

7-25-1941

Major Street Plan City of Tampa, Florida: Including Rules and Regulations for Subdivisions and Interim Zoning Ordinance

Simons- Shieldrick Co.

Follow this and additional works at: <https://digitalcommons.unf.edu/simonsflorida>Part of the [Urban, Community and Regional Planning Commons](#), and the [Urban Studies and Planning Commons](#)

Recommended Citation

Major Street Plan City of Tampa, Florida: Including Rules and Regulations for Subdivisions and Interim Zoning Ordinance. 1941. George W. Simons, Jr. Planning Collection. University of North Florida, Thomas G. Carpenter Library Special Collections and Archives. UNF Digital Commons, <https://digitalcommons.unf.edu/simonsflorida/133/>

This Book is brought to you for free and open access by the George W. Simons, Jr. Publications and Printed Materials at UNF Digital Commons. It has been accepted for inclusion in City and Regional Planning -- Florida by an authorized administrator of UNF Digital Commons. For more information, please contact [Digital Projects](#).
© 7-25-1941 All Rights Reserved

**MAJOR STREET PLAN
CITY OF
TAMPA, FLORIDA**

**INCLUDING RULES AND REGULATIONS
FOR
SUBDIVISIONS
AND
INTERIM ZONING ORDINANCE**

**SIMONS-SHELDRIK CO.
PLANNING ENGINEERS
JACKSONVILLE, FLA.**

REPORT ON
MAJOR STREET PLAN
FOR
CITY OF TAMPA, FLORIDA

THE SIMONS SHELDRIK COMPANY
PLANNING ENGINEERS
JACKSONVILLE, FLORIDA.
1941

THE SIMONS-SHELDRIK COMPANY

**MUNICIPAL ENGINEERING
RESEARCH AND PLANNING**

GEORGE W. SIMONS, JR.
MEM. AM. SOC. C. E.
RAY J. SHELDRIK

HILDEBRANDT BUILDING
JACKSONVILLE, FLORIDA

July 25, 1941

Honorable Franklin O. Adams, and
Honorable Members,
Tampa Zoning Commission
Tampa, Florida

Dear Sirs:

We have the honor to present herewith our ideas of a
Major Street Plan for the City of Tampa, developed from studies
made pursuant to our contract with the City of Tampa, dated
December 15, 1940.

This constitutes one of the major reports contemplated
as a part of the comprehensive city plan. Reports to follow will
treat of such other subjects as Zoning, Transit and Transportation,
Parks and Recreation and Utilities.

In transmitting to you this report we want it understood
that any findings or recommendations made prior to the completion
of the plan as a whole will be subject to such modifications or
alterations that subsequent studies may suggest. In that respect
this report is of a preliminary nature.

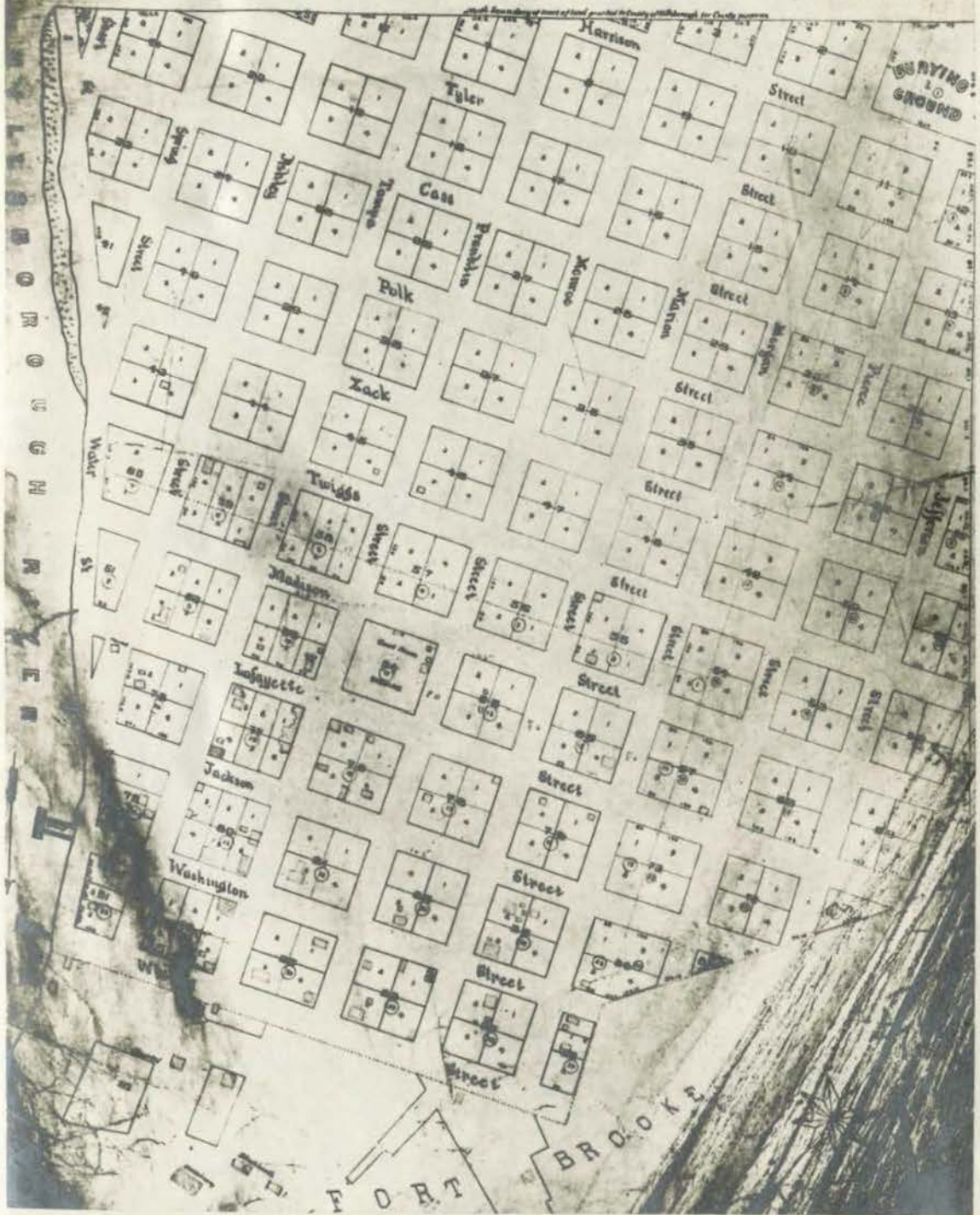
Respectfully submitted,

THE SIMONS-SHELDRIK COMPANY

George W. Simons, Jr.

TAMPA. DRAWN

FEBRUARY 1853 BY JOHN JACKSON. L.S.



INTRODUCTION

A city that expects to grow and develop must plan ahead. Just as modern industry and big business recognize the soundness of planning principles, so should cities. The city that has made a comprehensive study of its problems and brought together some ideas as to what should be done to solve them is an alert city. It is far ahead of the city that has stood still. In this keenly competitive era no city can stand still and watch the procession go by. And incidentally, no plan or schedule developed today can remain static; a plan once developed must be kept alive, sufficiently flexible to adjust itself to demands that may arise.

A plan can mean much or little to a city. Accepted merely as a diagram of what should be done and then laid on the shelf and ignored, the plan will be worthless. The City Planner can be likened to the diagnostician who after study and observation prescribes treatment. If the order of treatment is not followed the patient will continue to suffer from its ills. A faithful adherence to the provisions of the treatment, however, will lead to material betterment. Every citizen has an innate pride in his city. He wants it to be a leader among cities - something to be looked up to. He wants it to be, among other things, an industrial and commercial center, but above and back of all his hopes, he wants his city to be a good home - a city with a personality. To reach such attainments of wholesome growth and development the guiding suggestions of the comprehensive plan can mean much.

The comprehensive plan for the City of Tampa as developed over a period of time will be presented in several parts. The first of these as presented here

relates to (1) Streets and the Street System and to (2) Rules and Regulations for the Control of Subdivisions. The street system was placed first because one of the primary responsibilities of any city that expects to grow is to develop opportunities for better circulation. Streets constitute the structural framework around which the city builds; they are also the channels thru which life flows. Therefore because streets are fundamental it was logical that consideration be given to them first in the comprehensive study.

Many of the perplexing problems encountered by cities today result from the lack of control exercised by cities over subdivision design and development in earlier years. In this respect Tampa is no exception. Because of the necessity of the regulation of subdivision design by the city, that aspect of the plan is also included in this first report.

Many studies of diverse character involving the collection of much information, the making of many observations and analyses must precede a definition of conclusions. The sources of ailment must be found and their nature determined before a specific treatment can be outlined. Tampa has just grown in the past and in that period of growth a number of bad conditions have developed which today are causing much concern. Conditions that were either overlooked or considered of little concern a generation ago have now assumed a critical nature requiring attention. Some of the avenues of study that have been followed in reaching conclusions included in this report are: (1) the growth of the city by successive corporate area expansions and a study of area expansion by successive subdivision accretions; (2) an examination of recorded plats to ascertain a knowledge of subdivision practices from 1853 to date; (3) population growth and distribution; nativity and age grouping also the shifting tendency of the popula-

tion; (4) automobile ownership and uses; (5) traffic flow thru the streets of Tampa, both as to character and amount, and (6) street system as to available capacities and usefulness.

The many detailed studies made so far, while fundamental to the related phases of the comprehensive plan to be reported on subsequently, must be augmented and supplemented by other studies as the work progresses.

After a city has just grown for generations without the directive influence of an official plan many structural weaknesses and shortcomings appear. To correct them calls for many major operations requiring time, patience and money. After reading a plan report with its numerous recommendations, the average citizen is inclined to become cynical and pessimistic and label the whole business as a visionary, impracticable scheme. It costs money to mend the errors and shortcomings of the past, yet it is never too late to plan how to do the mending. Often times the enhanced values that follow the operation more than justify the cost. The lack of planning is what costs money. The average citizen becomes cynical and pessimistic because he fails to recognize in the plan, a long range program to be executed or realized over a period of years and then preferably within the range of the city's ability to pay. This long range aspect of the planning program coupled with the necessity of always keeping the plan a virile, active instrument are two points that must be impressed on every citizen and official. Whether Tampa corrects past mistakes or not, a continuing plan will be directive in preventing them in the future.

A city today is more than a corporate area. The city extends from the center outwards into the region adjacent and contiguous to the city. People who live in the outer fringe areas depend on the central city for the working places

and supplies. They use the central city's streets and avail themselves generally of the city's utilities and services. Because of this relationship between the city and its environs the planning studies have extended beyond the politically established city limit boundaries into the region of the county. In so doing it is fully realized that the city cannot impose any of its ideas or plans in the county areas. The city has a right to expect however that since the problems of the city and county have so much in common in those fringe areas that the forces of the two political subdivisions can by cooperation achieve the results so necessary and essential to both.

HISTORICAL AND GENERAL

In 1823 Fort Brooke was established on the site of the present city of Tampa at the mouth of the Hillsborough River on the east shore. In November, 1831, the Government established the first post office here and called it "Tampa Bay" which was shortened to "Tampa" in October, 1834.

Fort Brooke was established as a pioneer outpost because of the troublesome Indians in the country. At that time there was a direct trail between Fort Brooke and Fort Dade near Bushnell. In 1835 the Seminole Indians attacked a party of soldiers with sudden fury resulting in the well known Dade Massacre.

In 1842 at the close of the first Seminole War, Congress passed the Armed Occupation Act, offering homesteads below the Withlacoochee River of one hundred and sixty acres of land each. Many of Tampa's early settlers came at this time.

Hillsborough County was created out of Indian Territory in 1834 and the Federal census of 1840 listed a total of 4,522 people, white and colored, in South Florida. In the Tampa Bay area outside Fort Brooke there were but ninety-six.

The earliest real estate transfer recorded shows that on September 9, 1830, Phil Andrews deeded to Elizabeth McIntyre for \$900.00 "a certain tract on the waters of Hillsboro and Tampa Bays" containing nine hundred acres.

On February 12, 1849, Tampa was incorporated as a town, a move encouraged by the Federal Government thru the donation to the county of one hundred and sixty acres of land lying immediately north of the Fort Brooke reservation (See Plate II). This corporation was dissolved in 1852 but in September, 1853, another corporation was formed. A city charter however was not granted until July 15, 1887.

The first railroad came into Tampa over what is now the Atlantic Coast Line, in February, 1884. In 1889 the "Yulee" railroad, later to become a part of the Seaboard entered Tampa.

John Jackson, L. S., (Land Surveyor) probably defined the first plan of Tampa in 1853 (See Plate I). His plan provided for the subdivision into blocks, lots and streets, of that land lying between the Hillsborough River on the west, Jefferson Street on the east, Whiting Street on the south and Harrison Street on the north. This land included in the Jackson plat was part of the grant of land to Hillsborough County by the Act of Congress in 1849.

Mr. Jackson was a man of vision. His plan provided for streets eighty feet wide and blocks two hundred and ten feet square. Altho he knew nothing of the automobile, to him the present generation of motorists owe a debt of gratitude for the spaciousness of Tampa's down town street system. It is to be regretted that the owners and subdividers of land who followed Jackson did not emulate his example and extend his idea of spaciousness thruout the city.

Since the days of the Jackson plat when Tampa had a population of about three hundred, the city's growth and development has been steady, substantial and colorful.

No American city can any longer remain a single, selfish unit of life unaffected by influences and forces from without. The advent of the automobile, the construction of vast networks of hard surface highways and the coming of the airplane have changed the older concept of the city. Today the modern city is a focus in a tributary area whose resources contribute largely to the city's social and economic life and growth. And in this changing concept the central city has brought about a change in the economic life of the tributary area to which it has

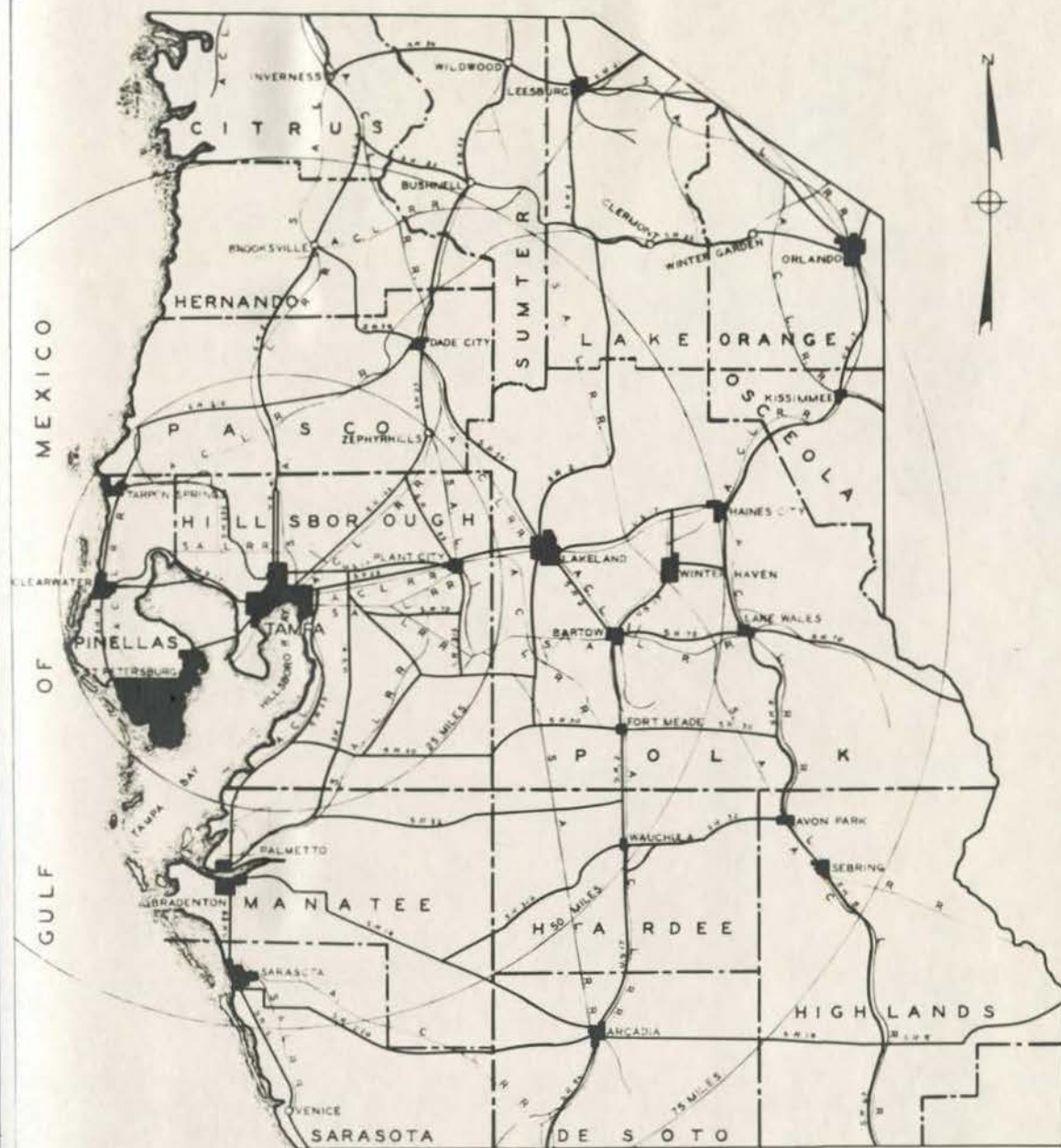
definite responsibilities. So in studying the city of Tampa, its problems and future possibilities one must consider the magnitude and extent of the tributary area as well as its affect, not only on the city's physical structure but also on its human and economic problems.

Tampa is today the central focus of an extensive productive region having a population (1940) of approximately 356,000, exclusive of Tampa (Plate III). It is an area of diversified products, products of the land (truck), grove (citrus), mine (phosphate and cement rock) and water (fish and sponges). It is also an area in which manufacturing is making rapid strides; one of the most promising, productive and remunerative tributary areas available to any Florida city.

Tampa is also the center of a region to which thousands of tourists and winter residents are attracted annually. From this source alone Tampa derives a substantial income.

In addition to the prominent position Tampa occupies in its own immediate tributary area it possesses those qualities necessary to make it America's outstanding connecting link between North and South America. It is Florida's outstanding ship building center, an important airport terminus and with the completion of the Henderson airport should be able to enter the Latin American export business in a big way.

In its tributary area within easy riding distance of Tampa are such cities as Plant City, Lakeland, Saint Petersburg, Clearwater, Tarpon Springs, Dade City, Brooksville, Bradenton, Sarasota, Lake Wales, Winter Haven, Bartow and others. Connecting Tampa with these cities are direct, well paved state and county highways which connect with the city's highway system.



MAP SHOWING
TAMPA AND TRIBUTARY REGION

CITY OF TAMPA
ZONING COMMISSION

THE SIMONS-SHELDRIK CO
PLANNING ENGINEERS
1941

PLATE. III.

ANNEXATIONS AND AREA GROWTH

How Tampa came into being from a small pioneer settlement around Fort Brooke has been shown. How it now as a metropolis serves a large tributary area with great possibilities has been alluded to. Now the area growth of the city itself will be considered. As cities become more mature and important they not only grow in population but their areas expand and develop. And it is by a study of these successive area growths that the physical structure of the city of today can be better understood. Successive area expansions are usually made to permit the extension of municipal functions and utilities into rapidly growing areas demanding them. Some times, too, area expansions have been made to increase a city's bonding capacity but such has not been the case in Tampa.

Plate IV illustrates the successive corporate area growth of Tampa, from the Jackson plat of 1853 to date. At the time of the Jackson plat, Tampa probably had a population of about three thousand people. The date of the first expansion was 1899, forty-six years after the Jackson plat and twelve years after the city's incorporation on July 15, 1887. This enlarged city of 1899 had grown to a population of about sixteen thousand, the area expansion bringing about one thousand people into the enlarged city.

As of its incorporation on July 15, 1887, the city had an area of 6.125 square miles of which 3.0 square miles was land and 3.125 square miles water.

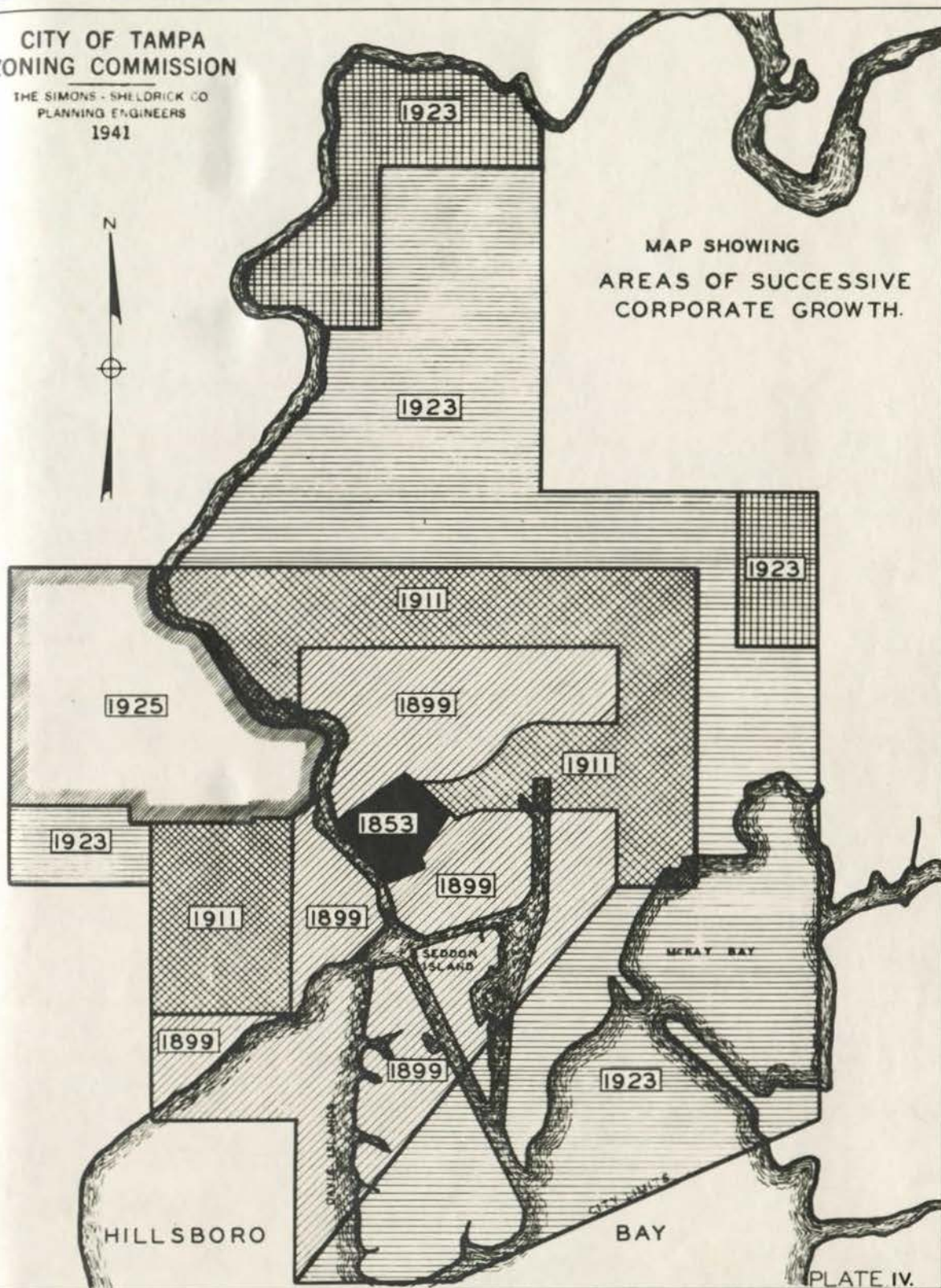
The area expansion of 1899 included large areas to the north, south and west of the original townsite. The segment to the north extended to Columbus Drive (Then Michigan Avenue) on the north and from the river and North Boulevard on the west to Twenty-Second Street on the east. The southern boundary of this

CITY OF TAMPA
ZONING COMMISSION

THE SIMONS - SHELDRICK CO
PLANNING ENGINEERS
1941



MAP SHOWING
AREAS OF SUCCESSIVE
CORPORATE GROWTH.



particular segment followed the Atlantic Coast Line railroad from Central Avenue to Twenty-Second Street. The western boundary of this expansion followed South Boulevard to the Bay and thence west along Jetton Avenue to Howard Avenue and thence to the Bay. The 1899 expansion also included the Garrison and the Hendry and Knight property to the south of the original townsite as well as that property on the east side of what is now the estuary, to Twenty-Second Street.

