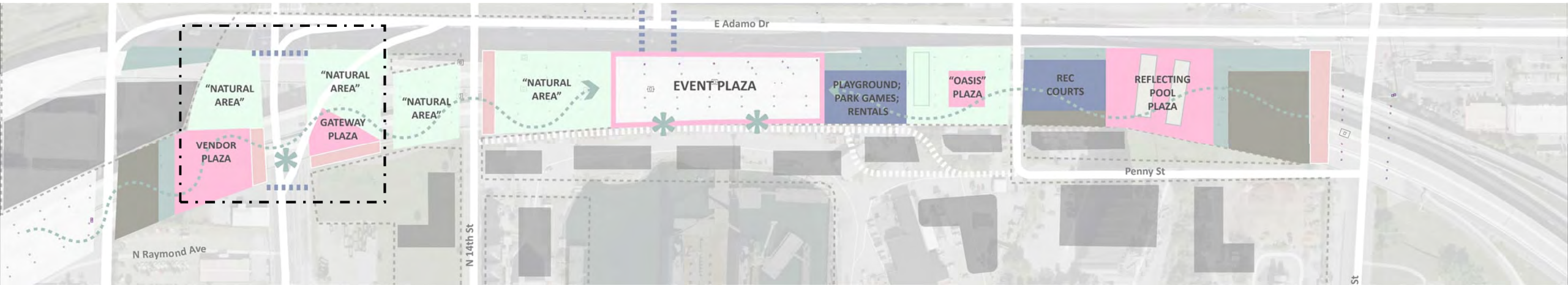
Pedestrian Crossing

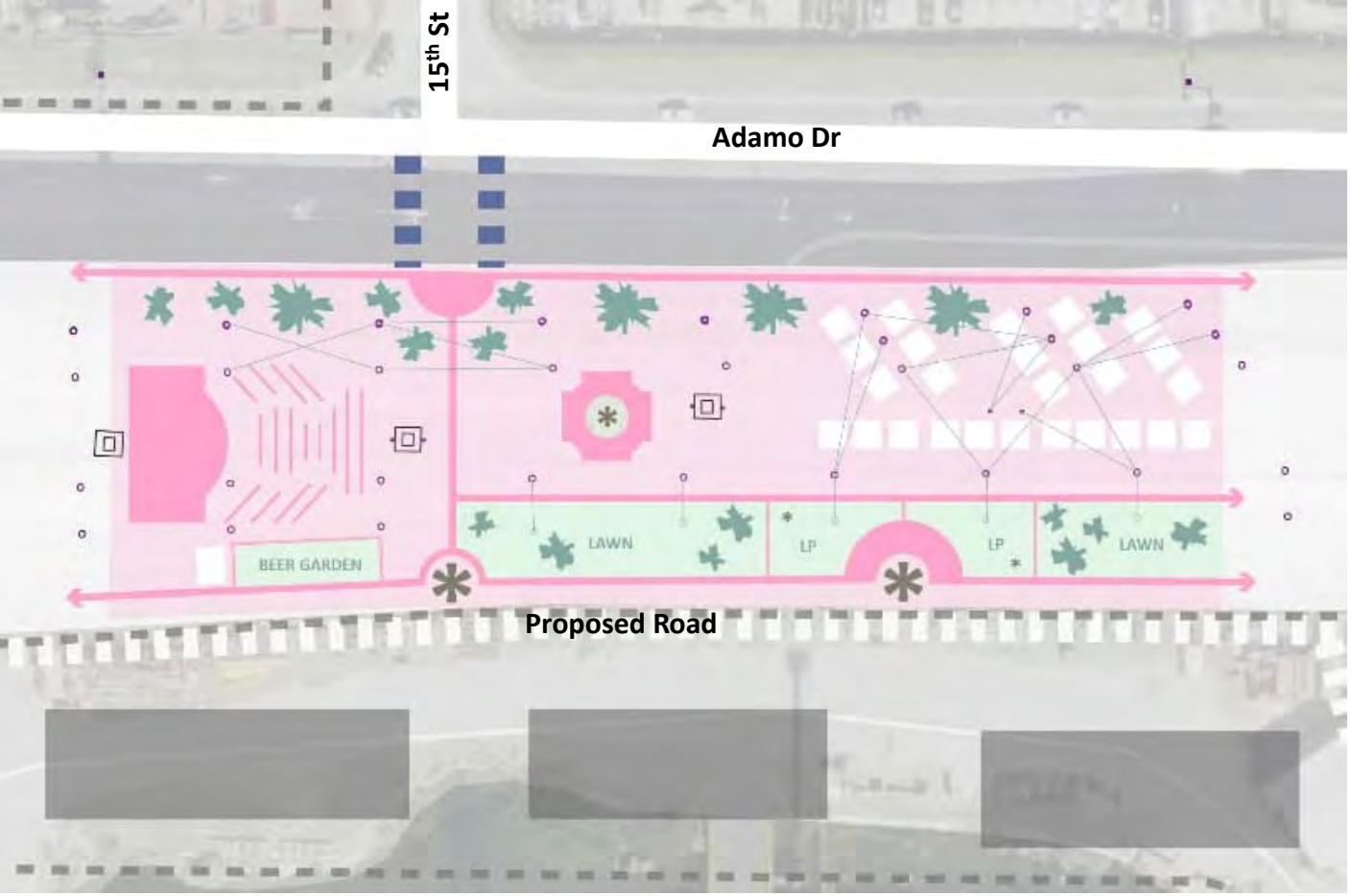
Plan *Enlargment*


LP
LP
LP


N 12TH ST
CHANNELSIDE DR.
E. ADAMO DR.
EXIST. BRIDGE PIER
EXIST. BRIDGE PIER
SELMON EXPRESSWAY
28'
TECO STREETCAR
48'
N. 14TH ST.
SELMON GREENWAY WAY
CHANNELSIDE DR.
SELMON EXPRESSWAY
SELMON EXPRESSWAY