A study of this expansion reflects the trend of growth at that time. The Tampa Heights and Ybor City sections were added to the city, also the Hyde Park section, all of which were then being sub-divided and developed. Reference to the "Growth by Subdivisions" (Plate VI) shows an active interest in land subdivisions prior to the inclusion of these areas into the city in 1899. Notable among such land developments at that time were Bill's Addition to Tampa in 1899; Mitchell's Subdivision in 1883; Clark's Subdivision in 1883; Bourquandy Subdivision in 1888; Campbell's Sub in 1891; La Casa in 1894; Hyde Park Place in 1897; Washington Sub in 1886; Packwood Sub in 1894; Hayden's Sub in 1891, and others.

Not again until May of 1911, twelve years later, did the corporate area of Tampa expand. In this particular expansion the irregular boundary resulting from the expansion of 1899 was made more regular. The north limit of the 1911 city extended from the river eastward along Fribley and Twenty-Sixth Avenue to Thirtieth Street; the east limit extended south along Thirtieth Street from Twenty-Sixth Avenue to a point in McKay Bay near DeSoto Park and thence westward along Davis Street extended to the boundary of 1899. In this expansion program the areas between Howard Avenue on the west and South Boulevard on the east, Jetton Avenue on the south and the south limits of the then City of West Tampa were also

included.

By the expansion of 1911, 5.595 square miles were added to the corporate area, of which 4.680 square miles were land and 0.915 square miles were water. Therefore in 1911 the City of Tampa had a corporate area of 11.72 square miles of which about 4 square miles were water.

Singularly, the expansion of 1899 excluded the railroad properties west of the present Union Terminal, from the city, but these properties were added in 1911. The 1911 expansion again extended from the center outward bringing under city control an increasing number of new subdivisions. In this newly acquired area were such land subdivisions as Courier City (1903); Watrous (1903); Baywood (1904); West Hyde Park (1906); Luna Park (1906); Corronella (1905); Benjamin's 5th Add (1905); River Heights (1905) and others.

Between 1900 and 1910, Tampa experienced a period of intense population growth as will be shown subsequently, the population more than doubling.

The third and fourth areas of expansion came in 1923, twelve years following that of 1911. The larger of the two included areas was made in May of 1923, the smaller in November, 1923. The latter again made more regular the corporate boundary resulting from the preceeding expansion.

As a result of the two area expansions of 1923, 9.94 square miles were added to the corporate area, 7.44 square miles of land and 2.5 square miles of water. This expansion was by far the most ambitious yet undertaken, extending thruout to the present limits with the exception of the West Tampa area which was brought into the city in the fifth expansion of January, 1925. The expansion of 1923 extending north to the river included the rapidly growing Seminole Heights area. It also brought in the remainder of the industrial area around

Hooker's Point.

After the fifth expansion, the inclusion of the City of West Tampa, the corporate area of the City of Tampa comprised some 24.10 square miles of which 17.49 square miles were land and 6.61 square miles water.

During 1924-1926 the Davis Island development was in process. As a result of this work the water area was slightly decreased and the land area increased. As of July 1, 1929, therefore the gross area of 24.10 square miles was divided between 19.00 square miles of land and 5.10 square miles of water.

Another expansion effort was made in December, 1925, whereby an additional 148.76 square miles would have been brought into the city but this annexation was annulled on June 4, 1926 (See Chancery Order, Book #45, Page 91).

TABLE I

<u>DATE</u>	<u>LAND AREA</u>	<u>WATER AREA</u>	<u>TOTAL AREA</u>
7-15-1887	3.00 square miles	3.125 square miles	6.125 square miles
5-31-1911	4.68 square miles	0.915 square miles	5.595 square miles
5-31-1923	5.60 square miles	2.500 square miles	8.100 square miles
11-27-1923	1.84 square miles	0	1.840 square miles
1-1 -1925	2.37 square miles	0.070 square miles	2.440 square miles
TOTAL	17.49 square miles	6.610 square miles	24.100 square miles
7- 1-29	*19.00 square miles	5.100 square miles	24.100 square miles

*Difference 966.4 acres from water to land on Davis Islands.

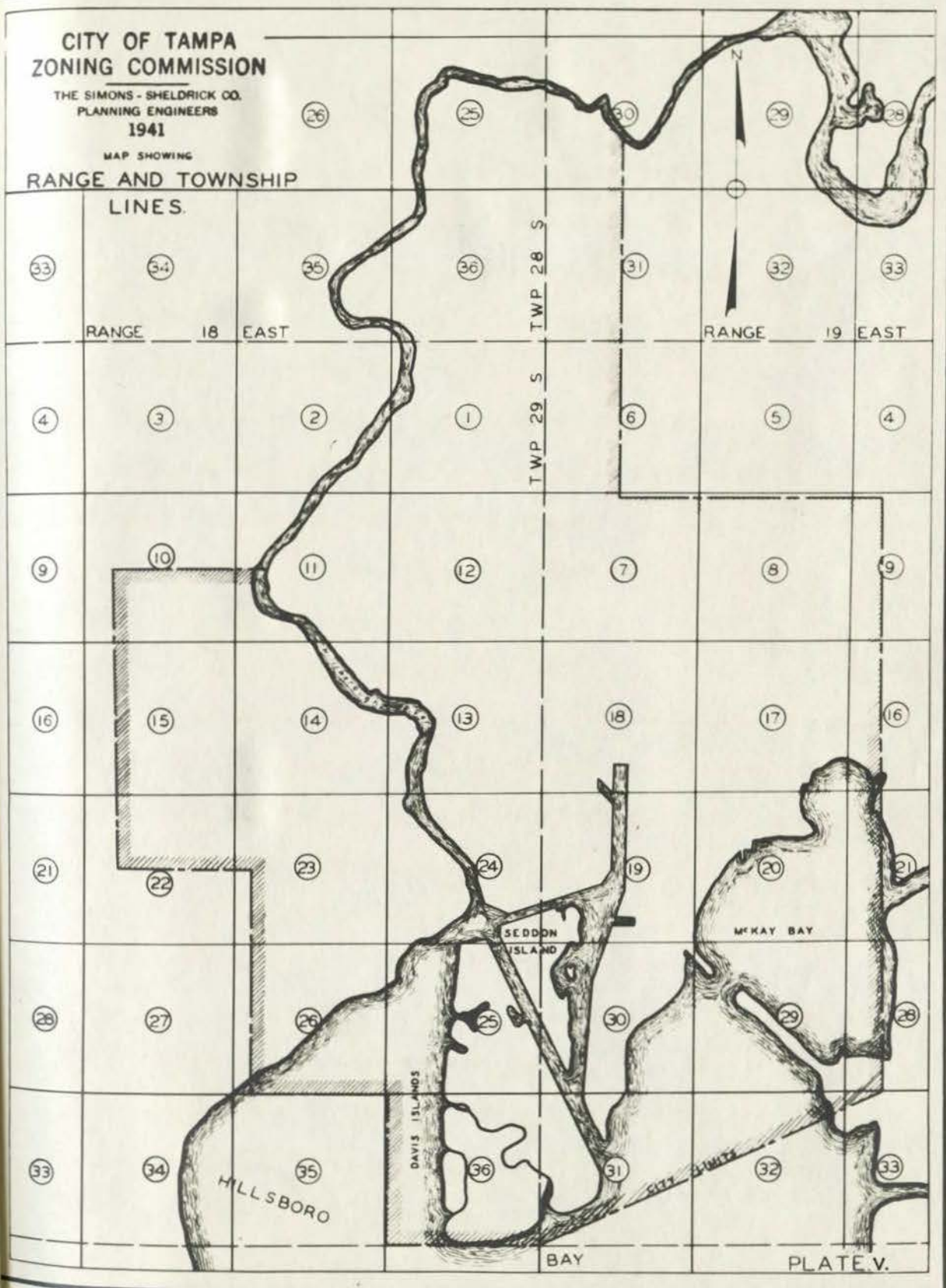
From this will be observed how the corporate area of Tampa grew from a little nucleus in 1853 to its present corporate area of 1941.

CITY OF TAMPA
ZONING COMMISSION

THE SIMONS - SHELDRIK CO.
PLANNING ENGINEERS
1941

MAP SHOWING

RANGE AND TOWNSHIP
LINES.



LAND PATTERN

A study of the successive corporate area expansions in conjunction with land subdivisions therein, is interesting. Generally speaking the range and township lines as defined by the original government land surveys made in the middle eighteen hundreds, form the basic framework around which the entire city has been built (Plate V). From this basis the gridiron plan of street and block design was followed. Nebraska Avenue follows the Township line separating Ranges 18 and 19 East. One-half mile west of Nebraska Avenue and paralleling it from the Hillsborough River to Twiggs Street, is Florida Avenue and a mile west of Nebraska Avenue on the section line is North Boulevard. To the east of Nebraska Avenue one mile distant is Twenty-Second Street extending north and south with Fifteenth Street on the half-section line. About one mile west of Boulevard is Armenia Avenue. Hillsborough Avenue extends east and west on the range line between Townships 28 and 29 south. North one mile from Hillsborough Avenue is Sligh Avenue; one mile south is Buffalo Avenue; two miles south is Columbus Drive and three miles south is Cypress Street. Swann Avenue is four miles south of Hillsborough Avenue. Thus is constituted the basic highway framework of the city.

Plate VI shows definitely how land development proceeded throughout the years. The gridiron pattern was faithfully and uniformly maintained until the twenties when more spacious land planning practices were followed particularly in those areas of the Interbay section outside the city. Fractions of sections and resubdivisions of subdivisions were the rule of the early years. In this connection it is well to emphasize that as subdivisions followed each other in rapid succes-

sion developers apparently paid little heed to what had been done by their neighbors. In some instances the street alignments defined by one developer were not continued by the adjoining developer, or if continued at all, only after the creation of a jog in the street. Lot dimensions and areas likewise were not followed uniformly thruout the early land pattern, some developments affording ample space, others insufficient (Plate VII).

More than fifty per cent of the present corporate area has been existant since 1923. Had the city at that time during the boom, adopted rules regulating the subdivision of lands within the city, many of the difficulties encountered at present could have been avoided.

The land area of Tampa now comprising some 12,160 acres is divided for the most part into blocks and streets. 9,300 acres or about 77% is devoted to blocks which are subdivided into some 45,000 lots or about 4.85 lots per acre. Of the 9,300 acres, 4,730 are occupied by structures which means that 50% of the subdivided area is occupied, leaving most of the remainder available for future growth. In addition to the land subdivided into lots and blocks there are some 2,860 acres or 23% devoted to streets and alleys.

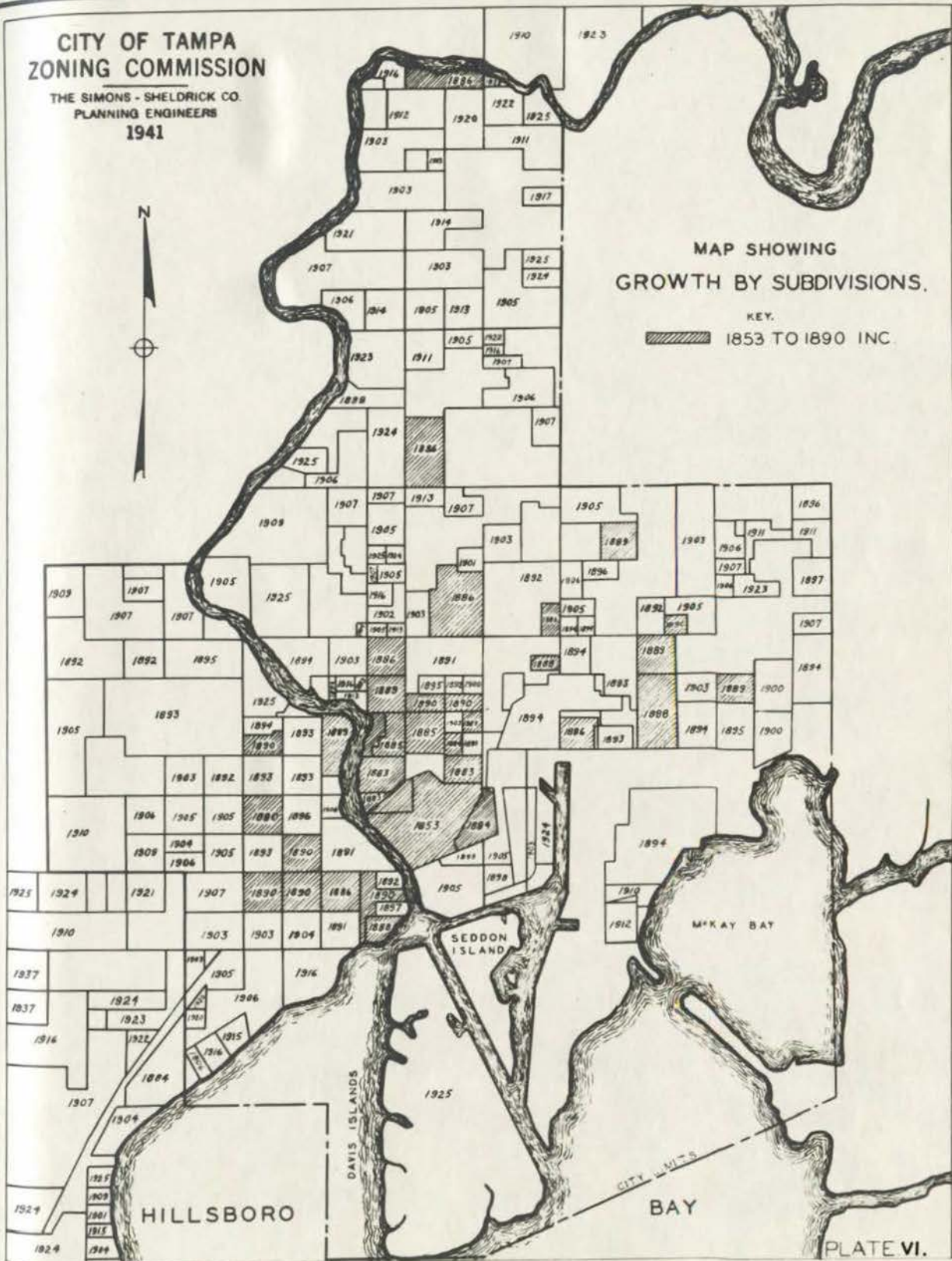
CITY OF TAMPA ZONING COMMISSION

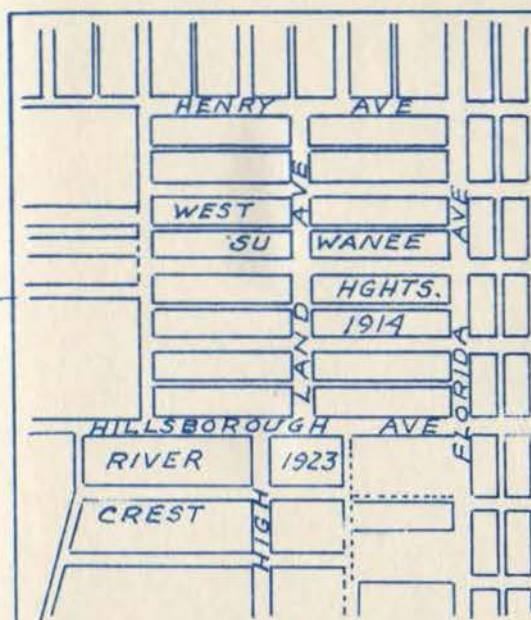
THE SIMONS - SHELDRICK CO.
PLANNING ENGINEERS
1941



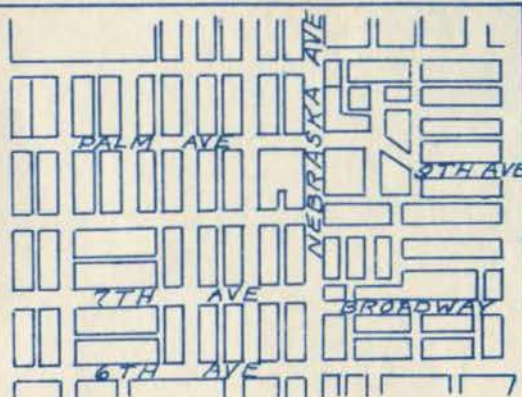
MAP SHOWING GROWTH BY SUBDIVISIONS.

KEY.
1853 TO 1890 INC.

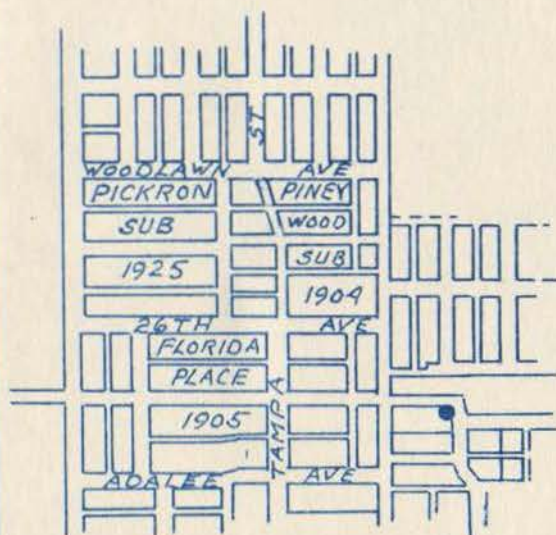




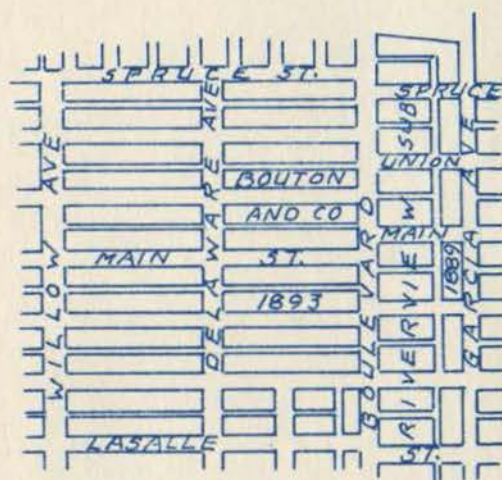
A



B



C



D

SUBDIVISION DEFECTS. DEAD ENDS, JOGS.



- A Several Subdivisions in vicinity of Highland Ave and Hillsborough Ave.
- B Subdivisions in vicinity of Nebraska Ave and Broadway.
- C Tampa St. through several subdivisions in vicinity of 26th Ave and Woodlawn Ave.
- D Subdivisions in vicinity of Boulevard and Lasalle Sts.

POPULATION GROWTH

In contemplating a plan for the future of any city, particularly a plan of major streets, it is not only necessary to learn how the city's area came into being and expanded and what land subdivision practices were followed, but it is essential to know something of how the city increased in population and how the population was distributed and settled over the area. And in this connection population studies had to be extended into the region adjacent and contiguous to the city. Where people settle, how densely they settle and their migratory trends from year to year influence the street and utility provisions of the city, also indicate where provisions for future facilities must be made.

People collect together in a locality to work and live. The number of people settling in any area depends on the availability of employment, the distance from work, the economic status of the people and the desirability of the environment as a dwelling place.

Tampa, from its establishment as Fort Brooke, has experienced a steady substantial growth. Its population as reported by the United States Bureau of the Census as of April 1, 1940, was 108,391. Diagram I graphically portrays the growth of Tampa by decades since the first federal census of 1870. The decade of greatest growth was that from 1920 to 1930 during which a population increase of 49,553 was recorded. During that decade the city assumed its present corporate area. Table II depicts how Hillsborough County and the City of Tampa have grown in population.

POPULATION GROWTH TAMPA AND HILLSBOROUGH CO.

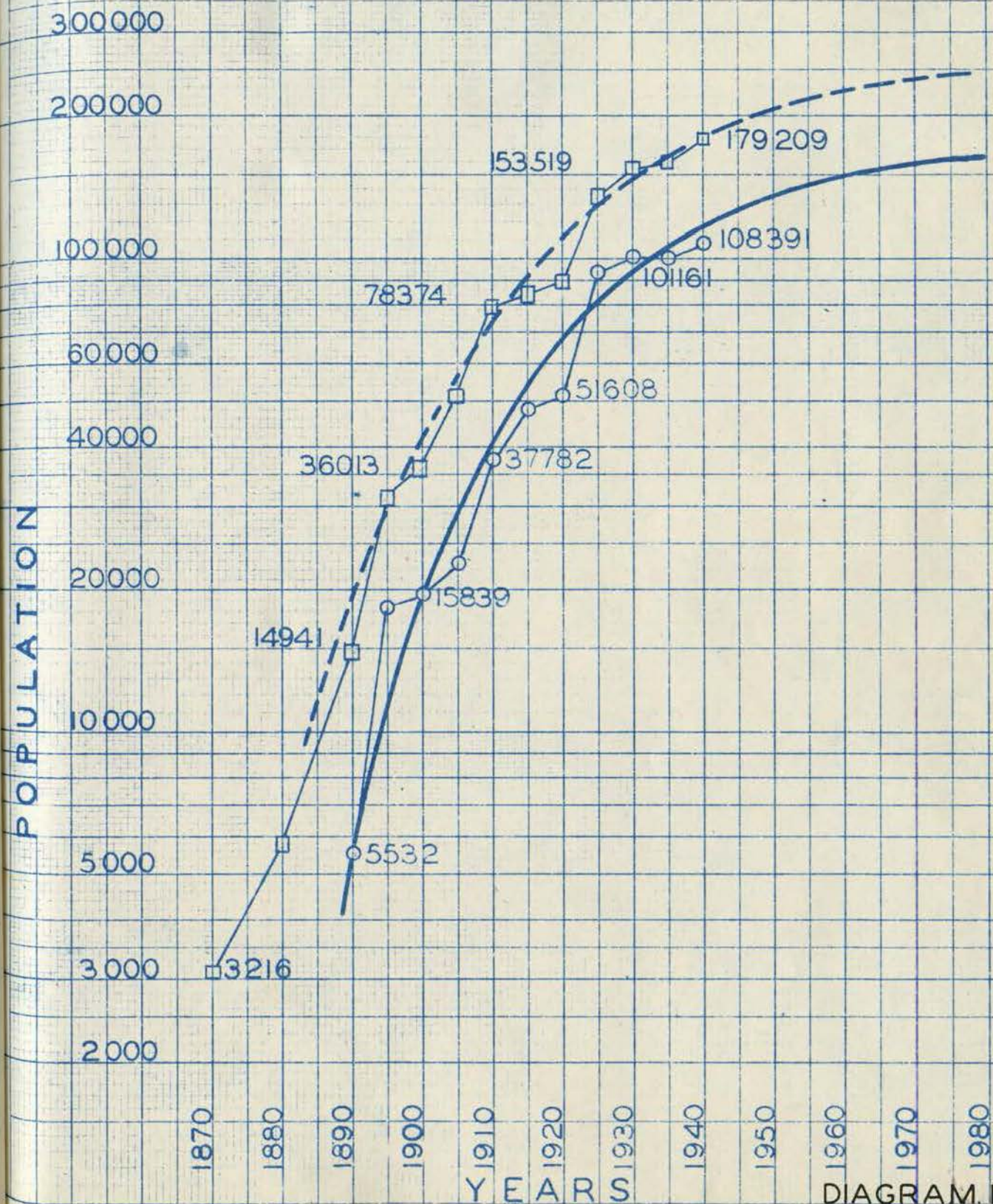


DIAGRAM I.

TABLE II

	<u>HILLSBOROUGH COUNTY</u>	<u>CITY OF TAMPA</u>	<u>INCREASE</u>	<u>PERCENT INCREASE</u>
1840	4,522	--		
1850	2,377	--		
1860	2,981	--		
1870	3,216	796		
1880	5,814	720	- 76	
1890	14,941	5,532	4,812	670%
1900	36,013	15,839	10,307	190%
1910	78,374	37,782	21,943	130%
1920	88,257	51,608	13,826	37%
1930	153,519	101,161	49,553	95%
1940	180,148	108,391	7,230	7%

Altho the decade, 1930-1940, reflected a retarding rate of population growth within the corporate area, Tampa had the experience of many other cities thruout the country - namely, a shifting of population from the center outward toward and beyond the fringe. The tendency of people to get out into the open spaces away from the city illustrates the influence of the automobile and good highways on the future of the city. Because of this tendency any major street plan defined for the city must be extended into the environs of the county.

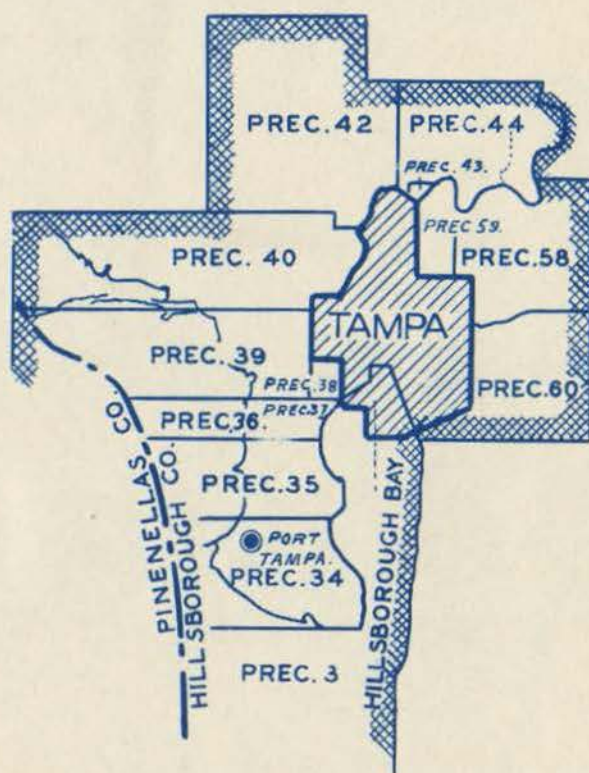
City limit lines mean nothing today in a consideration of a city's problems. To comprehend trends and their magnitudes and meanings one is obliged to think in the broader terms of the metropolitan area. Because of this growing tendency the Tampa Zoning Commission endeavored unsuccessfully to have a law proposed to the 1941 Florida legislature to permit the extension of the planning effort into

the county areas contiguous to the city - an area that urgently needs such control now.

The population in the metropolitan area (corporate area and tributary outside city as defined by the United States Census Bureau, Plate VIII), should be considered as the population of Tampa rather than that recorded only within the corporate area. Then too, the latter figure (108,391) is as of April 1, 1940. Since that date Tampa has been the center of intensive military and defense industrial activities of increasing importance that are responsible for a population increase of large but unknown quantity.

The United States Bureau of the Census in recognition of the metropolitan aspects of the situation has given population figures for the corporate area of Tampa and also for the contiguous area in Hillsborough County which they designate as a part of Tampa's regional area. According to figures recently furnished by the United States Bureau of the Census, and as of April 1, 1940, Tampa and the area in Hillsborough County contiguous thereto had a population of 142,004. Subtracting from this the population of Tampa (108,391) the area around the fringe had a population of 33,613. In 1930 this same area had a population of 24,564. From this it would appear that the area outside of and around the city experienced a population increase of 9,049 in the decade 1930-1940; an increase, incidentally, which was greater by nearly 2,000 than that within the corporate area.

In contemplating the future growth and development of the city, a number of problems arise. How much land is available within the city for future occupation by dwellers, in what areas or sections has the growth and development been most active, what have been the trends of land occupation and uses in the city and the



MAP SHOWING
METROPOLITAN AREA
OF
TAMPA
AS DEFINED BY THE U.S. BUREAU
OF THE CENSUS
1940.

CITY OF TAMPA ZONING COMMISSION

THE SIMONS - SHELDRIK CO.
PLANNING ENGINEERS

1941

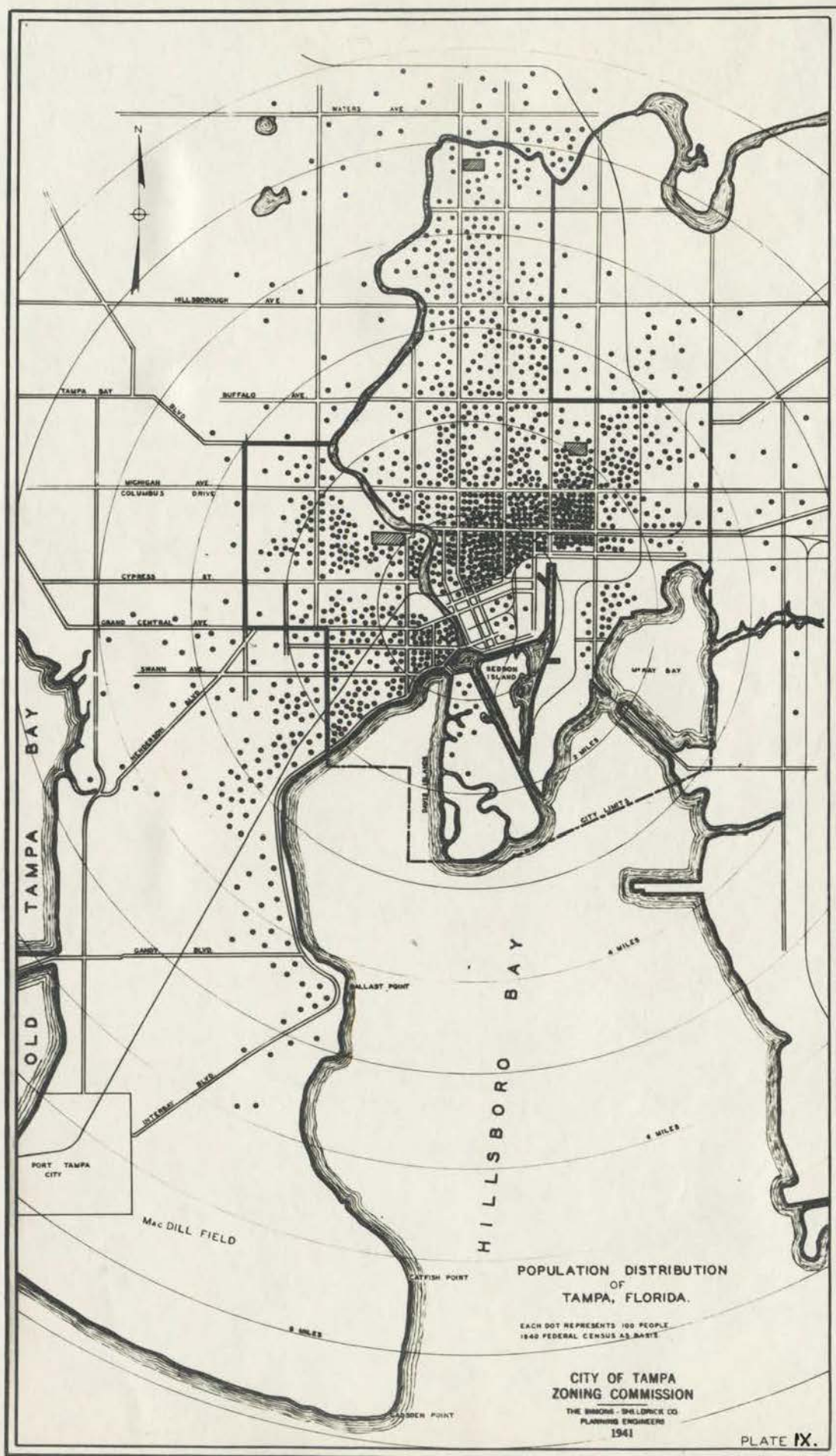
PLATE.VIII.

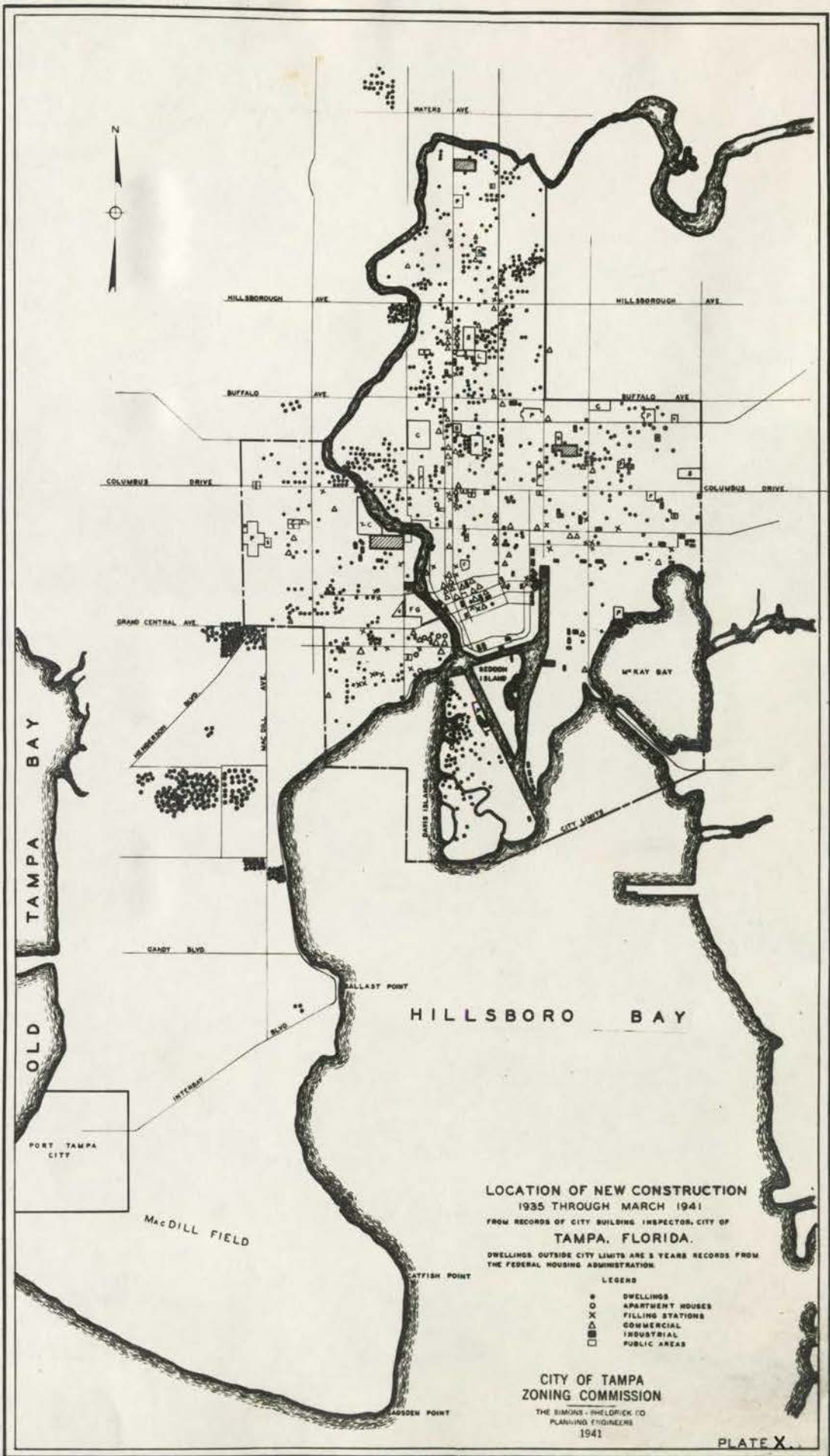
area outside and what are the population characteristics of the several areas comprising the city.

To attempt an answer to these questions several specific studies were made, namely, the distribution of population in the city and area contiguous thereto, the new construction experiences during the past several years; the shifting or drifting of population from one area to another and the characteristics of the population as regards age groupings and nativity. To determine how the population of Tampa is distributed and how it is shifting the census records of four decades (1910, 1920, 1930, 1940) were studied by census enumeration districts - there being more than one hundred such districts within the corporate limits of the city. The distribution of the 1940 population both inside and outside the city is graphically shown on Plate IX.

Granted that the shift of population growth in Tampa has been toward the fringes, in what direction is the trend most pronounced? Casually one might say that the direction of the most pronounced trend has been toward the south and southwest. This is only partially true as an examination of Plate X will reveal. This plate and the information shown on Diagram II resulted from an analysis of all building permits issued by the City Building Inspector during the past five years and to March 1, 1941, also from a study of all residential loans insured by the Federal Housing Administration outside the city limits in the past three years.

The construction of new dwellings in Tampa has been especially active in the northern part of the city in and around the Seminole Heights section, one that incidentally is now almost wholly dependent on Florida and Nebraska Avenues for direct access to and from the central business area. The growth in the areas to





TABULATION OF PERMITS		
YEAR	VALUE	NO.
1930	1,334,359	2522
1931	706,533	2498
1932	425,092	1561
1933	400,104	2084
1934	440,475	2298
1935	953,197	2378
1936	1,231,734	2443
1937	2,066,958	2484
1938	1,276,804	3481
1939	2,271,157	3217
1940	4,127,519	3353

COST IN MILLIONS

PROGRESS OF BUILDING CONSTRUCTION CITY OF TAMPA. 1930 - 1940

■ DWELLINGS
 ▨ HOUSING PROJECTS
 □ MISCELLANEOUS

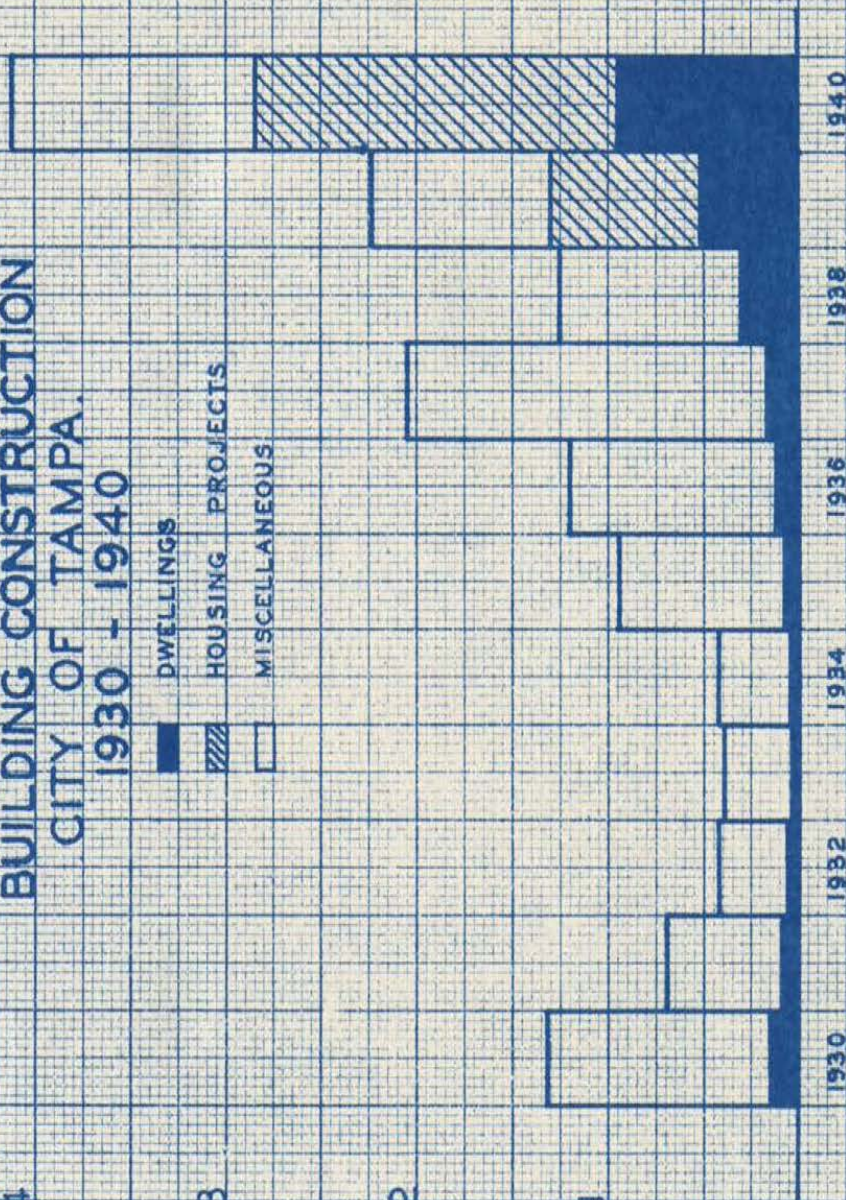


DIAGRAM II.

the west and southwest have also been active and with the passing of years the intensity of this growth will probably be accelerated. The availability of favorable residential building sites is becoming more limited in the northern areas into which much unfavorable commercial enterprise has intruded. The areas to the west and southwest are more spaciouly laid out and many are now deed restricted against commercial and industrial intrusion.

It is noteworthy that the records reveal that the average cost of a dwelling in the areas to the north is less than that in the areas to the south and southwest.

The population records of three decades studied by census enumeration districts reflect another interesting development. During the decade 1930-1940 the Ybor City area has shown a reduction in population as has the West Tampa area also. Reference to Plate X shows that in these respective areas new construction has not been as abundant as elsewhere. Population reductions in these particular areas may be due to the socio-economic problem surrounding the Latin people of Tampa, a subject that will be given more consideration in a subsequent phase of this planning study. Population reductions have also been noted in the older original area of the city south of LaFayette Street and in the area south of Columbus Drive between Nebraska Avenue and Fifteenth Street.

To observe how areas contiguous to the central business and industrial areas have reacted in the past thirty years reference should be made to Diagram III. In the areas represented on this Diagram there has to a great degree been a normal replacement of residential uses by business or industrial uses. In this process of change however from residential to business the seeds of blight have been sown which are maturing in the form of run-down properties, boarding houses and decreased

values. This subject of blight will also be treated in a subsequent phase of this comprehensive planning study.

From observations already made it is quite apparent that provisions for Tampa's future growth will be predominately in the west and southwest with still considerable development to continue in the northern areas and to the northwest. Provisions must also be made for a more pronounced activity in that area surrounding Palmetto Beach and DeSoto Park to the east of the industrial areas.

Altho in the past industrial concerns, principally cigar factories, have been scattered thruout the city the current trend and the trend in the future will be to centralize industrial enterprises along the estuary and the railroads. The industrial area east of and tributary to Thirteenth Street and south of and along Second Avenue to the east is well defined. Another limited area for industrial development possibly of a better type is located west of the river along Rome Avenue north to Columbus Drive. Already considerable small industry has entered this area.

Racially, Tampa is unique among American cities. No other city has numbered among its residents, relatively speaking, a greater percentage of people of Latin derivation. Because the 1940 figures are not yet available, studies had to be confined to records of 1910, 1920 and 1930. In 1910, 23% of Tampa's population was born in either Spain, Cuba or Italy; in 1920 this percentage had dropped to 17.5% and in 1930 to 11.6%. Altho these percentages declined due to the greater influx of Anglo Saxons the actual numbers of foreign born from these countries increased from 8,715 in 1910 to 11,723 in 1930. In addition to these people of foreign birth, the number of native born of foreign or mixed parentage of these countries was 17,512 in 1930. In other words 29% of Tampa's 1930 population could be designated

as Latin in 1930 and doubtless that same percentage still prevails. The Latin population of Tampa resides predominately in the Ybor City area however even here there is a tendency to drift into other areas particularly that west of Nebraska Avenue and north of Seventh Avenue.

In 1930 the colored population of Tampa numbered 21,172 or about 21%. Reference to Plate XI shows areas in which the colored population lives. Within the past two years since the completion of Boulevard Homes - the colored housing project - on Spruce Street in the former West Tampa section - many of the colored population have been migrating thereto. These several colored areas act as directives in considering the growth and development of the city.