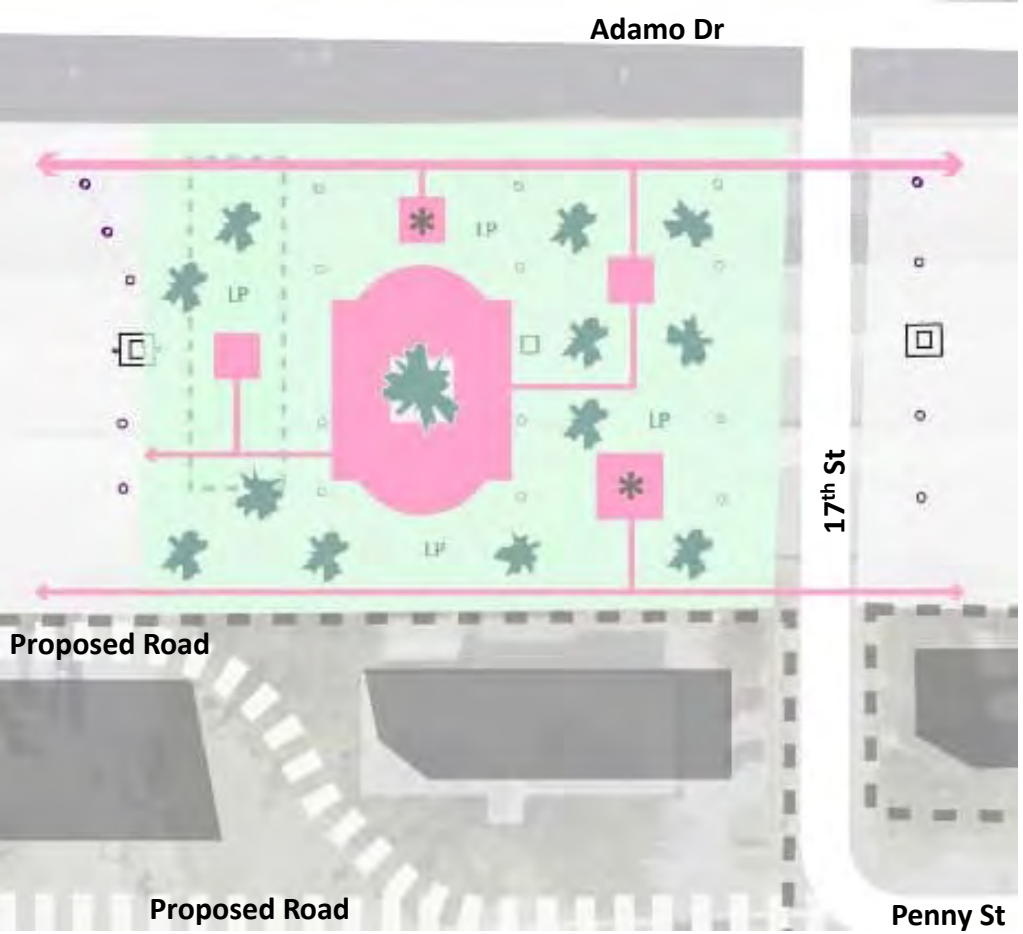



"NATURAL AREA"
"NATURAL AREA"
"NATURAL AREA"
GATEWAY PLAZA
VENDOR PLAZA
N Raymond Ave
N 14th St
E Adamo Dr
"NATURAL AREA"
EVENT PLAZA
PLAYGROUND; PARK GAMES; RENTALS
"OASIS" PLAZA
REC COURTS
REFLECTING POOL PLAZA
Penny St