In recent years much has been written and said to the effect that our nation and the cities in it are going to be predominately of older people. To see how true that is in Tampa Diagram IV is presented, showing that even Tampa has a trend towards older age groups.

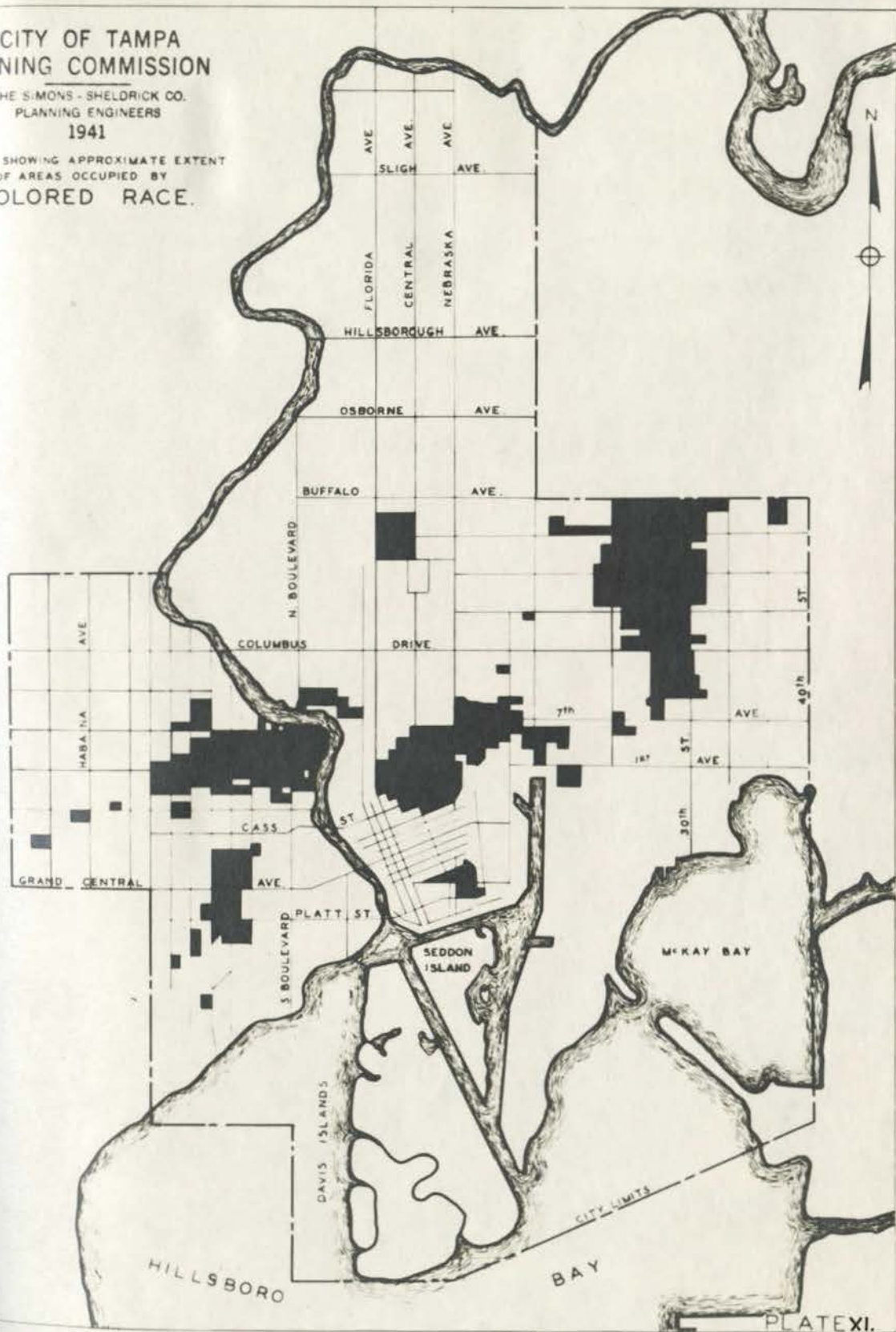
To this point the existing trends and directives in the life of Tampa have been unfolded, areas in which land is being rapidly consumed by dwellings, areas which are being directed principally to industrial enterprise and areas that are experiencing a reduction in population. Opposing this picture are the increasing improvements and demands resulting from the impact of defense industry and military enterprises and the resultant effects of commerce from a large rapidly growing tributary area - all of which impart new meanings to and new demands on a community's utility systems.

As the needs of a city's street system are evaluated its ultimate requirements must be visualized. Among them is the utilization of lands. In different sections of the same city land will be used at varying rates of intensity. This

CITY OF TAMPA ZONING COMMISSION

THE SIMONS - SHELDRIK CO.
PLANNING ENGINEERS
1941

MAP SHOWING APPROXIMATE EXTENT
OF AREAS OCCUPIED BY
COLORED RACE.



TREND OF AGE GROUPINGS 1910 - 1920 - 1930

PERCENT OF
POPULATION



UNDER 20 YEARS



21-44 YEARS



OVER 45 YEARS

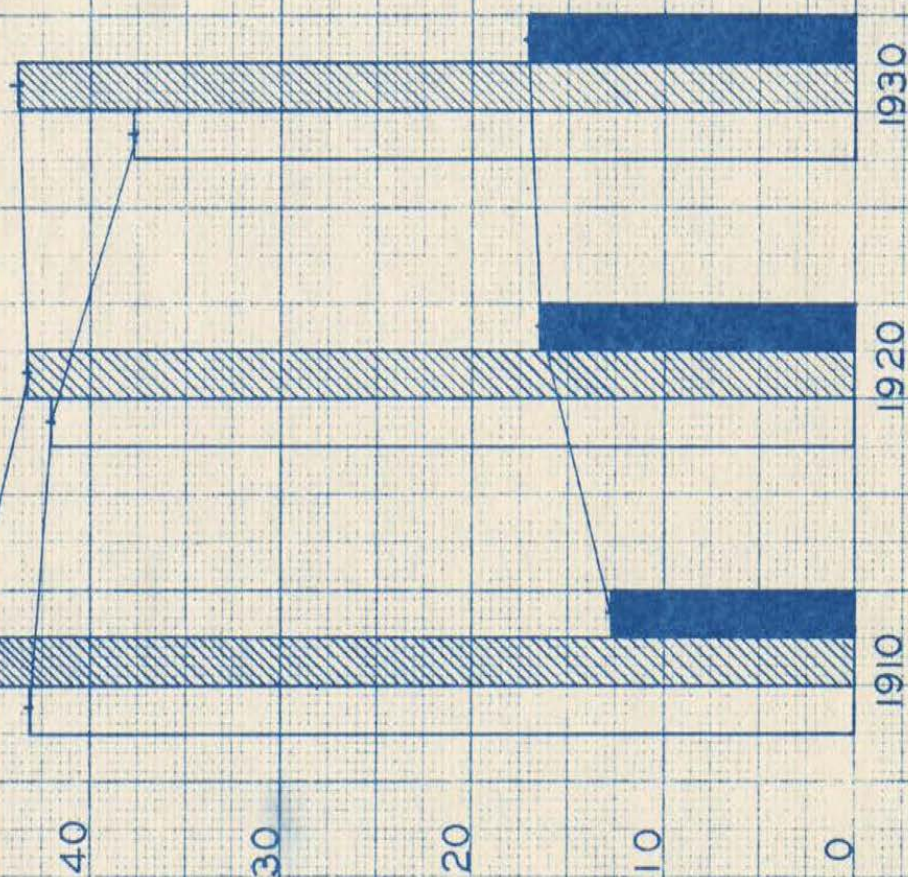


DIAGRAM. IV.

intensity of use is of considerable importance.

In that area north of Buffalo Avenue the density of actual land use is between seventeen and twenty people per acre, or about four to five families per acre.

In the area between Buffalo and Columbus Drive the density of actual land use approaches twenty-four people per acre.

In that area between Columbus Drive and First Avenue and between the city limits and Nebraska Avenue - an area that includes most of Ybor City - the density of land use rises to thirty-four people per acre. Approaching the central business district from Nebraska Avenue on the east and Columbus Drive on the north the density approaches forty-three people per acre - this large figure being due to the high degree of saturation in the "Scrub" which has a population in excess of 6,000.

West of the river the density of population follows a more nearly uniform tendency. In that area north of Cypress Street - much of which is the former city of West Tampa - the density is about twenty-eight people per acre. In that area south of Cypress Street and west of the river the density is twenty-four people per acre. In the Hyde Park section, south of Grand Central and east of South Boulevard the density is twenty-three people per acre.

The average density of population on developed lands for the city as a whole approaches twenty-three people per acre. This figure is less than 34.4 the mean average of some sixteen representative American cities. An analogous density figure for Knoxville, Tennessee, is 28.1.

This interesting information which will be further exploited in the subsequent Zoning studies confirms the graphic presentation on Plate IX showing

the Distribution of Population in Tampa. It shows that there is a greater tendency on the part of people generally to acquire and utilize larger plots on which to build and thereby avoid the congestion that has come in the past from building on lots too small.

An analysis of the corporate area of Tampa reveals that the city is divided into 45,362 lots of which more than 43% have frontages of fifty feet and about 70% have depths of less than one hundred and twenty-five feet. In other words the average dwelling building lot in Tampa has an area averaging 5,000 to 6,000 square feet.

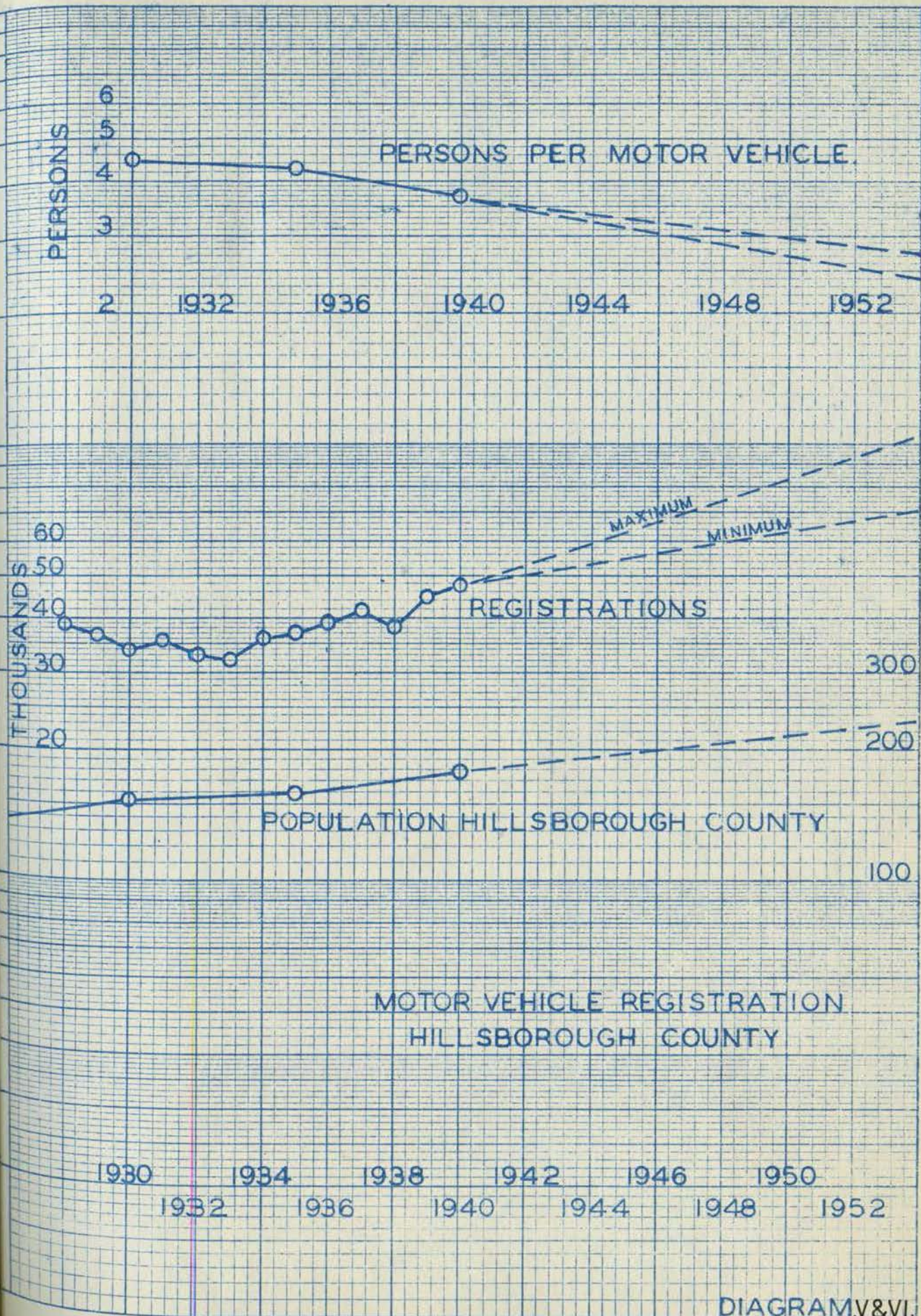
AUTOMOBILE REGISTRATION

Automobiles plus people make traffic. The greater the number of automobiles congregated in a confined area the greater and more complex the traffic problem.

With the advent of the automobile came the good road. As the number of automobiles increased, the mileage of hard surfaced highways increased and increasing numbers of people began to circulate to see what the other fellow was doing. Increased speed of millions of automobiles and the introduction of freight haulage by truck produced wider, more direct highways with banked curves. And in recent years the super highway, free way, clover leaves and other features of highway design have come into use to insure speed with safety. It is truly the era of the motor.

In 1905 there were only 78,800 registered motor vehicles in the United States; thirty-five years later in 1940 there were more than thirty-two million registered motor vehicles traveling the highway network of America. In 1919 there were only 55,400 motor vehicles registered in Florida; in 1940 there were nearly 500,000 registered. In 1928 there were 38,932 passenger cars registered in Hillsborough County; in 1940 there were 48,323. Such is the picture of the universal ownership and use of the automobile in the United States, in Florida and in Hillsborough County.

In 1930 there were in Hillsborough County 4.5 people to every registered passenger car; in 1940 this figure had been reduced to 3.7. In other words there now is the equivalent of a registered passenger car to every family in Hillsborough County. Diagrams V and VI illustrate these data about automobile registration versus population in Hillsborough County. Besides a 1940 registration of 48,323



passenger cars in Hillsborough County there were 7,373 trucks registered. Truck registration increased from 6,440 in 1928 to 7,373 in 1940.

THE STREET SYSTEM

The street system of a city is the structural framework around which the city is built. Streets are channels thru which the life of the community flows. Just as in the structural framework of a building some members are lighter and of less importance than others, so it is in the street system of a city. Some streets are of much greater importance and exert a greater influence on the life and growth of a city than others; some streets are of a minor importance only.

In a previous part of this report the land subdivision pattern of the city and the relative locations of certain channels of travel were discussed. Plate VI pictured how the city area was developed subdivision by subdivision. An examination of the existing streets of the city considered as parts of individual subdivisions reveals how most of the dead ends, jogs, offsets, various street widths and numerous discontinuous streets came about. Some of these typical defects are illustrated in Plate VII. Altho numerous illustrations showing the effect of subdivision practices on street alignment can be found, one in particular will be referred to. Tracing Highland Avenue from its southern to northern extremity, it will be noted that it traverses at least twenty-two subdivisions. In this distance there are a number of changes in width and at least fifteen jogs. Thru one subdivision it was omitted entirely. These defects appear thruout its length primarily because the several subdividers of property en route failed to follow each others street alignment.

Streets throughout the Jackson plat of 1853 have a generous width of eighty feet. Unfortunately because those land owners who subdivided lands adjoining

the Jackson plat did not follow its fine example, motorists traveling in the areas just north of this plat now have to contend with narrow streets, dead ends and jogs.

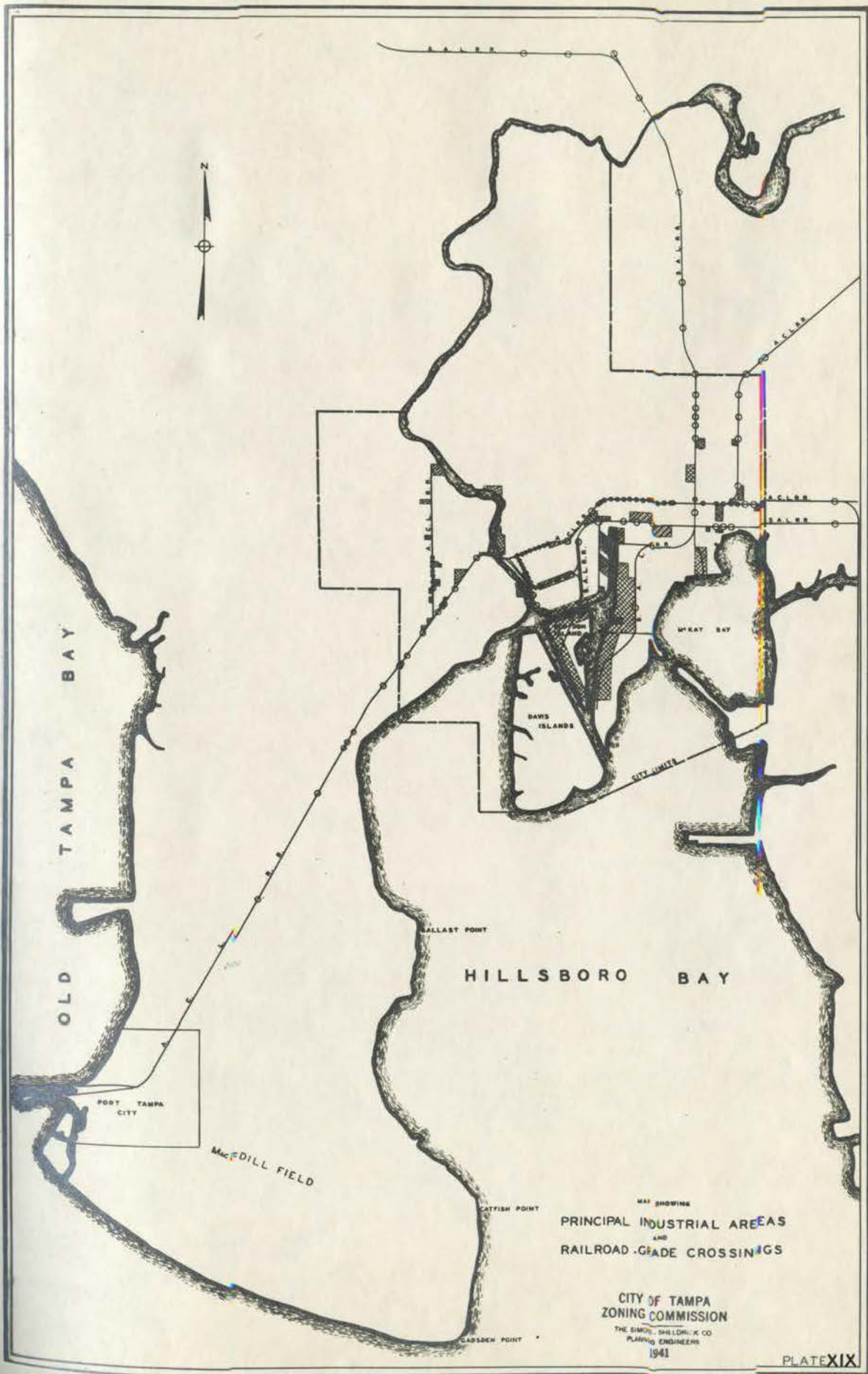
Thruout the City of Tampa the gridiron system has been adhered to rigidly. Dedicated street rights of ways are available to practically every section of the City but such is not the case of surfaced roadways.

Tampa is more fortunate in its definition of cross town streets than in its radial arteries. However, even the cross town streets are frequent and well spaced in many cases they have insufficient widths and are beset by jogs and offsets.

Only four main arteries extend from the outside regions direct and straight into the city's central business district, namely, Florida Avenue, Nebraska Avenue, Grand Central Avenue via LaFayette Street and the Bayshore Boulevard via Platt Street. There is a marked deficiency of direct radial arteries from the north-east, east and southeast. Traffic from these directions must negotiate sharp turns, jogs and grade crossings before it can reach the down town area. This condition is readily apparent if the routings of the following State and Federal roads into Tampa are traced - State Road #156 from the northeast, State Road #23 from the east and Federal Highway #541 from the southeast.

This condition is caused somewhat by the location of the railroad terminal and the railroad lines entering such terminal. Whereas the railroads do not constitute as great a problem in Tampa as they do in some other cities they nevertheless contribute traffic circulation hazards and confusion. Plate XIX shows the location of the principal railroad lines and spurs and the more than seventy-five railroad crossings in the City.

Not only do the main lines entering the City from the east result in many



OLD TAMPA BAY

PORT TAMPA CITY

MacDILL FIELD

BALLAST POINT

HILLSBORO BAY

CATTISH POINT

CASDEN POINT

MAP SHOWING
PRINCIPAL INDUSTRIAL AREAS
AND
RAILROAD GRADE CROSSINGS

CITY OF TAMPA
ZONING COMMISSION
THE SIMON, SHILDKIN & CO.
PLANNING ENGINEERS
1941

PLATE XIX

hazardous crossings in the heavily traveled areas but the main line of the Atlantic Coast Line Railway extending to Port Tampa and running right thru the down town area via Polk Street and the southwest thru heavily settled and potentially good residential areas causes the dislocation of traffic, dangerous crossings and many dead end streets.

Many dead end streets are found in the Tampa street system but only a few are encountered in the major street system, notably Franklin Street, Tampa Street, Cass Street, Platt Street, Second Avenue and Fourth Avenue. Proposed openings and extensions of the first two are set out in the major street plan. The opening of the latter two to the west may ultimately be necessary in the future.

A street width is considered as the dedicated distance measured at right angles between property lines. Outside of the central business district few streets in Tampa have widths in excess of eighty feet and many have widths of less than fifty feet. Plates XII and XIII show the widths of the paved roadways. Apparently Tampa has had no standard street cross sections to follow thru all of its years of growth resulting in many uneconomic street widths and paved roadways. For example, the following table indicates the many pavement widths now prevailing in the city.