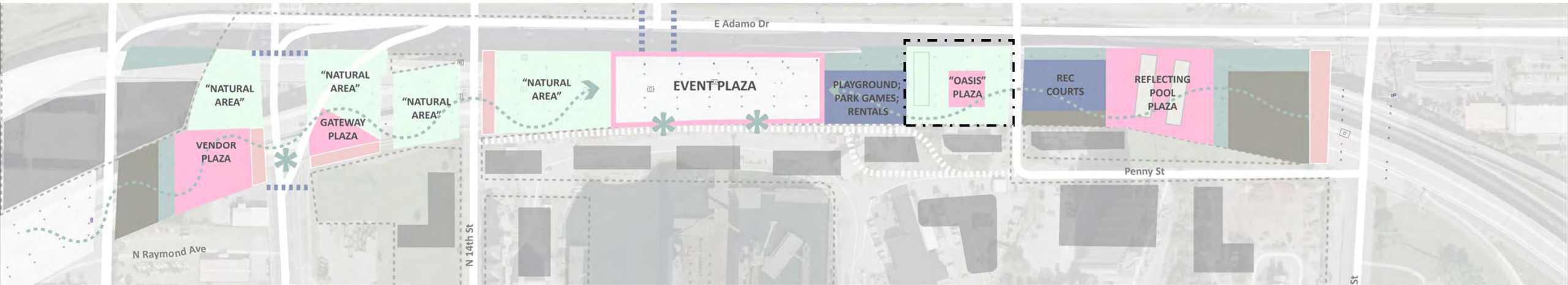

15th St
Adamo Dr
BEER GARDEN
LAWN
LP
LP
LAWN
Proposed Road


15th Street Plaza

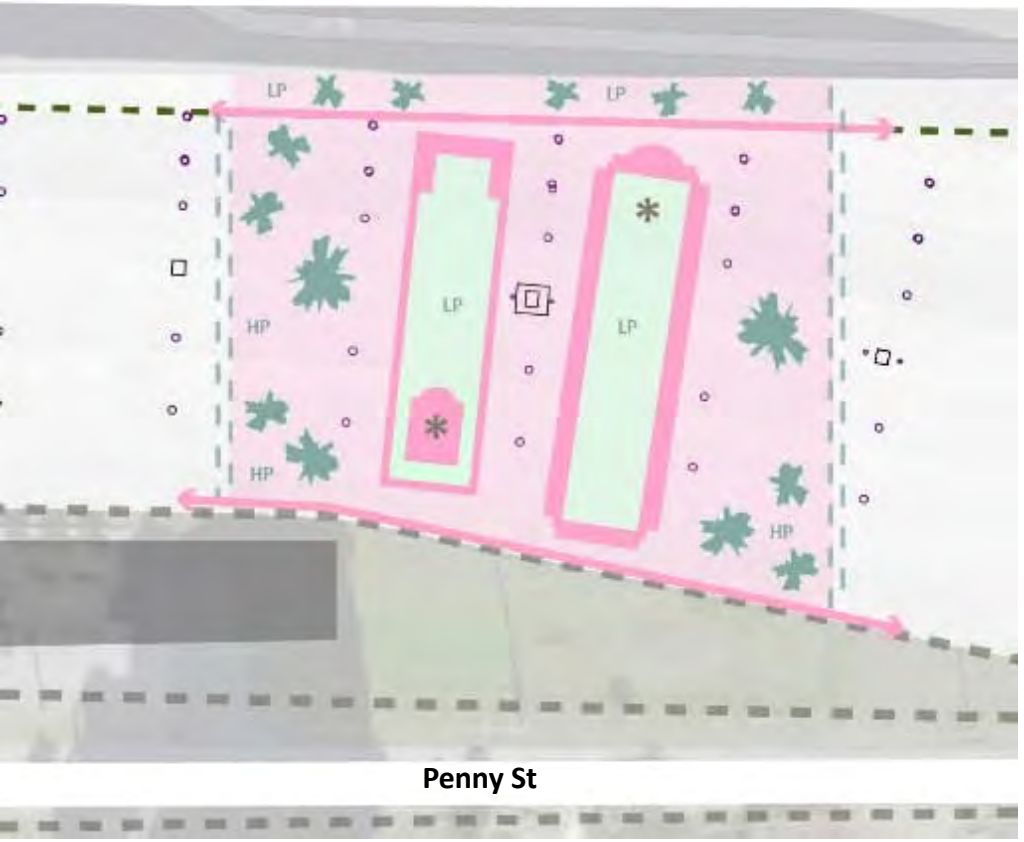

E Adamo Dr
"NATURAL AREA"
"NATURAL AREA"
"NATURAL AREA"
GATEWAY PLAZA
VENDOR PLAZA
"NATURAL AREA"
EVENT PLAZA
PLAYGROUND; PARK GAMES; RENTALS
"OASIS" PLAZA
REC COURTS
REFLECTING POOL PLAZA
Penny St
N Raymond Ave
N 14th St


Adamo Dr
LP
LP
LP
LP
17th St
Proposed Road
Proposed Road
Penny St



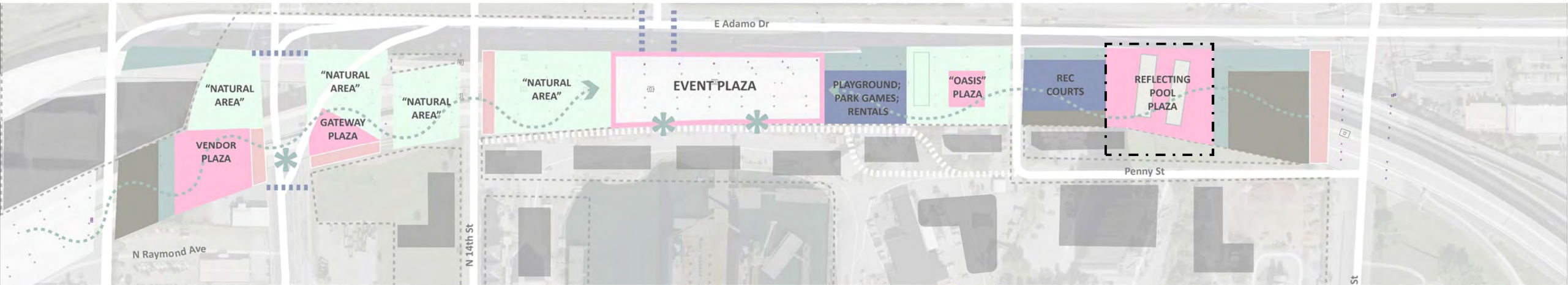

E Adamo Dr
"NATURAL AREA"
"NATURAL AREA"
"NATURAL AREA"
"NATURAL AREA"
EVENT PLAZA
PLAYGROUND; PARK GAMES; RENTALS
"OASIS" PLAZA
REC COURTS
REFLECTING POOL PLAZA
GATEWAY PLAZA
VENDOR PLAZA
N Raymond Ave
N 14th St
Penny St

Adamo Dr



Penny St







PUBLIC SPACE CONCEPTS

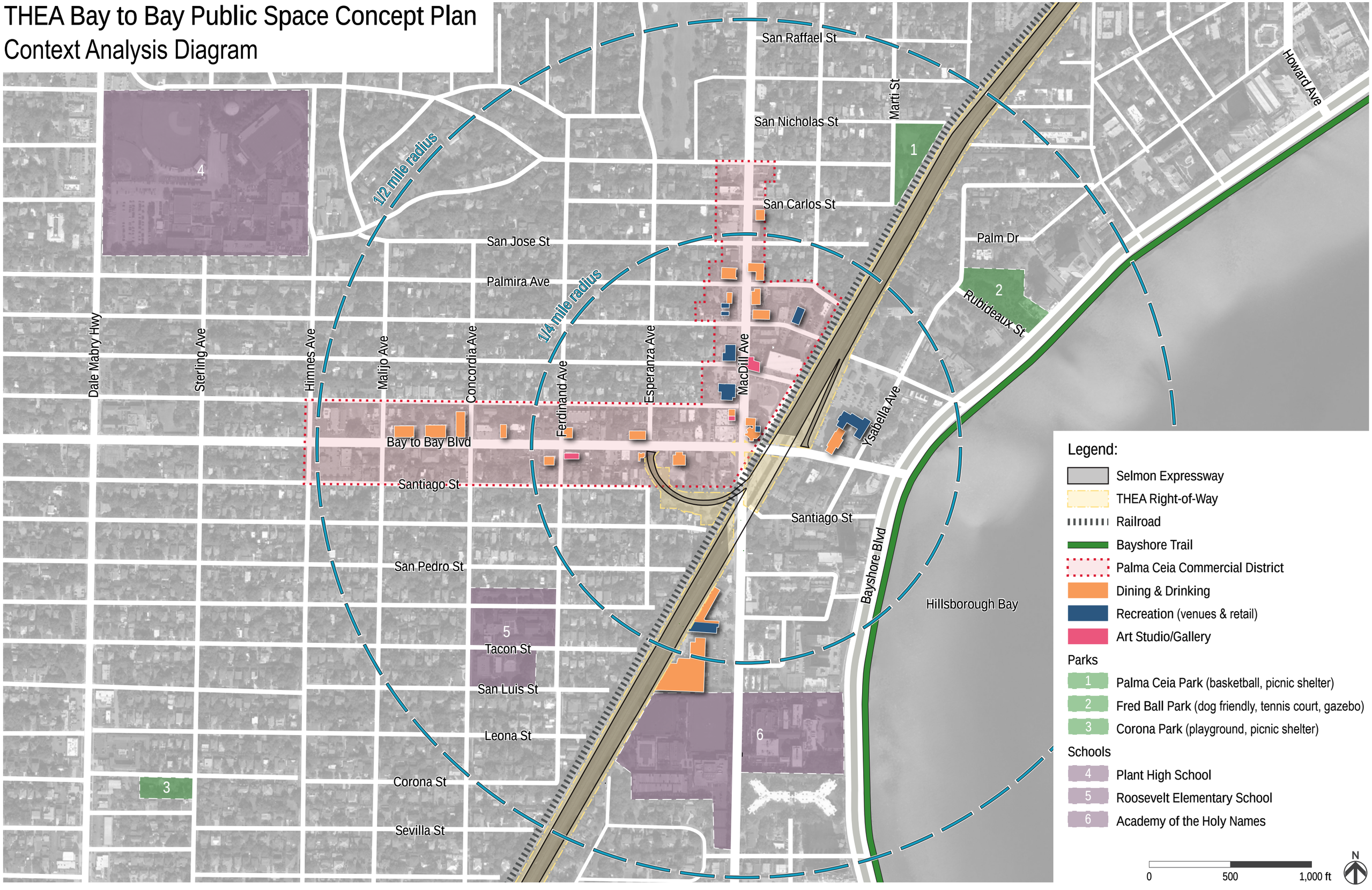
Bay to Bay Boulevard at MacDill Avenue

Prepared by HDR

June 28, 2022

TAMPA HILLSBOROUGH EXPRESSWAY AUTHORITY

THEA Bay to Bay Public Space Concept Plan
Context Analysis Diagram



Legend:

- Selmon Expressway
- THEA Right-of-Way
- Railroad
- Bayshore Trail
- Palma Ceia Commercial District
- Dining & Drinking
- Recreation (venues & retail)
- Art Studio/Gallery

Parks

1. Palma Ceia Park (basketball, picnic shelter)
2. Fred Ball Park (dog friendly, tennis court, gazebo)
3. Corona Park (playground, picnic shelter)

Schools

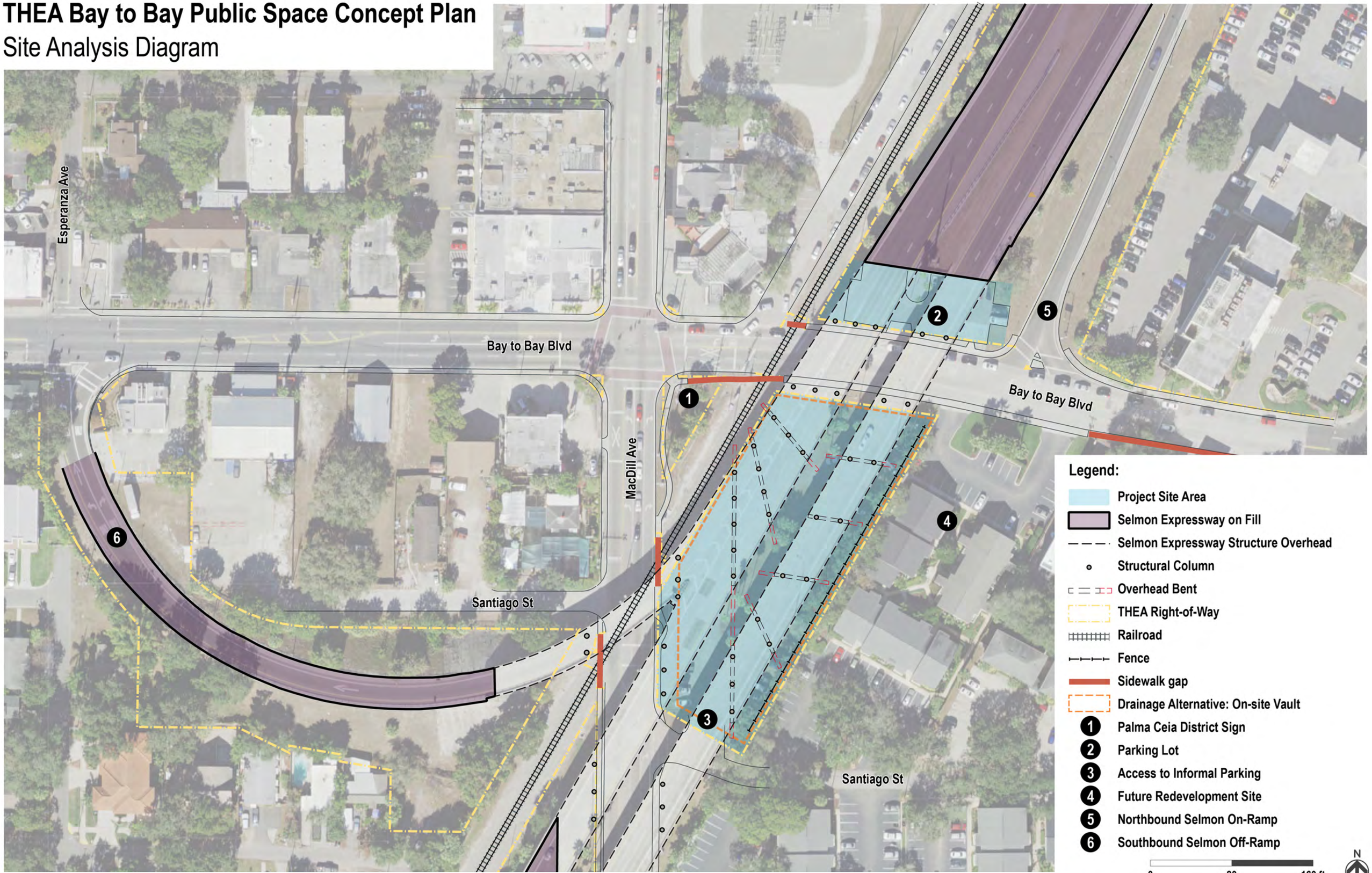
4. Plant High School
5. Roosevelt Elementary School
6. Academy of the Holy Names

0 500 1,000 ft

N

THEA Bay to Bay Public Space Concept Plan

Site Analysis Diagram



Existing Site Photos













Program/Precedents: Relative Scale



BAY TO BAY SITE
1.24 AC



KOTFILA MEMORIAL DOG PARK
0.52 AC

Program/Precedents: Kotfila Memorial Dog Park









Concepts & Cost

CONCEPT SUMMARY	COMMON FEATURES:	CONCEPT FEATURES:
Concept 1: Dog Park & Plaza	• Enhance pedestrian and bicycle connections through and to the site along MacDill Ave, Bay to Bay Blvd & Santiago St • Create new bike/ped connection from neighborhood underneath Selmon between Santiago St and San Juan (Bay to Bay off-ramp) • Create new pedestrian crossing south of railroad at MacDill Ave/Santiago St • Add new EV parking spots in existing and proposed parking lot (double total capacity) • Maximize lighting, landscaping and aesthetic improvement opportunities • Add bike repair station • Create new pedestrian crossing south of railroad at MacDill Ave/Santiago St	• Dog Park • Small Dog Park (7,490 SF) • Large Dog Park (14,270 SF) • Plaza (6,940 SF) • New parking lot – 30 spaces • Existing enhanced parking lot – 26 spaces • Estimated Construction Cost - $1.55M
Concept 2: Active Recreation, Dog Park & Flexible Use Space		• Dog Park • Small Dog Park (9,060 SF) • Large Dog Park (11,050 SF) • Flexible Use Space (7,590 SF) • Active Recreation Space (8,815 SF) • Options: pickleball courts (1-2), bocce court (1), fitness circuit, play area, etc. • New parking lot – 26 spaces • Existing enhanced parking lot – 26 spaces • Estimated Construction Cost - $1.72M

THEA Bay to Bay Public Space Improvements

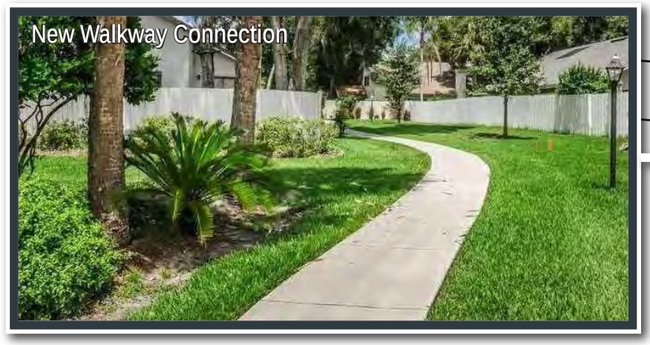
Concept 1: Dog Park & Plaza

Legend:

- Selmon Expressway Structure Overhead
- Structural Piers
- Railroad
- Planned Ritz-Carlton Residences Development

Concept Elements

- Dog Park
- Plaza Area
- Aesthetic Treatment











Notes:

1. Pier locations shown are for conceptual public space layout only. Final pier and foundation geometry are to be completed by the Design Build Team. Piers and foundation shall be designed per FDOT SDG.
2. The Design Build Team shall reinvestigate the intersection layout of Santiago St. and MacDill Ave. to account for the additional vehicles coming/going from the Ritz Carlton Residences Development. Intersection design should account for the widening of Pier 3 to the inside.

June 28, 2022

06/28/2022 0 80 160 ft

N

Concept 1: Dog Park & Plaza

Dog Park





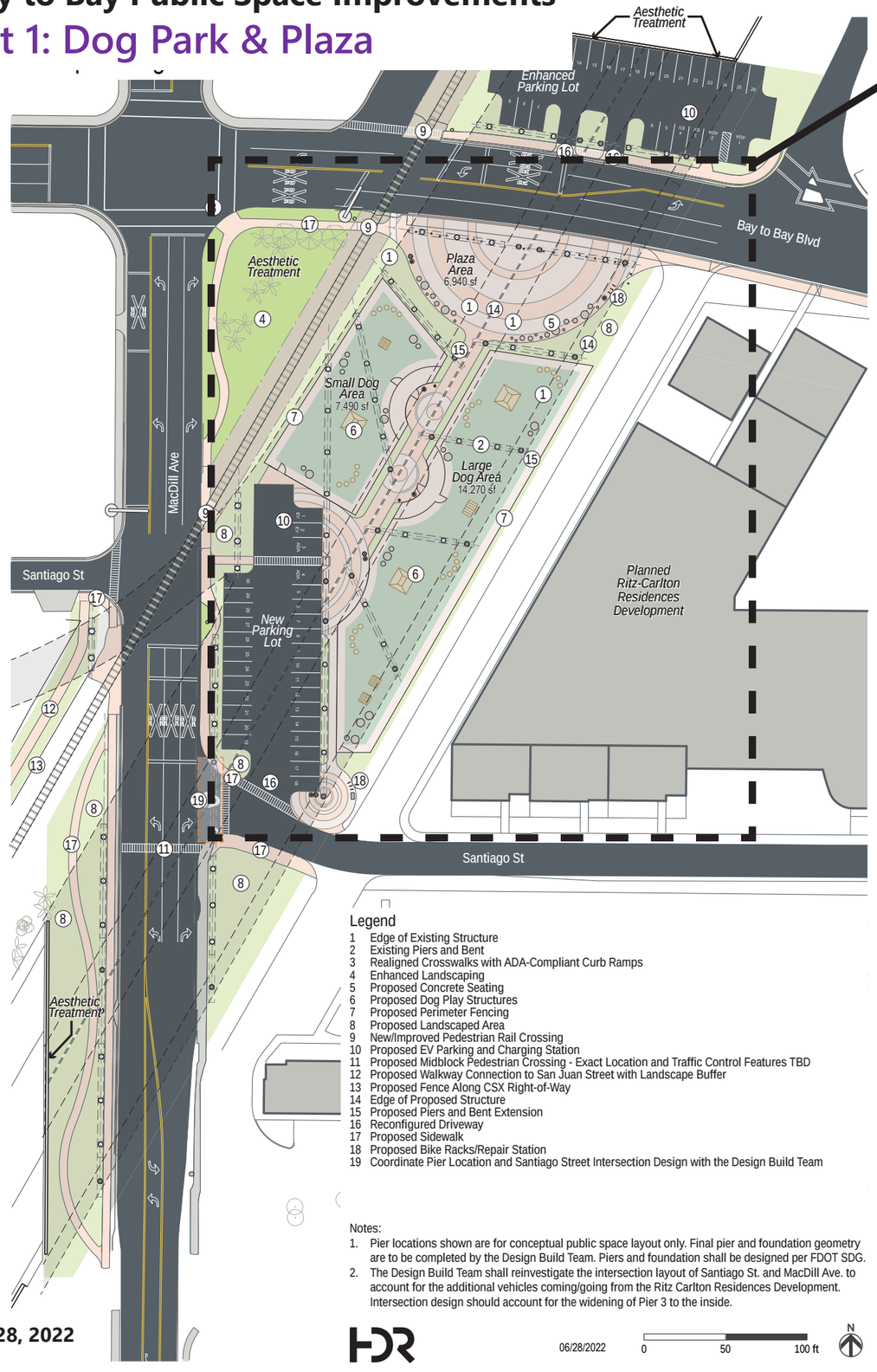
Plaza Area





THEA Bay to Bay Public Space Improvements

Concept 1: Dog Park & Plaza



Legend

1 Edge of Existing Structure
2 Existing Piers and Bent
3 Realigned Crosswalks with ADA-Compliant Curb Ramps
4 Enhanced Landscaping
5 Proposed Concrete Seating
6 Proposed Dog Play Structures
7 Proposed Perimeter Fencing
8 Proposed Landscaped Area
9 New/Improved Pedestrian Rail Crossing
10 Proposed EV Parking and Charging Station
11 Proposed Midblock Pedestrian Crossing - Exact Location and Traffic Control Features TBD
12 Proposed Walkway Connection to San Juan Street with Landscape Buffer
13 Proposed Fence Along CSX Right-of-Way
14 Edge of Proposed Structure
15 Proposed Piers and Bent Extension
16 Reconfigured Driveway
17 Proposed Sidewalk
18 Proposed Bike Racks/Repair Station
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June 28, 2022