TABLE III

<u>26' OR LESS</u>	<u>36' OR LESS</u>	<u>56' OR LESS</u>	<u>OVER 56'</u>
12	27	38	58
15	28	40	60
16	29	41	64
18	30	42	70
20	31 $\frac{1}{2}$	43	103
24	32	44	
25	33	48	
26	34	49	
	35	50	
	36	52	
		54	
		55	
		56	

It is recommended that in planning its future roadway construction and widening programs that the City observe certain recognized permanent cross sections developed in multiples of traffic lanes. It is recognized almost universally that a parked vehicle requires a lane of eight (8) feet while a moving one requires a lane of ten (10) feet. Therefore the following cross sections are advisable:

(A) Primary Streets. Width 80 feet.

1. Roadway Width (56 feet). 2 parking lanes of 8 feet each, and 4 moving lanes of 10 feet each, or a total roadway width of 56 feet.
2. Roadway Width (36 feet). 2 parking lanes of 8 feet each and 2 moving lanes of 10 feet each or a total roadway width of 36 feet.

(B) Secondary Streets. Width 60 feet.

1. Roadway Width (36 feet). 2 parking lanes of 8 feet each and 2 moving lanes of 10 feet each or a total roadway width of 36 feet.

(C) Minor Streets. Width 50 or 60 feet.

1. Roadway Width (26 feet). 2 parking lanes of 8 feet each and 1 moving lane of 10 feet or a total roadway width of 26 feet.

According to information furnished by the City Engineer there are within the corporate area of Tampa 460.96 miles of streets of which 318.66 miles are surfaced in one way or another. The surfaced streets are divided as follows: Permanent Pavements, 233.08 miles; shell surface, 39.58 miles and mixed in place, 46.00 miles. Of the permanent pavement, 107.76 miles are asphalt block, 90.13 miles brick, 32.21 miles sheet asphalt and 2.55 miles concrete.

The deficiencies in the present street system occasioned by narrow widths, dead ends and jogs have unquestionably directed the burden of traffic flow to a

few direct streets. They have also retarded traffic flow with equal facility to some parts of the city and thereby handicapped developments in those areas.

At the present time the Hillsborough River is crossed by eleven bridges located at Platt Street, LaFayette Street, Cass Street, Fortune Street, Garcia Avenue, Columbus Drive, Hillsborough Avenue, Sligh Avenue, Florida Avenue, Nebraska Avenue and Fortieth Street. In addition to these bridges is one extending from the mainland to Davis Islands and a railroad bridge to Seddon Island.

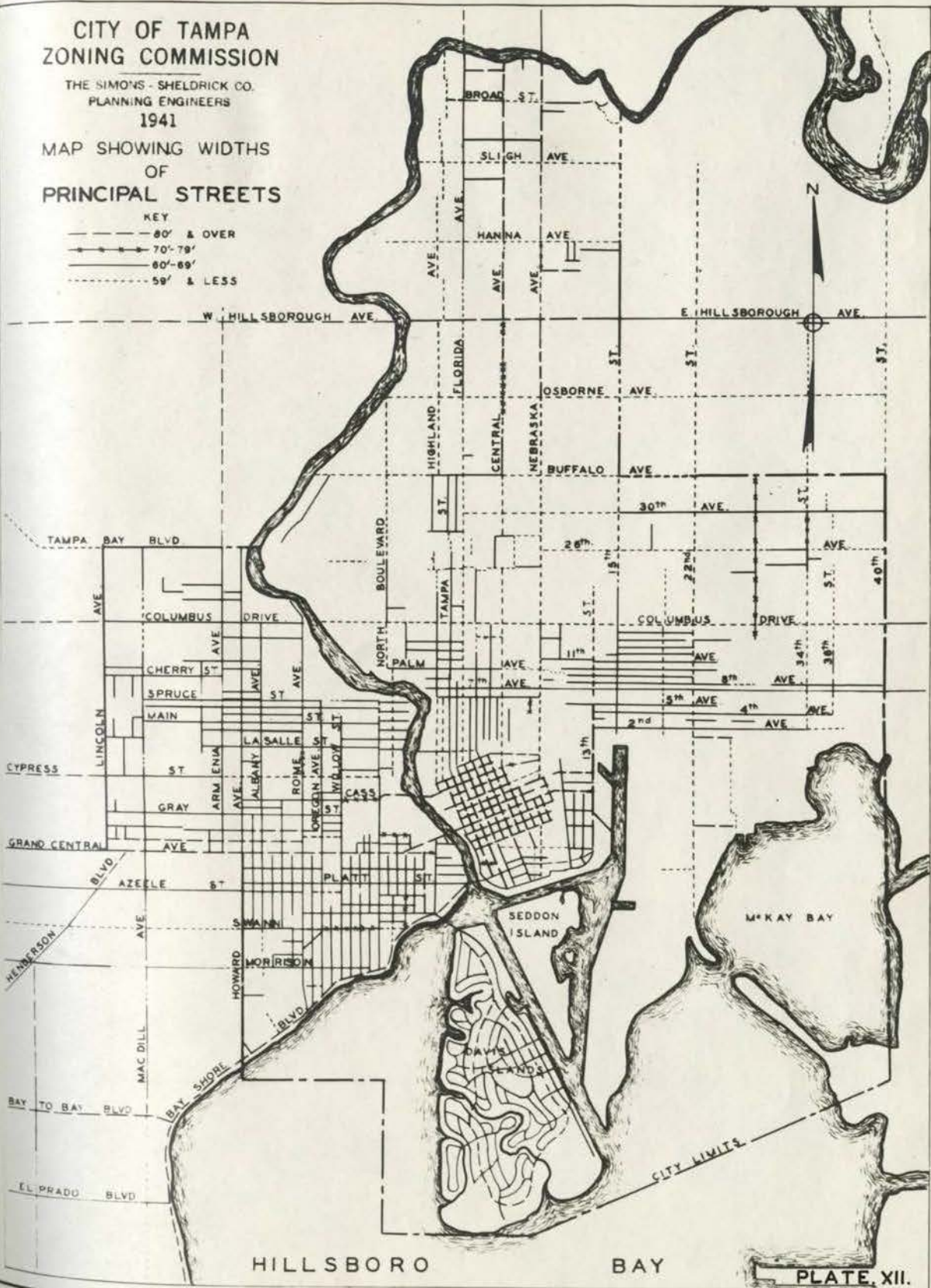
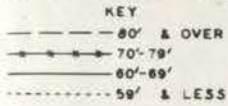
Buses and street cars constitute the mass transportation systems available to the people of Tampa. Generally speaking these systems penetrate and serve all populated areas. The extent of area tributary to these systems is pictured on Plate XIV. Street car lines in narrow streets exert a profound influence on these streets as motor traffic arteries. Automobile drivers prefer to avoid streets, particularly such narrow streets as Columbus Drive, that are also occupied by street cars.

A well coordinated system of communication is the first and most important requirement of a city. The life and property of the whole community is dependent on free and convenient circulation of the various kinds of traffic. The system of traffic streets should be adequate to handle all traffic with safety, speed and comfort. Most of the Tampa highways were built for horse and buggies but now must be adapted to the uses of the motor. In the old days all streets were virtually of equal importance. Such is no longer true.

CITY OF TAMPA ZONING COMMISSION

THE SIMONS - SHELDRIK CO.
PLANNING ENGINEERS
1941

MAP SHOWING WIDTHS OF PRINCIPAL STREETS

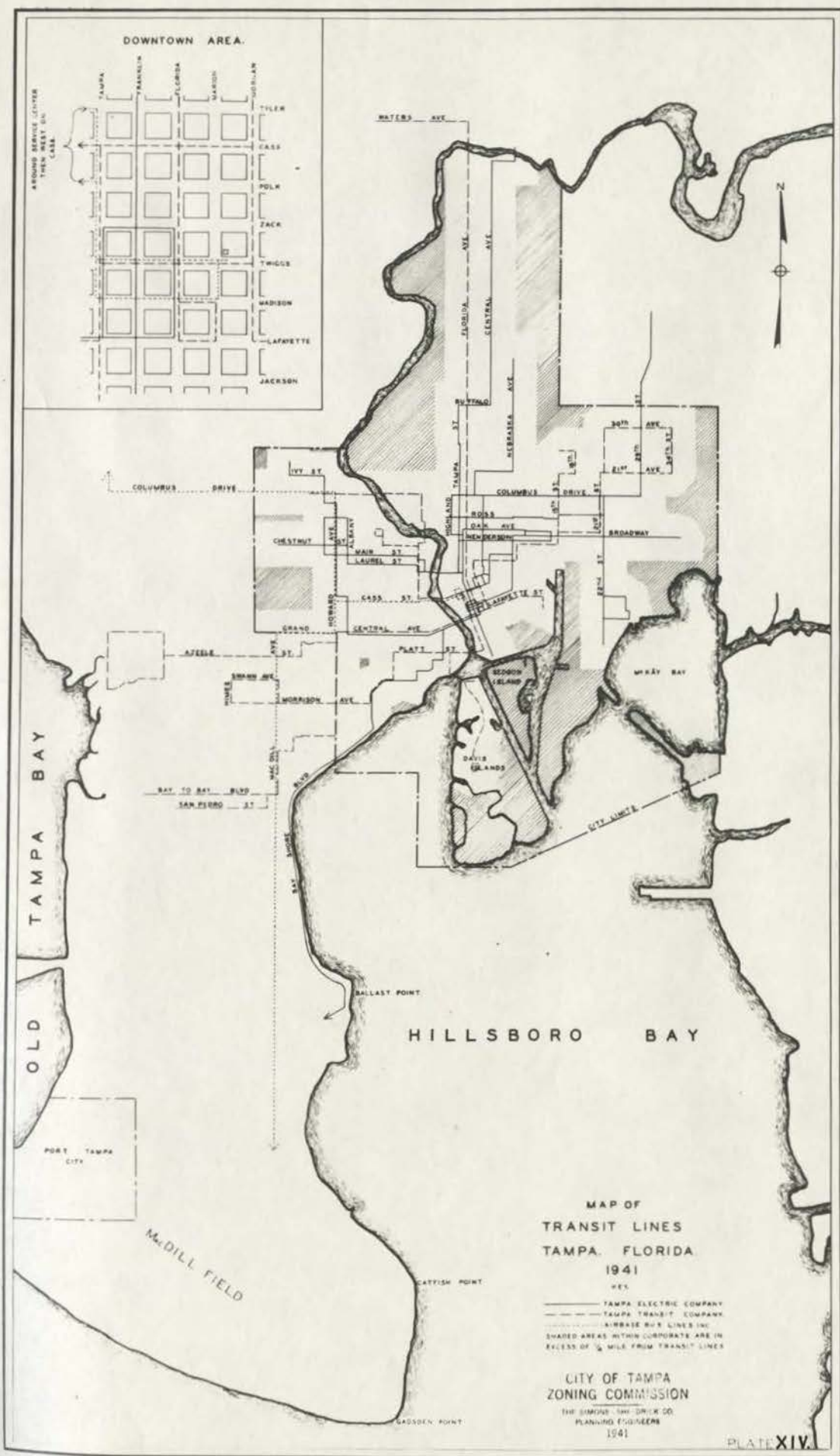
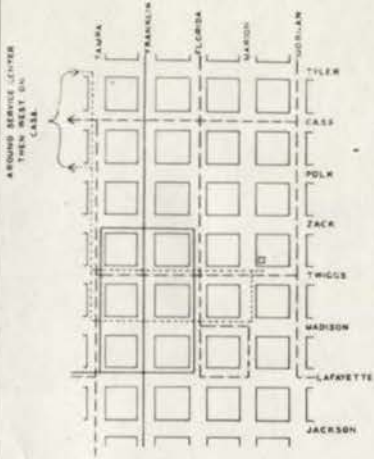


HILLSBORO

BAY

PLATE XII.

DOWNTOWN AREA.



MAP OF
TRANSIT LINES
TAMPA, FLORIDA
1941

KEY
TAMPA ELECTRIC COMPANY
TAMPA TRANSIT COMPANY
KIRKBASE BUS LINES, INC.
SHADED AREAS WITHIN CORPORATE ARE IN
EXCESS OF 1/4 MILE FROM TRANSIT LINES

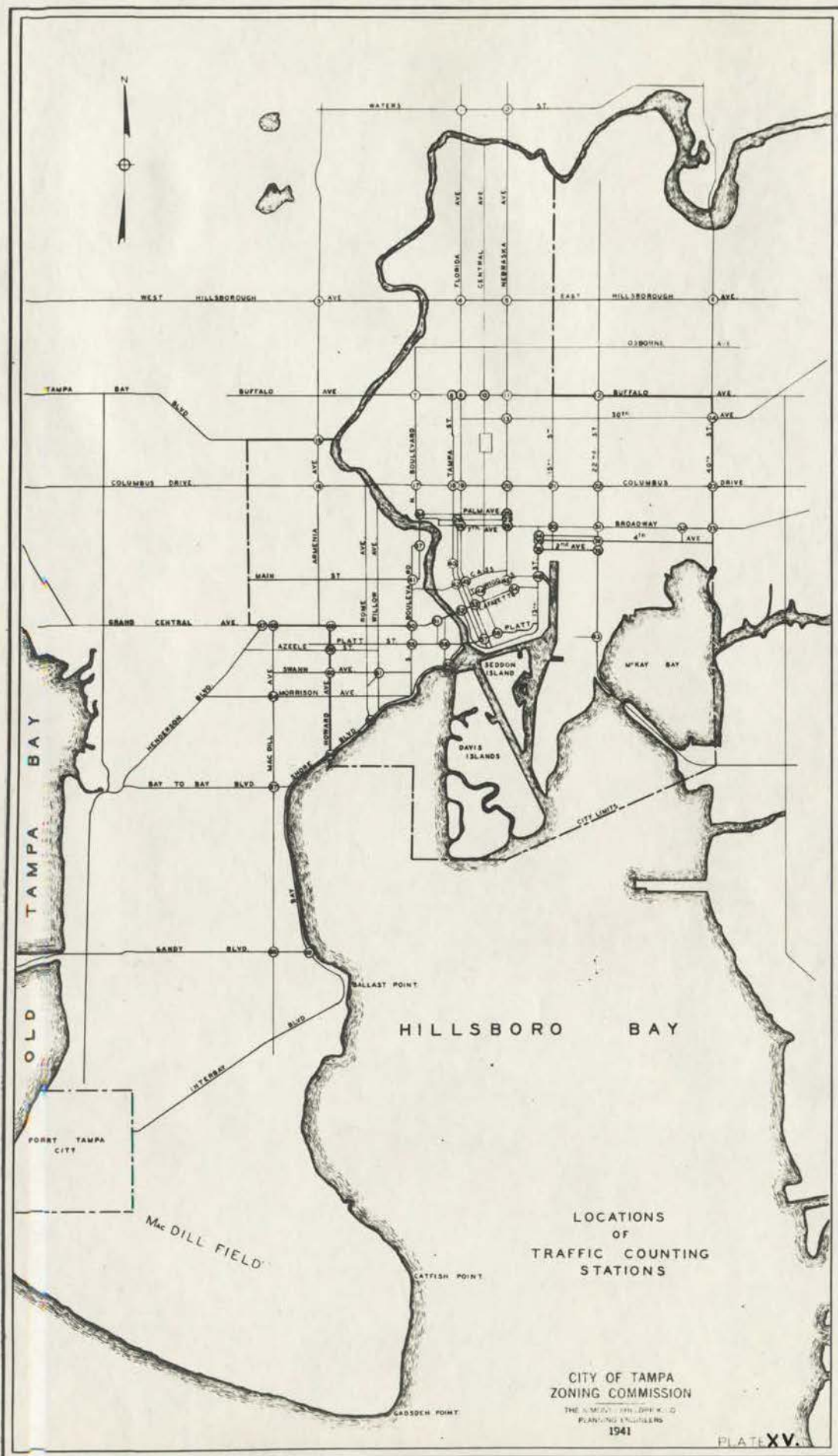
CITY OF TAMPA
ZONING COMMISSION
THE SIMONS-LOWE-DRICK CO.
PLANNING ENGINEERS
1941

TRAFFIC FLOW STUDIES

Having learned something of the growth and distribution of population, the practices of land subdivision and the trend of automobile ownership, to what extent is the available street system used? How adequately does it meet the traffic requirements of the present? Also, what is the nature of the traffic load using the streets and is it distributed equally over the available and accessible roadway surfaces?

To answer these and other questions a careful study was made of traffic movements thruout the area affected by the regional street plan. Not only was the flow of traffic checked and recorded at sixty-nine specially selected strategic intersections located thruout the region (Plate XV) but the kind of traffic was observed. At thirteen of these sixty-nine stations twelve hour counts were made, at the others "short counts" made in accordance with standard and approved procedure, during the periods of maximum flow. Following each survey the results were tabulated for analysis.

Students of traffic are of the opinion that people are creatures of habit and consequently usually travel to and from work and shopping by the easiest and most convenient routes. They have also decided after much observation that people as a whole are very regular in their habits going to and from work, shopping and theatres regardless of weather or season. Because these observations are correct it is possible by the proper combination of traffic flow results from several scattered counting stations, to draw a picture showing the characteristics of a city's traffic flow over a twelve hour period. This is known as the "Characteristic" curve (Plates XV/and XVII). A study of this curve will show