06/28/2022

0 50 100 ft

N

THEA Bay to Bay Public Space Improvements

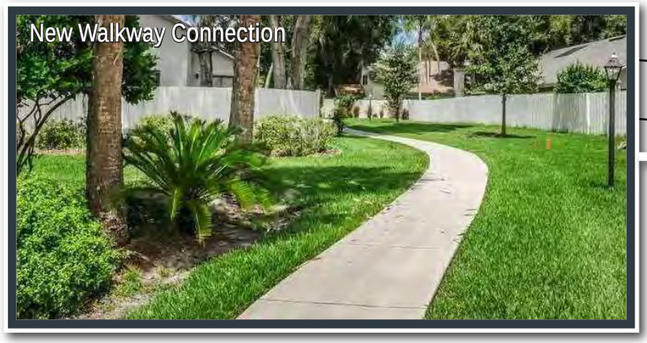
Concept 2: Recreation, Dog Park & Flex Space

Legend:

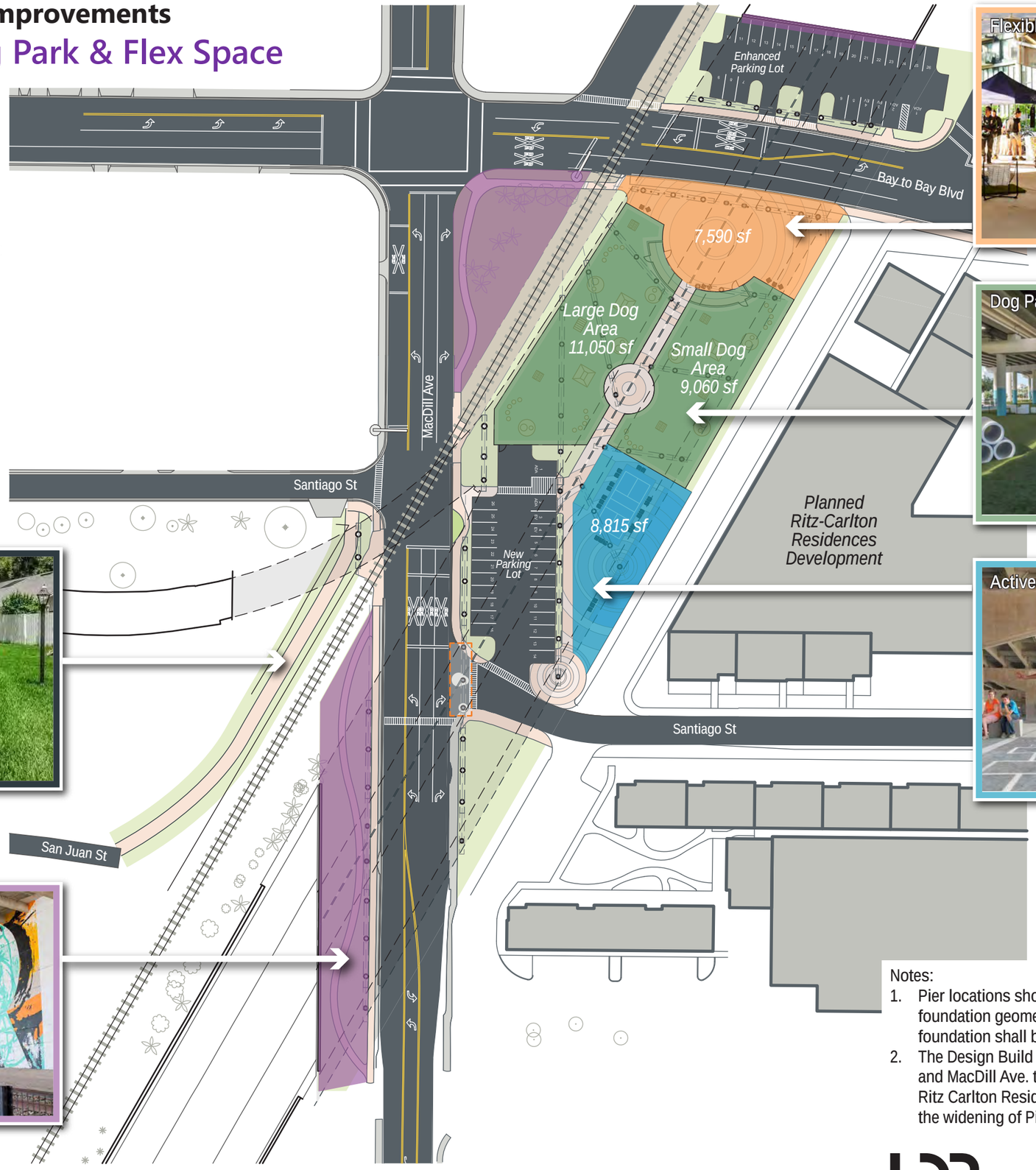
- Selmon Expressway Structure Overhead
- Structural Piers
- Railroad
- Planned Ritz-Carlton Residences Development