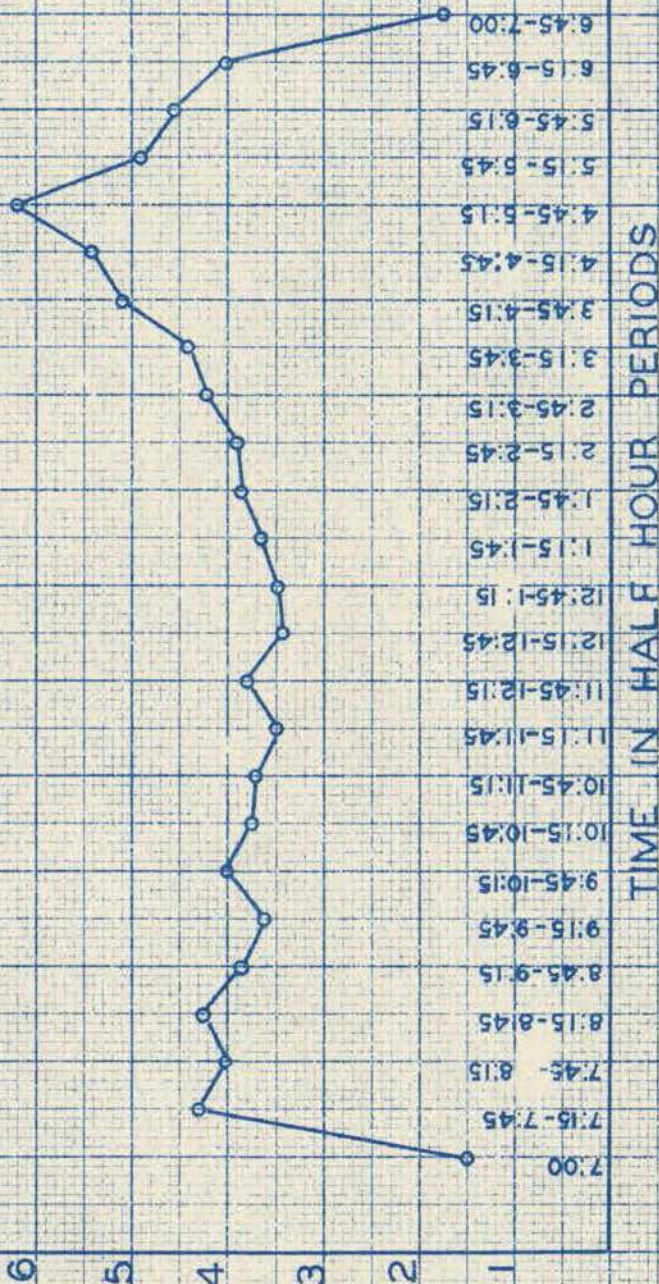


CHARACTERISTIC CURVE OF TRAFFIC CITY OF TAMPA 1941

CURVE DEVELOPED FROM 12 TWELVE HOUR
TRAFFIC COUNTS TAKEN AT SELECTED POINTS

PERCENT HALF HOUR COUNTS TOTAL 12 HR TRAFFIC

PLATE XVI
DIAGRAM



CHARACTERISTIC CURVES OF TRAFFIC OF FOUR INTERSECTIONS

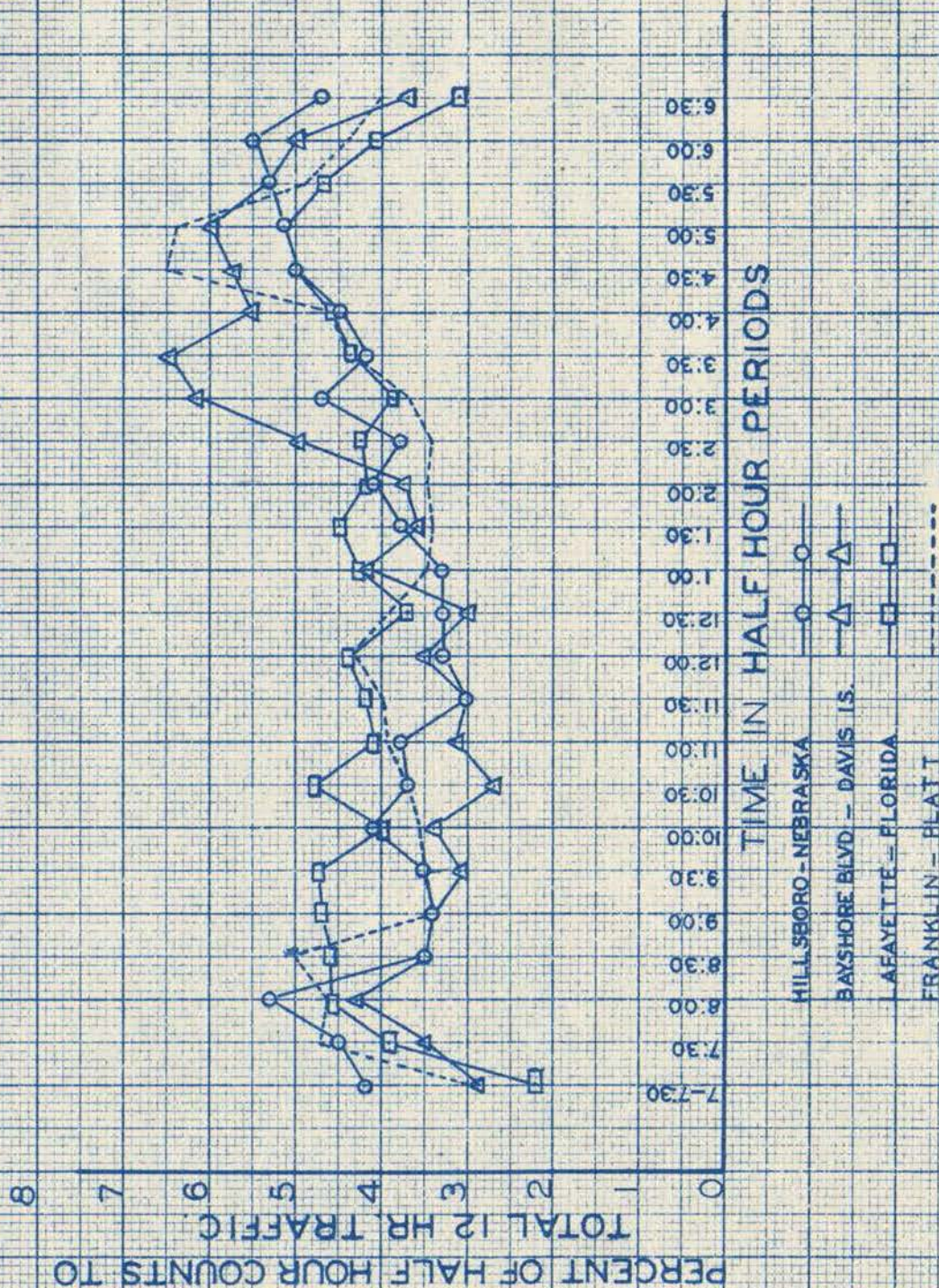


PLATE XVII.
DIAGRAM

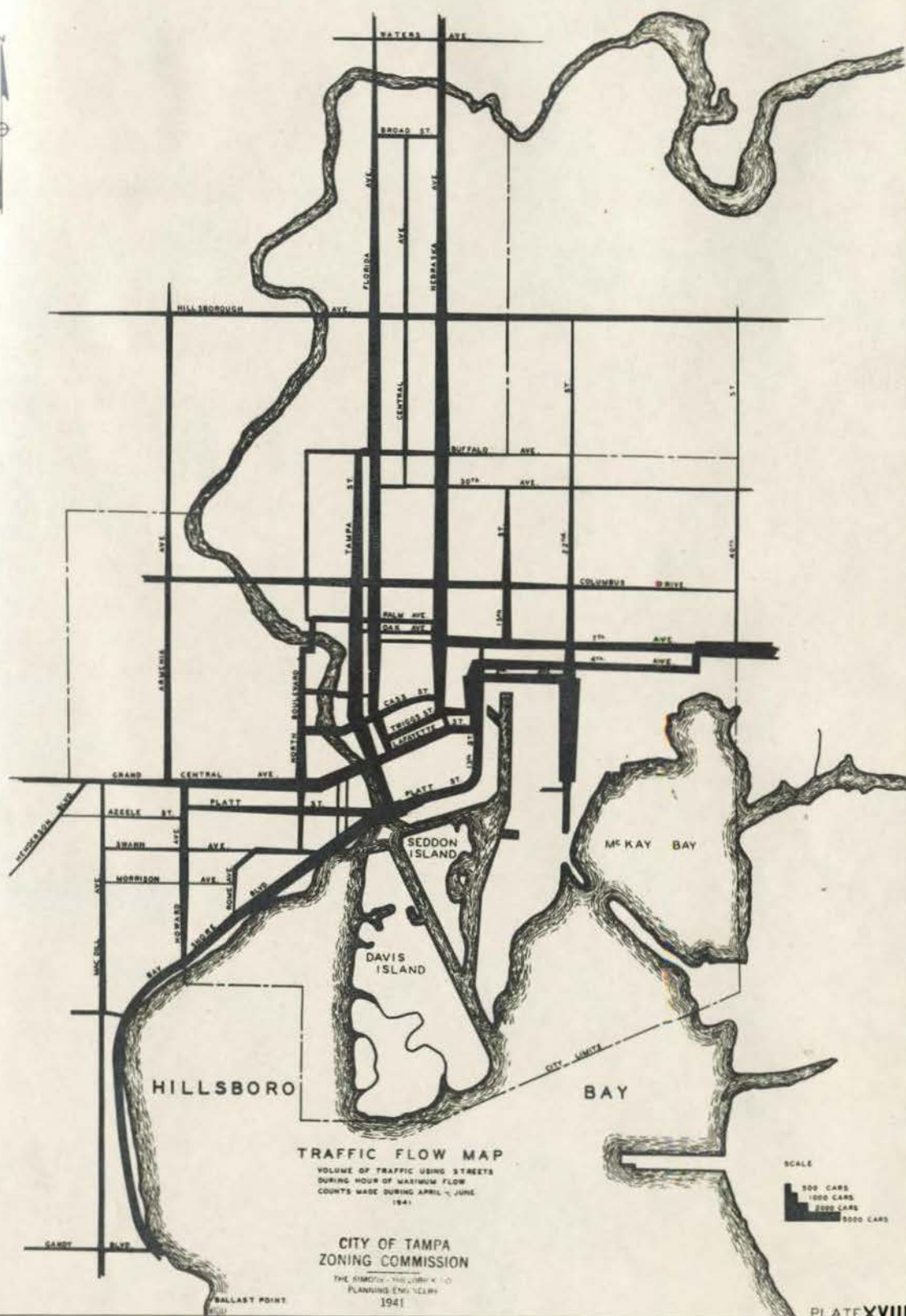
clearly how the volume of traffic flowing thruout the city as a whole varies from hour to hour. From it the ratio between the flow in a given half hour and the twelve hour flow can be determined. It shows that during the half hour of most intense flow thruout the city as a whole, about 6.2% of the twelve hour total traffic is on the streets of the city. It also shows that the period of most intense flow is late in the afternoon.

While the "characteristic" curve tells how the daily flow acts, it does not tell what streets are burdened the most. To ascertain this information a "traffic flow" map must be prepared (Plate XVIII). By the relative width of band the quantity of traffic passing thru a street intersection during the hour of maximum flow is shown.

The "traffic flow map" definitely confirms the opinion that people are creatures of habit; most of them like to follow the leader. In making the daily journey from home to office or shop few drivers deviate from either the same oft traveled groove or time. Because of a jog or dead end that is disturbing or a piece of poor pavement or street car track that is irritating, a nearby parallel street is left forsaken for the crowded direct traveled way.

Plate XVIII imparts interesting information about traffic movements in Tampa. It shows that a few streets carry the load. Florida and Nebraska Avenues from the north, Second and Fourth Avenues from the east, Bayshore Boulevard and Grand Central Avenue from the west are the principal traffic bearers. Cross town streets are not as yet heavily burdened.

The area north of Buffalo Avenue, a rapidly growing section, is now served primarily by Florida and Nebraska Avenues. Most of the traffic seeks these avenues directly while some travels such streets as Central Avenue to Buffalo Avenue and



thence seeks Nebraska, and Florida Avenues. It is noted that much traffic leaves Florida Avenue at Buffalo seeking Tampa Street to the west. Central Avenue is not used to its best advantage. Toward the southwest much traffic flows west on Platt Street to Oregon Avenue, thence thru Snow Avenue to Rome Avenue and the Boulevard. Trucks on the other hand proceed on Platt Street to Howard Avenue and thence to Azeele Street and west to Henderson Boulevard. From the east and south on Twenty-Second Street the incoming load follows both Second and Fourth Avenues to Thirteenth Street thence to Twiggs Street or LaFayette. A relatively small amount of traffic follows the "through" route to Platt Street bridge via the Thirteenth Street, Ellamae Avenue and Platt Street belt. The most difficult region to reach is that area west of the river and north of Grand Central Avenue. Traffic flowing south on Nebraska or Florida Avenues either fails to use Cass Street as much as it should or prefers to go to LaFayette Street. Traffic from the east via Thirteenth Street prefers LaFayette Street to Cass Street. The absence of direct routes and the presence of jogs and dead ends is clearly reflected in the "traffic flow" map. Altho Tampa has a large mileage of streets near or parallel to the heavily traveled ones, drivers do not use them as they should.

Some idea of the twelve hour total flow, the average and maximum hourly flows at some of the intersections can be gotten from an examination of Table V. From this it will be noted that the following critical intersections are carrying large volumes of traffic daily. An intersection thru which one thousand or more cars pass during an average hour is a well loaded intersection.

The "capacity" of a roadway determines the usefulness of a street as a member of the system, "capacity" being reached when the volume of traffic is so great

TABLE VTRAFFIC PASSING THRU CERTAIN INTERSECTIONS IN TWELVE HOURS

	<u>TOTAL</u>	<u>ONE HOUR</u>	<u>MAXIMUM HOUR</u>
Hillsborough Avenue and Nebraska Avenue	12,027	1,002	1,256
Hillsborough Avenue & Florida Avenue	11,956	996	1,314
Broadway & Thirty-Sixth Street	8,816	735	1,028
Twenty-Second Street & Second Avenue	9,017	752	1,781
Thirteenth Street & Twiggs Street	12,041	1,003	1,426
LaFayette Street & Florida Avenue	11,229	935	1,091
LaFayette Street & Ashley Street	14,185	1,182	1,490
LaFayette Street & Hyde Park Avenue	10,744	895	1,156
Platt Street & Franklin Street	12,653	1,054	1,436
Bayshore Boulevard & Davis Islands Br.	14,801	1,233	1,876
Grand Central Avenue & Henderson Blvd.	3,544	295	375
Bayshore Boulevard & Gandy Boulevard	6,425	535	1,093
Buffalo Avenue & Nebraska Avenue	10,000	830	1,222
Thirtieth Avenue & Nebraska Avenue	8,500	710	1,033
Columbus Drive & North Boulevard	6,200	516	766
Second Avenue & Thirteenth Street	17,000	1,420	1,969
Swann Avenue & Howard Avenue	8,500	705	1,009
Bayshore Boulevard & Howard Avenue	11,200	930	1,328
Tampa Street & Buffalo Avenue	5,900	490	710
Fourth Avenue & Thirteenth Street	9,000	745	1,044
Bayshore Boulevard & Rome Avenue	7,600	630	935
Nebraska Avenue & Oak Street	13,500	1,120	1,651

TABLE V (CONTINUED)

TRAFFIC PASSING THRU CERTAIN INTERSECTIONS IN TWELVE HOURS

	<u>TOTAL</u>	<u>ONE HOUR</u>	<u>MAXIMUM HOUR</u>
Nebraska Avenue & Palm Avenue	11,000	915	1,276
Central Avenue & Buffalo Avenue	5,500	456	656
Columbus Drive & Fifteenth Street	10,500	875	1,147
Fourth Avenue & Twenty-Second Street	8,300	690	974
Broadway & Fifteenth Street	17,000	1,410	1,520
Buffalo Avenue & Florida Avenue	10,300	845	1,271
Columbus Drive & Nebraska Avenue	13,500	1,120	1,565
Columbus Drive & Florida Avenue	12,000	1,000	1,447
Columbus Drive & Tampa Street	12,500	1,040	1,476
Broadway & Twenty-Second Street	10,000	830	1,175
Seventh Avenue & Nebraska Avenue	10,500	855	1,164
Twiggs Street & Nebraska Avenue	9,700	810	1,186
Twiggs Street & Morgan Street	10,200	840	1,174
Fortune Street & Tampa Street	13,000	1,080	1,417
Tampa Street & Cass Street	17,500	1,460	1,992
Platt Street & Morgan Street	10,000	830	1,196
Platt Street & Plant Street	8,300	690	957
Platt Street & Boulevard	7,500	625	859
Grand Central Avenue & Boulevard	16,000	1,340	1,834
Grand Central Avenue & Howard Avenue	11,300	940	1,372
Nebraska Avenue & Broadway	13,500	1,130	1,553

that any further increase will result in conditions of movement so unsatisfactory to the users that less favorably situated routes are preferred by a considerable proportion of those who would normally find the original street most useful.

A great many estimates of street vehicle capacities per lane per hour have been made by students of traffic, experts and planners thruout the nation. On well regulated thru highways, such as that between Baltimore and Washington; Lake Shore Drive, Chicago; East Grand Boulevard at Detroit, the estimated capacities per lane per hour were 1,500, 1,335 and 1,300 respectively. Thru the Holland Tunnel, New York, the hourly lane flow was estimated at 1,335. In city streets however traffic flow is subject to frequent interruption by crossing vehicles, "stop and go" signals, street cars, buses and parking. It is estimated that the capacity of a lane devoted to straight thru movement is equal to 60% of its non-stop capacity. It is also estimated that a lane of travel next to a lane of parked cars is reduced at least five per cent further. Following are general estimates developed by Mr. Simpson of the American Transit Association of New York after a nation-wide study.

TABLE VI

<u>TYPE OF LANE</u>	<u>NUMBER CARS PER LANE PER HOUR</u>	
	<u>SIMPSON</u>	<u>REGIONAL PLAN NEW YORK</u>
Free lanes	900	800
Lane next to parked lane	810)	
Center Lane	765)	700-750
Curb lane	360)	
Car track lane	560)	
Motor bus lane	675)	475-600

Table VII, showing maximum hourly lane flow on a number of Tampa's principal streets, is interesting at this point. Many of the streets can handle more traffic than at present while others are heavily pressed now. Both Florida and Nebraska will need relief soon.

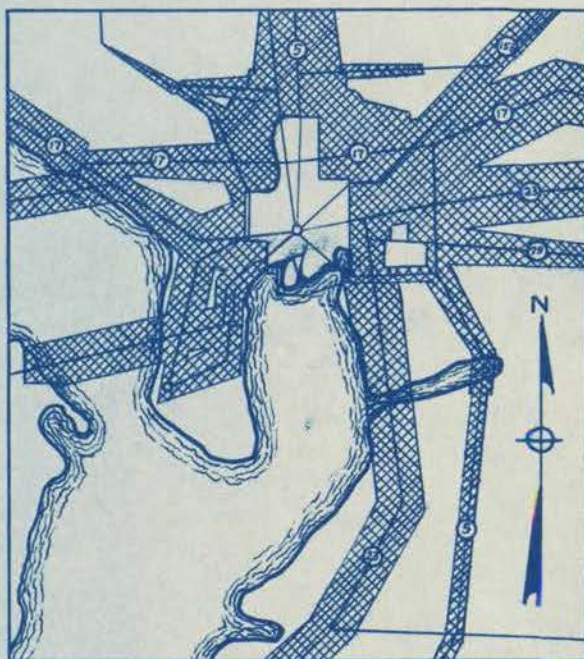
TABLE VII
MAXIMUM NUMBER OF CARS PER HOUR PER LANE
ON CERTAIN PRINCIPAL STREETS
IN
TAMPA, FLORIDA

Nebraska Avenue at Oak Street	681
Twenty-Second Street at Second Avenue	675
Bayshore Boulevard at Davis Islands Bridge	607
Twiggs Street at Thirteenth Street	597
Tampa Street at Fortune Street	599
Tampa Street at Cass Street	611
Nebraska Avenue at Broadway	636
LaFayette Street at Hyde Park Avenue	645
Nebraska Avenue at Thirtieth Avenue	582
Florida Avenue at Columbus Drive	547
Nebraska Avenue at Buffalo Avenue	533
Florida Avenue at Seventh Avenue	539

In addition to the daily circulation of passenger vehicles there is a large sprinkling of trucks. From ten to twenty per cent of the traffic flowing thru the street system is composed of trucks. The following table gives some information as to the volume of this flow.

TABLE VIII

Platt Street and Plant Avenue	17.8% of flow is trucks
Platt Street and Boulevard	16.4% " " " "
Broadway and Fortieth Street	17.8% " " " "
Columbus Drive and Fortieth Street	18.5% " " " "
Broadway and Nebraska Avenue	19.5% " " " "
Fifth Avenue and Thirteenth Street	20.0% " " " "
Nebraska Avenue and Oak Street	20.5% " " " "
Columbus Drive and Boulevard	9.5% " " " "
Franklin Street and Oak Street	7.0% " " " "
Bayshore Boulevard and Rome Avenue	2.5% " " " "



24 HOUR ANNUAL AVERAGE 1940
TRAFFIC FLOW MAP
TAMPA AREA.

FROM RECORDS FLORIDA STATE ROAD
DEPT.

CITY OF TAMPA
ZONING COMMISSION

THE SIMONS - SHELDRIK CO.
PLANNING ENGINEERS

1941

THE MAJOR STREET PLAN

The City of Tampa and the region contiguous to it is growing and developing. In the past year it has increased in population and general prosperity more than at any time during the past decade and with its importance and usefulness accentuated by new and enlarged industrial activities; with its tributary back country enjoying an unprecedented period of growth and development and with its potentialities as a favored air and seaport for Central and South America business being realized, Tampa is on the threshold of a new era. In anticipation of that period this study —comprehensive city plan—is being made. This current report on the Major Street Plan and Rules and Regulations for Subdivisions is but the first stage in this unfolding diagram or plan.

The growth and development that lies ahead of Tampa must be well-rounded and properly distributed. Tampa is not only an active industrial and commercial center but it also is a city of homes. As a city of homes — places in which to live— Tampa should continue. There is ample vacant acreage within and around the corporate area of Tampa to assure a spacious growth industrially and residentially. The subdivision plans of the future should provide large, roomy plots with streets adequate and attractive. Neighborhoods should be developed. Ribbon-like commercial development along main thoroughfares should be discouraged. Tampa has before it an opportunity for constructive, wholesome city building — an opportunity to benefit by the errors of the past. One of the first essentials to assure that kind of building is the Major Street Plan.

What is a Major Street Plan? It is a scheme of arrangement of main thoroughfares. It is the system of main routes of travel. The proposed major street plan includes existing streets, together with certain necessary new streets and connections and extensions. All these taken together form a plan so selected and designed as to afford, so far as possible, direct continuous and easy communication through the city, around the city, and from one neighborhood to another.

The Major Street Plan (Plate A) is not a new system of traffic ways designated arbitrarily for construction. Instead it is a system of existing highways selected only after a careful study and correlation of the several influences and effects exerted on the city by its growing population, its practices of land sub-division and its increased uses of the automobile. Every street in the major street system was selected because of its functional place as a member of a structure. It was developed by the application of such corrective measures as straightening out defective alignments, eliminating jogs, and providing several connecting links and a few new streets.

In developing a major street plan relative values are assigned different members of the system. Some streets are more important than others. These are (1) Primary Arteries (2) Secondary Arteries and (3) Minor Streets. Primary Arteries may be radials, circumferential or cross town. Secondary Arteries are streets of lesser importance while minor streets are mere service streets, access streets into residential areas.

An effort is usually made to assign a width of 100 feet or more to primary streets, 80 and 60 feet to secondary streets, and 40 and 50 feet to minor streets. In Tampa the prevailing street widths are 50 to 60 feet, there being few streets greater than 60 feet in width. Because of this physical

condition the Tampa primaries were assigned an ultimate width of 80 feet; secondaries, 60 feet and minor streets 40 and 50 feet. This plan was followed for reasons of economy.

The object of the major street plan is to provide an adequate number of wide, direct and continuous streets for the City of Tampa and the region contiguous to it.

In considering the magnitude and scope of the major street plan one must ever remember that this is a long range program. It is one to be accomplished by degrees and in accord with the city's ability to pay. It was not intended to be accomplished in the near future, but rather it is intended to serve as a guide for street development many years hence.

As to its accomplishments there are always some parts that can be included in each annual budget of the city. A program of enlarging corner curb radii is a small item but one that is impressionable on motorists. Another item, is the correction of the lesser jogs and straightening of street alignments. Short stretches of narrow roadway can be widened from time to time and then later as needed the longer portions can be done.

Subsequent phases of the comprehensive plan will call for a continuous study of many allied lines of action. As these studies progress, this street plan will be kept constantly in mind. As new conditions present themselves, as new influences or forces make themselves felt this plan may be modified or changed. In that respect this is a preliminary plan.

In the development of the Major Street Plan, the selection of certain streets and the recommendation of certain new streets and corrections all the findings of studies hereinbefore referred to had to be brought together and correlated.

The operations of freight truck lines, the morticians, the delivery trucks and taxi drivers were consulted as to street uses. The status of 3600 blocks of property within the corporate area were studied as to the state of their development. The number of vacant lots in every section of the community, some 23000 in number, were analyzed. Knowing where people now live, with a knowledge of whether the area was growing or standing still, knowing how many automobiles were resident in the area and from the trend of automobile ownership how fast the automobile population would grow and finally visualizing the gradual absorption of vacant lands, the ultimate condition was pictured. From such calculations it was possible to determine the needs of each area years hence. The traffic load in Tampa is going to grow—during the next decade or so it may double. At that time enlarged street and roadway capacities will be needed.

It is to be hoped that the comprehensive major street plan as herein suggested will aid in distributing the population into areas now sparsely settled, and in so doing that the traffic load will be more uniformly spread to all highways throughout the system.

The plan as proposed recognizes the need of additional direct north and south arteries on the west side of the river, the need of several improved continuous cross town streets, and the need of an outer and inner circumferential system. It also recognizes the need of additional primary and secondary north and south arteries east of the river.

In the development of any major street layout the engineer is frequently confronted with the problem of alternative ideas. Two such ideas present themselves in this study, both of which have merit.

Central Avenue is proposed as a direct relief street from the river on the north to Cass Street on the south. Instead of widening the streets and roadways of Florida and Nebraska Avenues, except in certain critical areas, the alternative of widening and improving Central Avenue on an even more ambitious plan is proposed. A right of way 100 feet wide from the river to Cass St. instead of 80 feet would permit a boulevard two lane highway with parkway in the center, the whole to terminate in a large traffic circle or plaza at Cass Street. Not only would such a purely passenger highway provide a new direct entrance to Tampa devoid of much unfavorable distraction but it would do much toward clearing up a blighted slum area north of Cass Street on both sides of Central Ave. This, understand is an alternate suggestion which will be further studied and developed during the current year.

A second alternative is a continuation of 4th Ave. across the ACL right of way westward to a point intersecting a new street projected along and parallel to the railroad to and connecting with Cass Street. Such a connecting link would relieve 13th Street and permit traffic originating east and south a direct route through 4th Ave. to Cass St. and then to the west and southwest. The new street projected west of and parallel to the railroad would also be extended to the northeast to connect with the extension from 5th Ave. to 15th Street now proposed in the plan. This too is a project to which further study will be given during the year.

No official map of Tampa and environs showing blocks and streets is available, consequently one is currently being constructed. When completed the entire master plan will be placed thereon, including the major street system proposed herein. Pending the completion of the regional map and the succeeding planning studies, the major street plan has been defined on a smaller skeleton map of the region.

MAJOR STREET DESCRIPTIONS

The street system of the City of Tampa will not only influence the growth and development of the city itself but of those areas in the county adjacent and contiguous to the city. Because of this, any system of principal streets within the city designated as elements of the major street plan must be enlarged by a system of connecting streets in the immediate region of the county. In this way the plan as developed will become a major street plan for the immediate environs as well as for the corporate area of the city. So accordingly, in the following street descriptions essential portions of County and State Roads are included. The list is here presented alphabetically.