Concept Elements

- Dog Park
- Flexible Use Area
- Active Recreation
- Aesthetic Treatment

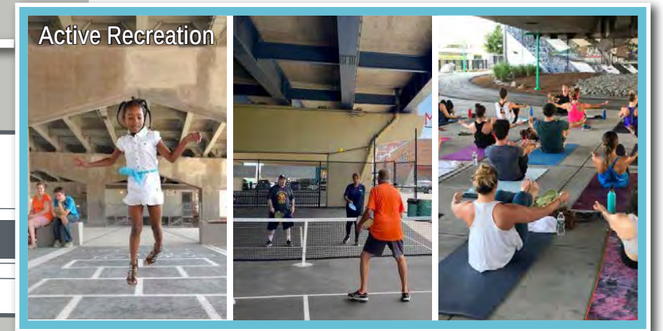












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06/28/2022

0 80 160 ft

N

June 28, 2022

Concept 2: Recreation, Dog Park & Flex Space

Active Recreation









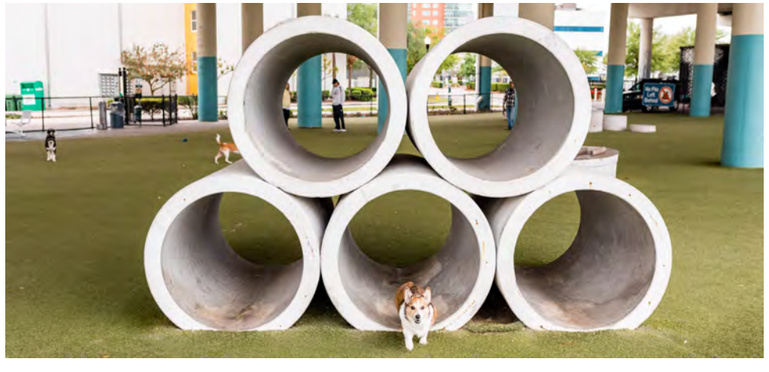
Flexible Use Area





Dog Park

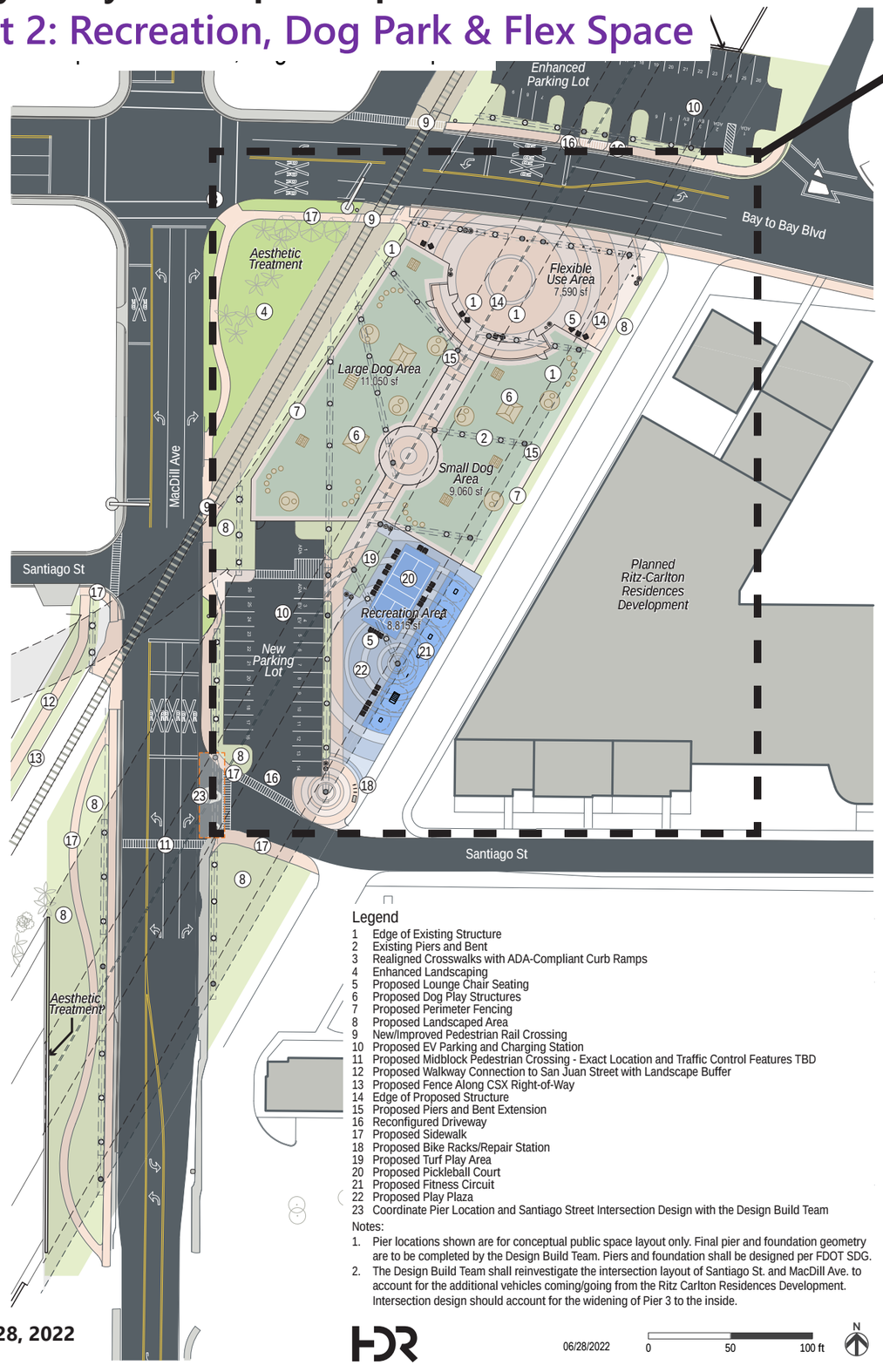


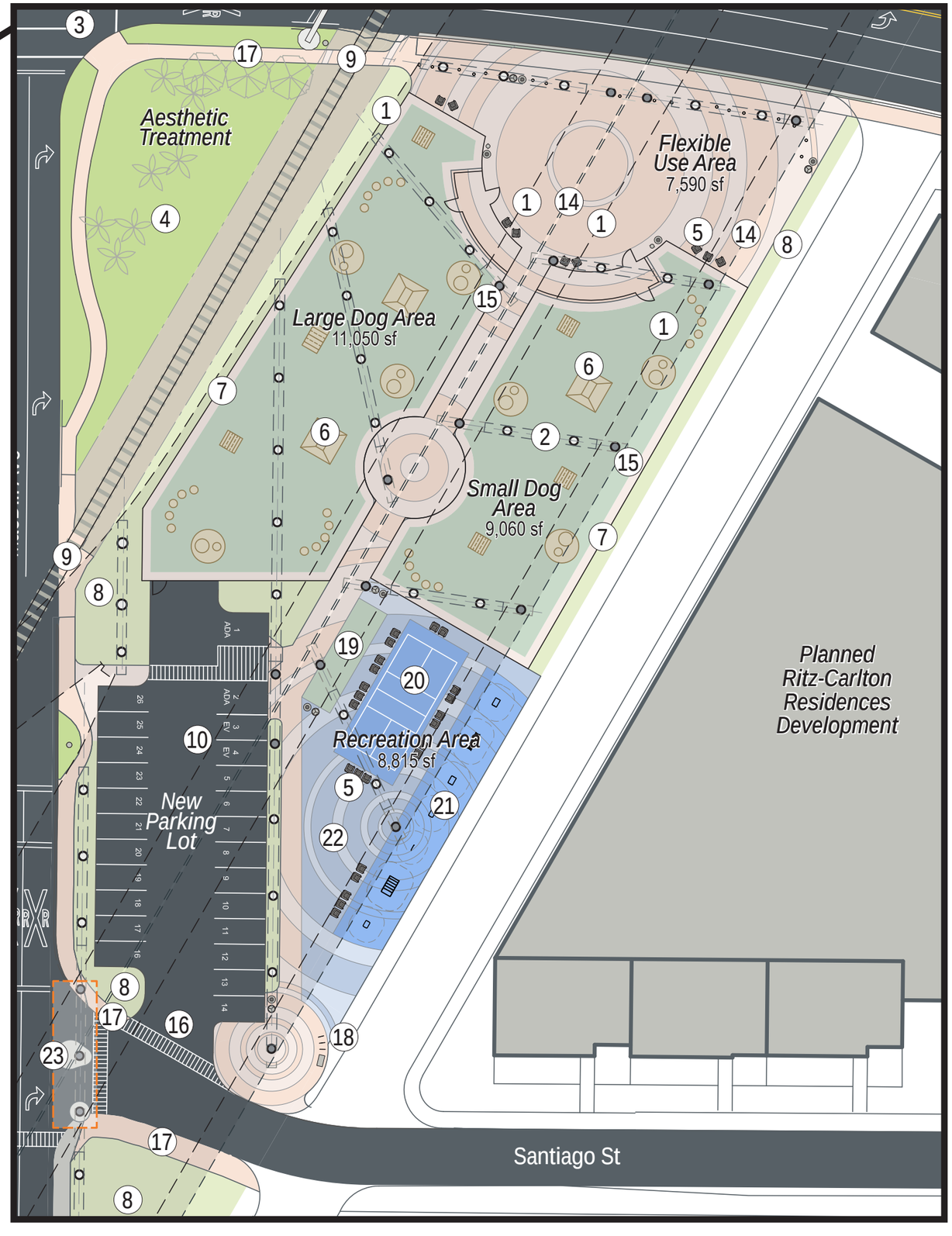




THEA Bay to Bay Public Space Improvements

Concept 2: Recreation, Dog Park & Flex Space





Legend

1 Edge of Existing Structure
2 Existing Piers and Bent
3 Realigned Crosswalks with ADA-Compliant Curb Ramps
4 Enhanced Landscaping
5 Proposed Lounge Chair Seating
6 Proposed Dog Play Structures
7 Proposed Perimeter Fencing
8 Proposed Landscaped Area
9 New/Improved Pedestrian Rail Crossing
10 Proposed EV Parking and Charging Station
11 Proposed Midblock Pedestrian Crossing - Exact Location and Traffic Control Features TBD