ARMENIA AVENUE: This avenue is a vital link in the outer circumferential road system, extending from Waters Avenue on the north to Grand Central Avenue in the city. Its length from Tampa Bay Boulevard to Waters Avenue - a distance of three and one-half miles - lies in the County; two miles lies in the city. As an artery of primary importance Armenia Avenue will not only serve to build up the northwest part of the region but it will serve as a useful by-pass from the north to the southwest. Armenia Avenue has an adequate dedicated width of eighty feet between Tampa Bay Boulevard and Hillsborough Avenue in the County. Its width however should be increased from fifty feet to eighty feet north of Hillsborough Avenue to Waters Avenue in the county and from sixty feet to eighty feet in the city between Grand Central Avenue and Tampa Bay Boulevard. The present width of sixty feet in the city will accomodate sufficient paving width for the present but building set backs should be established as soon as possible so that ultimately the full eighty feet width can be acquired. The paved road-

way of Armenia in the city should be widened to forty feet and ultimately after the acquisition of the eighty foot right of way, it can be widened to fifty-six feet when needed. The roadway in the county should also be widened to at least twenty feet, without provisions for parking.

ASHLEY STREET: This down town thoroughfare is a valuable down town distributor and collector. Not only is it a heavy duty street handling a large amount of commercial traffic but it serves to distribute much traffic to the north and south from the west in the morning and to collect it at night from the east. Ashley Street connecting at LaFayette with Water Street is an important part of the city's water front industrial belt line highway extending south and around to Thirteenth Street. Both street and roadway are of sufficient width.

AZEELE STREET: Altho looked upon as just another street by many, Azeele Street is used extensively west of Howard Avenue as an outlet to Henderson Boulevard and the Pinellas peninsula. It is used considerably by trucks that travel Platt Street to Howard, then Azeele to Henderson. That portion west of Howard Avenue lies in the County. The street width from Rome Avenue to Henderson Boulevard and to West Shore Boulevard is adequate but the roadway width should be increased from twenty-four feet to at least thirty-six feet and preferably to forty feet. The distance of this widening from Rome Avenue to Howard Avenue lies within the city, the remainder in the County. At such time as the proposed boulevard paralleling the Atlantic Coast Line right of way is installed, Azeele Street should be widened from forty feet to sixty feet between Rome Avenue and the new highway and the roadway likewise be widened from twelve feet to thirty-six or forty feet.

BAY-TO-BAY BOULEVARD: This is another vital link in the system between the

Bayshore Boulevard and West Shore Boulevard. It lies wholly in the County but traverses an area one and three-fourths miles north of Gandy Boulevard, immediately south and west of Palma Ceia - an area toward and into which residential building has a definite trend. Bay-to-Bay is a straight, direct route with the exception of a jog at the Atlantic Coast Line crossing, having now an adequate dedicated width of eighty feet. The roadway should be widened from twenty-four feet (Lois Avenue to West Shore Boulevard) and thirty feet (Lois Avenue to South Himes Avenue) to at least thirty-six feet. The roadway between Himes and the Bayshore should also be widened to thirty-six feet. This is a principal cross town artery from the Bayshore to Old Tampa Bay south of Morrison and north of Gandy Boulevard serving a growing area.

BAYSHORE BOULEVARD: One of America's outstanding scenic boulevards, this thoroughfare is of adequate width from the Platt Street bridge to Gandy Boulevard. The City is to be commended for its vision in providing such an attractive asset in the community, which can now be connected to the north with the proposed river front Boulevard to Sulphur Springs.

NORTH AND SOUTH BOULEVARD: North and South Boulevard has potentially a very important place among the principal thoroughfares of Tampa. By connecting the two termini at the river with a new bridge to take the place of the present antiquated Garcia Avenue bridge, the Boulevard will become an excellent cross town link connecting that area north of Buffalo Avenue with the areas west of the river, and further, it will become a part of an inner circumferential road system consisting of Boulevard, Buffalo Avenue and Twenty-Second Street. The Boulevard now extends from Osborne Avenue on the north to the Bayshore on the south with the exception of the river crossing, and it has widths varying from

BAYSHORE BOULEVARD



View along scenic Bayshore

BOULEVARD



Looking north from corner Spruce St.-
Site of south approach to proposed bridge.
Street here 55 ft. wide, roadway 40 ft.
Adequate roadway here.



Looking south from Boulevard and Palm Ave.-
Site north approach to proposed bridge. Street
here 50 ft. wide, roadway 26 ft. Need widening
to 60 and 40 ft. respectively at this point.

BOULEVARD



Boulevard looking north from Avenue "B".
Street and roadway are of adequate
width here.



Boulevard looking south from Columbus
Drive. Street 50 feet wide, roadway
26 feet need widening to 60 and 40
feet respectively.



Looking south on Garcia Avenue from
Palm Avenue toward bridge to be
replaced.



Looking north toward Hillsborough Ave. from
point in proposed extension of Boulevard
between Osborn Ave. and Hillsborough Ave.

fifty feet to sixty feet thruout. The pieces of this street that are fifty feet should be widened to sixty feet and the roadway width should be forty feet thruout. Currently the roadway width is forty feet from Swann Avenue to Spruce Street but north of Palm Avenue it is only twenty-six feet. The land at the southeast corner of Boulevard and Osborne is now vacant and unimproved which would afford the City an excellent opportunity to turn the northern end of the Boulevard into a platted river drive extending from Osborne to Hillsborough Avenue.

BROAD STREET: This short street at the northern tip of the city affords a good connection between Florida Avenue, Nebraska Avenue and Central Avenue to a proposed connection with the northern extremity of Fifteenth Street. It now has a generous width thruout a greater part of its length, but it should be widened to at least sixty feet between Central and Nebraska Avenue. The roadway width east of Nebraska to Hilton Place also the connection with Fifteenth Street should be at least thirty-six or forty feet. Later this northernmost secondary artery can be used to divert some traffic from Florida and Nebraska Avenues into and down Fifteenth Street.

BUFFALO AVENUE: Buffalo Avenue has three principal functions in the comprehensive highway network, first as a collector and distributor of local traffic originating north of it; secondly, as a cross town artery and third, as an east and west thru traffic artery. East of Fortieth Street, Buffalo Avenue is paved to a width of approximately fifteen feet and connects with State Road 23 (old Plant City Road) at Mango. An extension of Buffalo Avenue west of the river will connect with Tampa Bay Boulevard feeding Drew Field and continuing

westward to Memorial Highway, to Oldsmar and other points. Buffalo Avenue is located strategically midway between Hillsborough Avenue to the north and Columbus Drive to the south, being one mile from each of these highways. Extended as here outlined Buffalo Avenue will further enhance its importance as an interceptor and as a part of the inner circumferential belt by affording connections with all north and south arteries from Dale Mabry on the west to Fiftieth Street on the east. To convert Buffalo Avenue into an artery of primary significance it should be widened to sixty feet thruout its length as soon as possible and by the establishment of set back lines it can be widened ultimately to eighty feet. Currently Buffalo Avenue from the Hillsborough River to a point east of Thirty-Fourth Street varies from fifty to sixty feet - the fifty foot width predominating. East of Thirty-Fourth Street this street narrows down to twenty-five to forty-five feet. From Central Avenue to the river the roadway is thirty feet in width; between Central Avenue and Fifteenth Street the width is twenty-eight feet and from Fifteenth to Twenty-Second Street it is twelve feet. That portion of Buffalo Avenue east of Fortieth Street and that west of the river lies in the County. The roadway on Buffalo should be at least thirty-six feet thruout its length in the city. The width of roadway of Buffalo Avenue in the County portions should be at least twenty feet with no parking at present. Later as needed additional width can be provided.

CASS STREET: This is a primary artery from its intersection at Nebraska westward across the river to the Boulevard and thence westward to Howard. It will assume greater importance and usefulness when the connection proposed between it and Cypress Street has been effectuated. Such connection will per-

mit traffic to move directly thru the city to Memorial Highway via Cypress Street with little obstruction and open up a vast West Tampa area for development. Cass Street is currently of sufficient width both as to street and roadway.

CENTRAL AVENUE: This street extending from the river on the north to Cass Street on the south and thence thru Jefferson Street to Water Street, holds forth great possibilities as a principal relief artery from north to south. Not only can Central Avenue become a prime artery but its widening and improvement in the lower stretches from Cass Street north would enhance property values and encourage the clearing of that blighted slum area known as the Scrub. The condition and layout of properties in the vicinity of the intersection of Central Avenue, Cass Street and Jefferson Street could lend itself to the creation of a civic monument and plaza that could also be extended eastward to the Union Station and westward to the business district. Today both Florida and Nebraska Avenues are so splattered with commercial enterprises from one end to the other that they are almost beyond redemption as residential thoroughfares. Central Avenue as a relief channel could be designated a non-commercial street for the greater part of its length and be restricted solely to passenger vehicles, leaving Florida and Nebraska Avenues open for commercial development. Central Avenue can be converted into a direct, attractive and pleasing entrance into Tampa from the north, and that traffic desiring to go southwest could continue on Jefferson Street to Platt Street and thence to the Bayshore Boulevard. From Cayuga Street north to the river Central Avenue has a width of seventy feet or more with the exception of three pieces, (1) Henry Avenue to Idlewild Avenue (2) Paris Street to Hanna Avenue, and (3) Flora Street to Hamilton Avenue. South of Cayuga Street to Cass Street, the width of Central Avenue

CENTRAL AVENUE



Looking north on Jefferson St. toward
corner of Cass St. and Central Ave.
The location good for sub-civic center.



Looking north on Central Ave. from Cass St.
Street only 40 feet wide here and roadway
30 ft. Both need widening to 60 and 40 ft.
respectively.

CENTRAL AVENUE



Looking north on Central Avenue from Columbus Drive. Street here 50 ft. wide, roadway 25 ft. Both need widening to 60 and 40 feet respectively.



Looking north on Central Avenue toward Robles Park from Floribaska Avenue. Note here street is 50 ft. wide and roadway 34 ft.

CENTRAL AVENUE



Central Avenue north of Buffalo Ave. Offset here on roadway. Street 60 ft. wide and roadway 30 ft. Roadway should be widened to 40 feet here.



Central Avenue north of Mohawk Ave. Here street has width of 80 ft. and roadway of only 30 ft. Roadway could easily be widened.

varies from thirty feet to sixty feet. The stretch from Cass Street to Kay Street is especially narrow being thirty to forty feet. Street cars utilize Central Avenue from Buffalo Avenue to Hanlon Street and also from Cass Street to Kay Street. The latter is in the narrow part of the street. From Robles Park north to Broad Street, Central Avenue is paved to a width of thirty feet. Between Floribaska Avenue and Adalee Street the roadway width is thirty-four feet; south of Floribaska Avenue the width is reduced to twenty-five feet to Kay Street and thence it is twenty-nine or thirty feet to Cass Street. From this it can be seen that Central Avenue has a reasonable roadway width in its northern portions but an inadequate width in its lower sections. A street width of at least sixty feet should be provided south of Cayuga Street. From Floribaska Avenue south, set back lines should be established to Cass Street to provide for a street ultimately eighty feet wide. Ultimately a roadway width of at least forty feet should be provided, widening to fifty-six feet south of Columbus Drive after the acquisition of the eighty foot right of way.

CYPRESS STREET: This street lying one-half mile north of Grand Central Avenue extends thru the former corporate area of West Tampa, from Boulevard to the Memorial Highway, that portion west of Lincoln Avenue being in the County. In the foregoing description of Cass Street (page) a connection between Cass Street and Cypress Street, was proposed. This would intensify the value and usefulness of Cypress Street and the property tributary to it. At present the County has a right of way eighty feet wide on Cypress Street from North Lincoln Avenue to Memorial Highway. Inside the city however this width is reduced to sixty feet between Lincoln Avenue and Armenia Avenue and to fifty feet between Armenia Avenue and North Boulevard. The width in the city should currently be

at least sixty feet between Armenia Avenue and Boulevard and set back lines should be established between Boulevard and Lincoln Avenue so that ultimately Cypress Street can be widened to eighty feet when and as necessary. The connecting link proposed between Cass Street and Cypress Street should also have a width of eighty feet. The roadway in the city is now thirty feet wide - sufficient for the present but when any portion is repaved it should be widened to at least thirty-six feet. And likewise as the traffic flow increases, the sections in the County should be widened to at least thirty-six feet.

DALE MABRY HIGHWAY (VERA AVENUE): Thoroughfares west of the river from north to south are essential to a well rounded regional highway system for the Tampa area. Such direct highways are all the more important now when they are a part of the national defense program. Vera Avenue, rechristened the Dale Mabry Highway, is a badly needed artery leading north from MacDill Field. It is now being constructed from MacDill Field north to Henderson Boulevard and field surveys are in progress anticipating an extension to State Road 17 (Hillsborough Avenue). The dedicated width from MacDill Field to Euclid Avenue is one hundred feet and north thereof, eighty feet with but one exception. It is strongly urged that this important highway be extended to a width of at least eighty feet as far north as Waters Avenue and be paved to a width of at least thirty-six feet. This highway for its entire length lies in the county yet it is a vital component in the Tampa area's major street system.

ELLAMAE AVENUE: A link in the heavy duty belt line highway extending from LaFayette Street south thru Water Street to Ellamae Avenue and thence to Thirteenth Street. Ellamae Avenue is of sufficient width both as to street and roadway.

EL PRADO BOULEVARD: This street extends east and west across the Inter Bay

Peninsula from the Bayshore Drive to West Shore Boulevard, all in the County. It lies about one-half mile south of Bay to Bay Boulevard and about one and one-fourth miles north of Gandy Boulevard. It is a secondary cross territory highway now of sufficient width as to both street dedication and roadway. At some future time when the traffic flow justifies it, the roadway can be widened.

FIFTEENTH STREET: As the areas north of Buffalo Avenue and east of Nebraska Avenue become more densely settled and populated additional north and south arteries will be required. One of these should be Fifteenth Street, extending from Hilton Place on the north to Fourth Avenue on the south. Altho not designated as a primary artery, Fifteenth Street can appropriately serve as a secondary feeder for truck traffic going into the port and terminal area tributary to Thirteenth Street and Water Street. Located one-half mile east of Nebraska Avenue and north of Buffalo Avenue, Fifteenth Street forms the corporate limit line. With the exception of three pieces, one between Twenty-First Avenue and Buffalo Avenue, the second between Hunter Street and Wilder Avenue and the third between Hanna Avenue and Hilton Place, Fifteenth Street has a dedicated width of sixty feet or more. Between Second Avenue and Twelfth Avenue the roadway width is thirty-six feet and forty feet; north of Twelfth Avenue to Buffalo Avenue it is twenty to thirty-five feet wide and north of Buffalo Avenue to Hillsborough Avenue it is only sixteen feet. Fifteenth Street should be connected into Broad Street thru Hilton Place and be widened to sixty feet thruout its length when necessary and the roadway should be widened to at least thirty-six feet ultimately.

FIFTIETH STREET: This important link in the outer circumferential ring lies entirely in the County three miles east of Nebraska Avenue and nearly one mile east of the easterly corporate line of the city. It extends due south from the

Harney or Fort King Road which feeds into State Road 156 to the Hillsborough State Park, Dade City and points north. Southerly it intersects the Twenty-Second Street Causeway Road and proceeds south as U. S. 541, State Road 23, The Tamiami Trail to Manatee County points, Fort Myers and Miami. This road has an adequate dedicated width thruout but at a later date will need a wider roadway.

FLORIDA AVENUE: One of the two principal thoroughfares entering Tampa from the north and one of the principal radials carrying local traffic originating in that area north of Buffalo Avenue. It extends from the river on the north to Whiting Street on the south. From Harrison Street south it lies in the original Jackson Plat of 1853. Because Florida Avenue has been one of two direct access roads north and a good local feeder and because the belief prevailed that business should be located on such main traffic streets, Florida Avenue has been spotted with business enterprise of diverse kinds from one end to the other which practice has doubtless already depreciated values thruout its length. With the exception of one section, from Frierson Avenue to Henry Avenue, Florida Avenue has a width of sixty feet from the River to Osborne Avenue. South of Osborne Avenue its width is fifty feet to Harrison Street; south of Harrison Street it is eighty feet. The roadway width however is forty feet from Twenty-Sixth Avenue to the river. South of Twenty-Sixth Avenue where roadway width is really necessary, it is only thirty-five feet wide to Harrison Street. South of Harrison Street the roadway width is fifty-five feet. Street cars operate on Florida Avenue between LaFayette Street and Zack Street. The traffic studies revealed that the flow of traffic increases from the river south becoming heaviest in the central business section. With the exception of the section between Frierson Avenue

FLORIDA AVENUE



Looking north on Florida Ave. from Fortune St. Street through here 50 ft. wide, roadway 35 ft. With parking on both sides room for one moving traffic lane in each direction. All parking should be eliminated here.

FORTUNE STREET



Fortune St. looking west from Florida Ave. Street here only 30-40 ft. wide, roadway 20 ft. Should be widened to 50 ft. at least and 40 ft. respectively from Morgan St. to Tampa St.

INTERSECTION LAFAYETTE ST. AND FRANKLIN



Note wide roadways--intersection Lafayette St. and Franklin St. Roadway 55-60 ft. wide and street 80 feet.

and Henry Avenue which has a width of fifty-five feet, the dedicated width of Florida Avenue north of Osborne Avenue is adequate for the present. South of Osborne Avenue the dedicated width is only fifty feet to Harrison Avenue. In this distance the section between Osborne Avenue and Twenty-Sixth Avenue should be widened to sixty feet and that portion south of Twenty-Sixth Avenue should be widened ultimately to eighty feet. The ultimate widening to eighty feet should be started now by establishing set back lines. From Twenty-Sixth Avenue north the roadway width of forty feet is adequate for some time to come but south of Twenty-Sixth Avenue widening to forty feet is urgently needed now but to do this will also require the acquisition of additional street width. The latter section of street from Twenty-Sixth Avenue south should ultimately be widened to fifty-six feet. North of the river to Waters Avenue, Florida Avenue in the County is of ample width.

Because of its directness to the central business district, Florida Avenue will always be one of the main members of the major street plan, carrying a large portion of the traffic load. Under the section of this report treating of traffic control, recommendations will be included to expedite and facilitate traffic flow along Florida Avenue.

FORTUNE STREET: This short street affords a connecting link between Morgan Street on the east and LaSalle Street west of the river - an inner by-pass artery. From Tampa Street to Morgan Street it is of insufficient width and to insure an adequate future width, set back lines should be established now throughout this distance. Most of the building improvements in this area are old and during the ensuing years may yield to remodeling or reconstruction and at such times any new construction should conform to new street lines.

FOURTH AVENUE: From Thirty-Sixth Street on the east to Thirteenth Street, Fourth Avenue is the routing of State Road No. 23 into Tampa from Plant City, Lakeland and the east. It is a street heavily used by truck traffic also a passenger traffic feeder into points north of Fourth Avenue to Ybor City. It is one of the principal links in the east-west flow of traffic to the central business district and also to the port and industrial area adjacent to Thirteenth Street. Its width of sixty feet from Thirteenth Street to Thirty-Fourth Street is adequate, also its roadway width of forty-four feet. From Thirty-Fourth Street to Thirty-Sixth Street this street should be widened to sixty feet and the jog near Thirty-Fourth Street and Thirty-Fifth Street be eliminated. The roadway between Thirty-Fourth Street and Thirty-Fifth Street should also be widened to at least forty feet. Fourth Avenue currently terminates at Thirty-Sixth Street and the traffic flowing on it either proceeds to or comes from Broadway across the tracks of the Atlantic Coast Line Railway to the north. In as much as Fourth Avenue will probably become an artery of increasing usefulness especially with the development of the Henderson Air Port and the ultimate improvement of Fortieth Street, a viaduct should be erected at the eastern end of Fourth Avenue to pass over the tracks and into Broadway. This would remove hazardous rail crossings.

FORTIETH STREET: This street is another link in the outer circumferential regional street system, extending as it does from Yukon Street on the north to Broadway on the south, nearly two and one-half miles east of Nebraska Avenue. From Yukon Street to Buffalo Avenue it lies in the County but the section from Buffalo Avenue south to Broadway is the east corporate line of the City. With the development and completion of the Henderson Air Port, Fortieth Street will assume a new significance in the highway network. It should become an important heavy

4th AVENUE



Jog in 4th Ave. that should be removed.
Street at narrow part 30 ft. wide, roadway
29 ft.



4th Ave., west of 36th St. site of proposed
approach to viaduct over A.C.L. road to
Broadway.

duty highway between the airport, the northeast area of the city and the industrial and port sections. With the construction of a new road from Nebraska Avenue diagonally to a point on Fortieth Street near Hillsborough Avenue such traffic headed south could be diverted into Fortieth Street. It could also receive southbound traffic from the Harney Road. Fortieth Street is wide enough for its present use but to prepare for its future, a width of eighty feet from its north to south extremities should be acquired. At present the roadway width of Fortieth Street is only about fifteen to sixteen feet - inadequate for the load that will ultimately use it. The width should be at least twenty feet and later, thirty-six feet.

GANDY BOULEVARD: This important cross peninsula highway extending from the Bayshore Boulevard to Gandy Bridge lies wholly within the county and is one of the principal feeders to the Gandy Bridge and the Pinellas peninsula. It has varying widths from Bayshore Boulevard to West Shore Boulevard but is paved thruout to a width of forty feet which is adequate for a long time ahead.

GRAND CENTRAL AVENUE (MEMORIAL HIGHWAY): Extending from its intersection with and as a continuation of LaFayette Street, Grand Central Avenue is one of the principal radial streets feeding tributary areas to the west, southwest and northwest. Prior to the installation of the Platt Street bridge and the improvement of Bayshore Boulevard, Grand Central Avenue was the only thru east and west highway from the central business district to Hyde Park and other areas west of the river. During that period Grand Central was generously paved from Magnolia Avenue to Howard Avenue. Grand Central Avenue west of the city limits at Lincoln Avenue is known as Memorial Highway. From Magnolia Avenue to Lincoln Avenue Grand Central Avenue has a dedicated width of eighty feet; west of Lincoln

Avenue in the County its width is fifty and sixty feet. The paved roadway width from Brevard Avenue to Howard Avenue is fifty-five feet; from Howard Avenue to Moody Avenue, forty feet and from Moody Avenue to Lincoln Avenue only twenty-four feet. In the County portions the roadway is sixteen feet to Tampa Bay Boulevard. Street cars operate on Grand Central Avenue from its junction with LaFayette Street to Albany Street. The street and roadway widths are adequate to Moody Avenue, the street width is adequate to Lincoln Avenue, but the roadway should be widened to forty feet. West of Lincoln Avenue, the roadway width of Grand Central Avenue should be at least twenty feet at present and ultimately as the tributary area developes, it should be widened to thirty-six feet. The County should also acquire a right of way at least eighty feet wide to Tampa Bay Boulevard.