12 Proposed Walkway Connection to San Juan Street with Landscape Buffer
13 Proposed Fence Along CSX Right-of-Way
14 Edge of Proposed Structure
15 Proposed Piers and Bent Extension
16 Reconfigured Driveway
17 Proposed Sidewalk
18 Proposed Bike Racks/Repair Station
19 Proposed Turf Play Area
20 Proposed Pickleball Court
21 Proposed Fitness Circuit
22 Proposed Play Plaza
23 Coordinate Pier Location and Santiago Street Intersection Design with the Design Build Team

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06/28/2022

0 50 100 ft

N

June 28, 2022

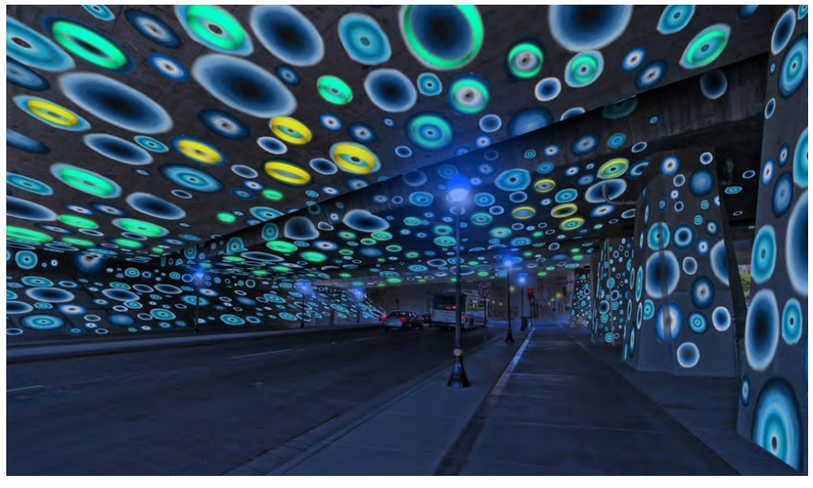
Program/Precedents: Light Treatment/Projection









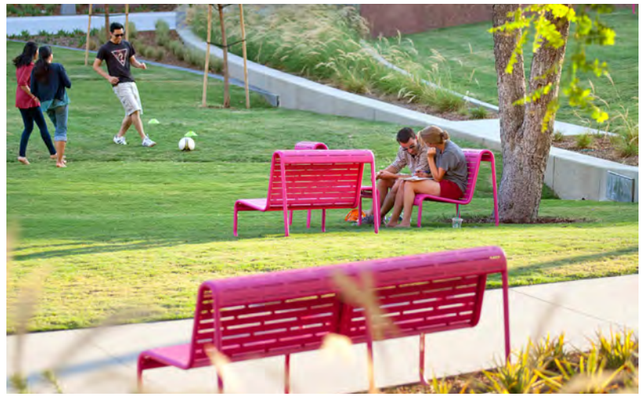




Program/Precedents: Materials, Furnishing & Branding

GRAND PARK



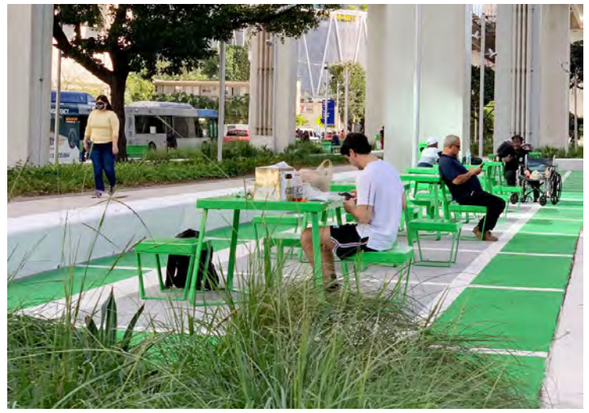




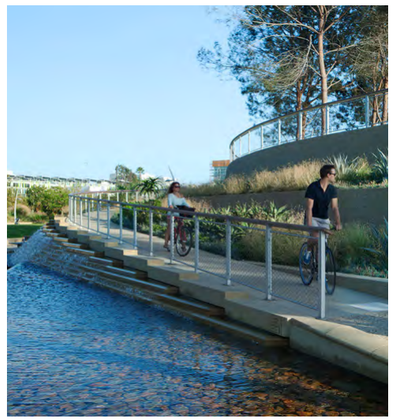
The Underline















Program/Precedents: Murals & Surface Treatments