HANNA AVENUE: This is a secondary east and west street lying midway between Sligh and Hillsborough Avenues. Intersecting Florida, Central and Nebraska Avenues and extending eastward to Twenty-Second Street it is an important cross territory street in a rapidly growing area. The street width, altho less than sixty feet, is adequate for some time to come, however the roadway in Hanna Avenue should be thirty-six feet thruout.

HARNEY ROAD (FORT KING HIGHWAY): This radial entering the area from the northeast serves a large productive tributary area to the north. It is also the route to the Hillsborough State Park. Harney Road connects with Fiftieth Street, East Buffalo Avenue and terminates at Thirtieth Avenue (Lake Avenue). By a proposed diagonal street it will connect with Columbus Drive. It is now used by funerals going to Myrtle Hill Cemetery. It lies wholly in the County. Harney Road should have an eighty foot right of way to permit roadway widening at a later date. Currently the roadway width is twenty feet.

HENDERSON BOULEVARD: A major diagonal artery extending southwest from Grand Central Avenue to Bay to Bay Boulevard and via Bay to Bay Boulevard thru Sunset Park to West Shore Boulevard. It is located entirely in the county. At present this Boulevard serves as an important link in one of the principal thru routes to Gandy Bridge and the lower Pinellas Peninsula. Henderson Boulevard also taps several good potential residential areas and in the future will serve as an important collector and distributor of traffic originating in these areas. Its usefulness as a thru artery will be increased by its extension north of Grand Central Avenue to MacDill Avenue and by the extension of Manhattan Avenue south to Gandy Boulevard, both of which improvements are proposed in the major street plan. Henderson Boulevard's prevailing street widths are sixty and eighty feet and it is paved to thirty-eight feet and forty feet widths which are adequate for some time to come.

HILTON PLACE: This street is included in the major street system as a connector of Broad Street and the proposed extension of Fifteenth Street. When improved it will complete an additional secondary north and south artery and will divert some traffic from Florida, Central and Nebraska Avenues. Hilton Place now has a width of fifty feet and follows a rather curving route. It should be straightened and widened to sixty feet. The roadway width should be increased from the present twenty-seven feet to thirty-six feet.

HILLSBOROUGH AVENUE (STATE ROAD 17): One of the principal through traffic arteries in the major street system, extending across the corporate area from Fifteenth Street to the river, a distance of one and one-half miles. Altho important locally it primarily affords through traffic from the north and east a means of going across the city and tapping other portions of the major plan that lead to points south and west. It is a vital link in one of the circumferential systems. That portion of Hillsborough Avenue east of Fifteenth Street as well as that portion west of the river lie in the County. Thru the city from the river to Fifteenth Street Hillsborough Avenue has a width of one hundred feet. From Nebraska Avenue to the river the roadway width is forty feet, east of Nebraska Avenue to Fifteenth Street it is thirty feet. Between Fifteenth Street and Fortieth Street the street width varies from sixty-six to eighty feet but the roadway is twenty-four feet. West of the river, in the County, to Lincoln Avenue the roadway is forty feet wide but west of Lincoln Avenue it is twenty-four feet. The widths are adequate, however the section east of Nebraska should ultimately be widened to forty feet because much of the new development and growth of this northern area will be east of Nebraska Avenue and north of Hillsborough Avenue.

HOWARD AVENUE: This is an old member of the Tampa street system, extending north from the Bayshore to Columbus Drive. It is a useful cross town street connecting Columbus Drive, Cypress Avenue, Grand Central Avenue and other east and west streets. South of Grand Central Avenue it is also the corporate limit line beyond and west of which much new growth is springing up. With the exception of a section between the Atlantic Coast Line Railway and Swann Avenue, Howard Avenue has a width of sixty feet. It should all be made sixty feet.

Between Grand Central Avenue and Columbus Drive the roadway width is forty feet. South of Grand Central Avenue to the Bayshore the roadway should be widened to forty feet; it is now thirty feet wide.

JEFFERSON STREET: Connecting at Cass Street with Central Avenue, Jefferson Street will be an important feeder to Platt Street and Water Street. It is a connecting thoroughfare having an adequate width of eighty and sixty feet from Cass Street to Cumberland Street but a width of only forty feet from Cumberland Street to Water Street. The latter section should be widened to sixty feet. Between Cumberland Street and Polk Street the roadway width is from forty-eight to fifty-five feet, that in the other sections is less than thirty feet. These narrow sections, from Polk Street to Cass Street and from Water Street to Cumberland Street should be widened to a width commensurate with the rest.

LAFAYETTE STREET: One of the most important east and west cross town arteries, a connecting street between Thirteenth Street on the east to Grand Central Avenue on the west. The widths of both the street and roadway are adequate thruout its length.

LaSALLE STREET (Refer to FORTUNE STREET): This is a secondary local street tributary from the west to the Fortune Street Bridge and thence to down town Tampa. It is of sufficient width from the west end of the Fortune Street bridge to Armenia Avenue. From Garcia Avenue to Armenia Avenue the roadway should be widened ultimately to thirty-six or forty feet.

MacDILL AVENUE (ROOSEVELT - LISBON - GADSDEN - HILLS): At present this street affords one of the principal means of access to MacDill Field. It will become a street of increasing importance as time passes providing needed improvements are forthcoming within a reasonable time. It is not only a street with a defense sig-

nificance but it will serve the rapidly developing residential areas south of Grand Central Avenue in the Palma Ceia section, and also, afford a new means of access to Columbus Drive and ultimately to Buffalo Avenue. In this respect MacDill Avenue is a part of the inner circumferential regional highway plan. Only that section of MacDill Avenue between Grand Central Avenue and Tampa Bay Boulevard lies in the corporate area, consequently the improvement of this street is primarily a County problem. South of Grand Central Avenue to MacDill Field, MacDill Avenue has a width varying from twenty-five to eighty feet and a roadway surface of twenty-four feet. North of Grand Central Avenue to Buffalo Avenue the street width varies from fifty to sixty feet and with the exception of two pieces (Cypress Street to Laurel Street; Cherry Street to Ivy Street) the roadway widths vary from twenty to thirty feet. The street width throughout from West Buffalo Avenue to MacDill Field should be at least sixty feet; the roadway width south of Columbus Drive to MacDill Field should be forty feet. For the present a paving width of twenty feet is adequate north of Columbus Drive.

MANHATTAN AVENUE: This highway lying entirely in the county will afford when developed a useful connection between Henderson Boulevard and Gandy Boulevard to the south. Its use will then obviate the necessity of all traffic having to travel the confusing, winding path thru Sunset Park. Currently it is of sufficient width as to roadway and street, from Henderson Boulevard to El Prado Boulevard. South of El Prado Boulevard the County should acquire a right of way and pave to Gandy Boulevard.

COLUMBUS DRIVE (MICHIGAN AVENUE): As a major street, thru and across the city and as a collector and distributor of traffic from the areas to the north,

Columbus Drive offers great possibilities. It is favorably located two miles south of Hillsborough Avenue and about one and one-half miles north of the central business district, extending from Fortieth Street on the east to North Lincoln Avenue on the west, a distance of about five miles. It is one of the cross city streets bridging the river and connecting in the County with State Road 23 on the east and Memorial Highway on the west. Those portions between North Lincoln Avenue and the Memorial Highway and east of Fortieth Street lie in the County. Columbus Drive penetrates and passes thru an area of Ybor City and Tampa Heights that is rather densely populated, an area that is also devoted to considerable business and industry. Along its length from Twenty-Ninth Street on the east to Highlands Street on the west is a street car track. Despite all these facts, however, Columbus Drive is one of the poorest streets structurally, narrowest and most difficult to negotiate from end to end. Its improvement would contribute measurably to the safe movement of traffic in and thru the city and also, would be helpful to the populated areas tributary to it. From Fortieth Street to North Boulevard, Columbus Drive has widths of forty and fifty feet. From the bridge west to North Lincoln Avenue its width is sixty feet and in the County from Lincoln Avenue to Memorial Highway it is eighty feet wide. In other words the portion west of the river, thru the area sparsely settled and with no street car tracks, Columbus Drive is of adequate width but thru the most densely populated areas, and with street car tracks, its width is only forty feet. Because of its location and importance as a primary artery, Columbus Drive should have a width of at least sixty feet thru the city from Fortieth Street to North Boulevard. And further, set back lines should be established thruout this distance so that at some future date when necessary it can be widened to eighty.

COLUMBUS DRIVE



East of 29th St., Columbus Drive should be widened to 60 ft. and roadway to 40 ft.



Columbus Drive looking west toward 22nd St. Note poor condition of street surface, also car track. Street here 40 ft. wide, roadway 30 ft. Need widening to 60 and 40 feet respectively.

COLUMBUS DRIVE



Looking east from 15th St. Street width 40 ft., roadway 28 ft. Widening here to 60 and 40 for street and roadway respectively.



Looking west toward Regensburg factory. Note roadway clogged by street car and vehicles. Street here 40 ft. and roadway 28 ft.

COLUMBUS DRIVE



Looking west from near Tampa St. Note improved appearance of streets here. Street 40 ft. wide, roadway 28 ft.



West of the river Columbus Drive has a street width of 60 ft. and roadway of 40 ft.

feet. The street width in the County should ultimately be widened to eighty feet east of Fortieth Street. The roadway in the County, from its connection with State Road 23, should be widened to at least twenty feet and later to thirty-six feet. The roadway width thru the city from Fortieth Street to North Boulevard should be at least thirty-six to forty feet, a width that can be accommodated in a sixty foot street.

MORGAN STREET: This street from Water to Fortune will be effective as a secondary artery leading to the Fortune Street bridge and the West Tampa area. It is currently of sufficient width, both street and roadway to Cass Street but from Cass Street to Fortune Street the roadway should be widened.

MORRISON AVENUE: Morrison Avenue is a convenient, serviceable secondary cross town street from Edison Avenue to Henderson Boulevard and West Shore Boulevard. It is of sufficient width thruout its length excepting that portion between the Atlantic Coast Line Right of Way and Armenia Avenue should be widened to sixty feet. The section lying west of Howard Avenue is in the County. The roadway thruout its length is currently twenty-four feet wide; this should ultimately be widened to thirty-six feet.

NEBRASKA AVENUE: With Florida Avenue this street is now carrying the bulk of traffic from north to south, into and thru the city. It is a primary radial artery serving a large growing residential area to the north and also leading to the transportation, port and industrial areas south and east of the business section. It is particularly a street attractive to trucks, buses and traffic of the heavier sort. Like Florida Avenue, Nebraska Avenue has been spotted with business enterprise thru the greater part of its length, despoiling it from much use as an appealing residential street. In its southern portion between Broadway and

NEBRASKA AVENUE



Nebraska Ave. north of about India St. Street width here 50 ft. wide. Roadway widening already carried to point where it has narrowed sidewalks and encroached upon fronts of houses.



Intersection of Broadway and Seventh Avenue at Nebraska Ave. Building should be removed.

Cass Street, Nebraska Avenue traverses a portion of the "Scrub". From the river to Osborne Avenue, Nebraska Avenue has a width of fifty to eighty feet, the latter width however prevailing for the greater distance. South of Osborne Avenue to Twiggs Street the street width is only fifty feet with one exception. Nebraska Avenue however is paved to a width of forty feet from Waters Avenue north of the river to Ross Avenue. Between Seventh Avenue and Ross Avenue the roadway width is thirty-six feet and south thereof it reduces still further to thirty feet. It is here noted that thru an area requiring roadway capacity, the least width is found. Already in the area immediately north of Cass Street the roadway has been widened to within a few feet of the street line leaving only narrow spaces on either side for sidewalks. The width of Nebraska Avenue is adequate from the river to Osborne Avenue however south of Osborne Avenue to Twiggs Street, set back lines should be established so that ultimately a street width of eighty feet can be extended thruout. The roadway width north of Ross Avenue is adequate for the present. South of Ross Avenue to Twiggs Street however a forty foot width should be provided.

NINTH AVENUE - PALM AVENUE: These two thoroughfares considered as one continuous street would supplement Broadway and Seventh Avenue and Oak Street as secondary east and west channels. From the westerly end of Palm Avenue at its junction with North Boulevard, a connecting link can be inserted to connect it with Ridgewood Avenue that extends northwesterly into Columbus Drive. However before Ninth Avenue east of Nebraska Avenue (between Nebraska Avenue and Eleventh Street) can be used effectively the intricate curves now existing would have to be smoothed out as a part of the roadway widening program. From Twenty-Second Street to Eleventh Street Ninth Avenue has an adequate width of sixty feet; between

the east to North Boulevard on the west is a good cross town secondary artery lying midway between two primary arteries, Hillsborough Avenue and Buffalo Avenue. That section east of Fifteenth Street to Fortieth Street lies in the County. Its width from the river or North Boulevard to Nebraska Avenue is fifty feet, east of Nebraska Avenue to Fifteenth Street it is forty feet wide. The roadway width in the city varies from twelve feet between Central and Nebraska Avenues to thirty feet between Florida and Central Avenues. Thruout its length in the city Osborne Avenue should have a width established of sixty feet and a roadway width of thirty-six feet.

PLATT STREET: A primary east and west artery thruout its entire length in the city from Thirteenth Street on the east to Howard Avenue on the west. Platt Street is a major collector and distributor of both passenger and commercial traffic to and from the down town and waterfront areas to the east, west and southwest. It also affords a direct route for thru traffic by its connections with Thirteenth Street and the Bayshore Boulevard. Prevailing street widths of sixty to eighty feet and roadway widths of forty to sixty feet are adequate for present needs and for some time to come.

SECOND AVENUE: A primary east and west artery included in the major street system extending from Twenty-Second Street on the east to Thirteenth Street on the west. Second Avenue is important as a distributor of heavy thru and local traffic to and from the south on Twenty-Second Street. The street width of sixty feet and the roadway width of forty-four feet are adequate for present and future needs. Second Avenue is an important street serving the industrial and transportation area.

SEVENTH AVENUE (BROADWAY): This is an important primary east and west artery

extending from Fiftieth Street on the east to Ola Avenue on the west, a distance of about four miles. Located entirely in the city limits except for a short section between Fortieth and Fiftieth Streets. Seventh Avenue is not only a major thru artery handling traffic to and from the east on State Road No. 23 to Plant City and an important cross-town artery, but it is also one of Tampa's oldest and principal business streets serving as the "Main Street" of Ybor City. Traffic is not only heavy on this street but it is complicated by a street car track running from Thirty-Sixth Street west to Nebraska Avenue with a particularly congested condition caused by a double track in the vicinity of Seventeenth Street. This street has a present width of from sixty to sixty-four feet which is sufficient. With some diversion of traffic to Ninth Avenue and the use of only a single car track in the Seventeenth Street vicinity the present roadway widths varying from forty to fifty feet, with the exception of the widths between Nebraska and Florida Avenues, will prove adequate. The roadway between Nebraska and Florida Avenues which now varies from twenty-six to thirty-two feet should be widened to forty feet and the severe jog at Nebraska Avenue should be straightened out simultaneously. Ultimately, increased traffic demands may necessitate the removal of car tracks entirely from this street and also the projection of a connection at the west end (Ola Street) with North Boulevard.

SLIGH AVENUE: Located a mile equidistant from Hillsborough and Waters Avenues and bridging the Hillsborough River, Sligh Avenue assumes the character of a secondary east and west crosstown artery. Located in a growing area, its improvement should open good potential residential sections. It is included in the major street system from Armenia Avenue on the west to Twenty-Second Street on the east. The portions from the River west to Armenia Avenue and from Fifteenth



Looking west from Jefferson St. Street here 64 ft. wide, roadway 26 ft. Roadway can be widened to 40 ft. without injuring trees or widening street.



Showing roadway widening west of Florida Avenue.

Street east to Twenty-Second Street lie outside of the city limits. The width of Sligh Avenue is practically entirely less than sixty feet with many portions less than fifty feet; it should be widened thruout to sixty feet. With the exception of the piece from the river to Florida Avenue (thirty feet) and the piece from Nebraska Avenue to Fifteenth Street (fifteen feet) the roadway is eighteen feet. The sections of the roadway in the city should be widened to thirty-six feet and that in the county widened to twenty feet. The latter width can then be increased to thirty-six feet in the future when needed.

SPRUCE STREET: This secondary east and west street is included in the major street plan from MacDill Avenue on the west to Boulevard on the east. It is a good cross town artery, serving as a good collector and distributor for the west Tampa area between Columbus Drive and Cypress Street. Spruce Street connects strategically with Boulevard at the southern terminus of the proposed Boulevard bridge. It has a sixty foot width except for a section between Willow Avenue and Oregon Avenue. This piece should be acquired to maintain a uniform sixty foot width. The roadway varies from twenty-six feet to thirty feet and should be widened to thirty-six feet thruout.

SWANN AVENUE: This is an important east and west secondary artery extending from the Bayshore Boulevard on the east to West Shore Boulevard on the west. West of Howard Avenue this street lies entirely in the county. Located about a half mile south of Grand Central Avenue, Swann Avenue serves the well populated Hyde Park area in the east and running west thru some highly potential residential areas it affords a direct connection with Beach Park. Connecting with the southern part of Rome Avenue by the diagonal Snow Avenue it serves as an important distributor of traffic to and from the Bayshore Boulevard. Swann Avenue has a

sufficient width thru its most heavily traveled portions, seventy feet from South Boulevard to Oregon Avenue and sixty feet from Oregon Avenue to Howard Avenue. However it is only fifty feet wide from Magnolia Avenue to South Boulevard and the portion in the county from Howard Avenue to West Shore Boulevard ranges in width from thirty feet to fifty-five feet. It should be widened thruout to a minimum of sixty feet. In the city, Swann Avenue has a roadway from twenty-six feet to forty-eight feet and in the county from twenty-four feet to forty feet. A widening program should call for a minimum of thirty-six feet thruout. Swann Avenue has a street car track from Boulevard to Oregon Avenue.

TAMPA STREET: A short but major north and south artery thruout its entire length from Buffalo Avenue to Platt Street, Tampa Street vies with Florida Avenue in importance as a down town feeder and distributor. That portion of this street lying in the Jackson Grant has a sufficient width, eighty feet, but north of Tyler Street the prevailing widths ranging from one small portion of fifty feet to fifty-five to sixty-four feet should ultimately be widened to eighty feet and to accomplish this proper set back lines should be established immediately. At the present time roadway widths are sufficient except for the thirty foot section from Columbus Drive to Twenty-sixth Avenue - this section of the street should be widened to forty feet which would result in a minimum width of forty feet on the entire street. Altho heavily traveled now, a proposed connection with Florida Avenue from the present dead end at Buffalo will further increase the importance of Tampa Street. As traffic demands increase in the future and when the eighty foot width is realized the roadway can be widened ultimately north of Tyler Street to fifty-six feet which will establish an adequate roadway thruout as south of Tyler Street to Platt Street there is a roadway now of from fifty-five to sixty

TAMPA STREET



Tampa St. at its northern terminus at Buffalo Ave. Street has 60 ft. wide, roadway 42 ft. Street should be projected from here to Florida Avenue.



Jog in Tampa St. Filling station encroaches into street.

TAMPA STREET



South on Tampa Street. Street here
60 ft. wide, roadway 30 ft. Curve on
right side and sign board abstraction
could be removed.

13th STREET AND PLATT ST.



From junction of Platt St. and 13th St.
looking west. This point should be
rounded.



13th Street south from 4th Avenue. Sharp
curb radius should be rounded.

feet. At the present time there is a street car track on Tampa Street from Fortune Street to Buffalo Avenue and from LaFayette Street to Zack Street in the down town area.

TAMPA BAY BOULEVARD: This important highway is included in the major street system from an eastern point where it will connect with the proposed west Buffalo Avenue extension west to the point of connection with Memorial Highway - this ultimately providing a thru east and west route midway between Columbus Drive on the south and Hillsborough Avenue on the north. This section of Tampa Bay Boulevard lies entirely in the county. At present the street width is adequate but the existing roadway width of eighteen feet could be widened to twenty feet to provide two moving lanes. Prior to any extensive development of the area contiguous to this highway the width of fifty feet from the northeast corner of Section 12, Township 29, Range 17, to Memorial Highway should be increased to eighty feet which will provide an eighty foot width thruout.

THIRTEENTH STREET: This short but very important north and south artery is part of the major street system from Fifth Avenue on the north to Ellamae Avenue on the south. This section of Thirteenth Street is one of the heaviest traveled areas in Tampa as it provides a vital connection of the western termini of Second and Fourth Avenues with the eastern termini of Twiggs Street (Elliott Street), LaFayette Street, Platt Street and Water Street (Ellamae Avenue). Prevailing street widths of eighty to one hundred feet and the roadway width of fifty feet are adequate.

THIRTIETH AVENUE (LAKE AVENUE): A secondary east and west street and part of the major street system from Florida Avenue east to its connection with the Barney Road or Fort King Highway. Located between Columbus Drive on the south

and Buffalo Avenue on the north, Thirtieth Avenue is an important collector and distributor of local traffic originating in a well populated area. It is also significant as a thru route east to the Harney Road and to the Myrtle Hill Cemetery. West of Thirteenth Street, Thirtieth Avenue has a width varying from thirty feet to fifty feet and from Thirteenth Street to Fortieth Street it is sixty feet wide. It should be widened to a uniform sixty foot width thruout. Roadway widths of twenty-six feet exist now between Florida Avenue and Twelfth Street and between Fifteenth Street and Thirty-fourth Street and of fifteen to sixteen feet between Twelfth Street and Fifteenth Street and Thirty-fourth street and Fortieth Street. The roadway should be widened to thirty-six feet thruout the entire length of the street.

THIRTY-FOURTH STREET: This is an important secondary north and south cross town artery extending from Hillsborough Avenue on the north to Fourth Avenue on the south. Thirty-Fourth Street is a valuable collector and distributor of traffic in those areas lying between Twenty-Second Street and Fortieth Street. From Buffalo Avenue to Hillsborough Avenue, Thirty-Fourth Street is located in the county. With the exception of the section between Twenty-Sixth Avenue and Thirtieth Avenue this street is less than sixty feet wide thruout and it should be widened to a uniform width of not less than sixty feet. Roadway widths are thirty feet between Twenty-First Avenue and Thirtieth Avenue, twelve feet elsewhere in the city except between Fourth Avenue and Seventh Avenue which is not paved and sixteen feet in the county. The roadway should be widened to thirty-six feet thruout.

THIRTY-SIXTH STREET: Included in the major street plan for three blocks running north and south as the vital connection between Fourth Avenue and Seventh

Avenue and a part of State Road 23 entering the city from the east. The importance of this connector will diminish when the proposed viaduct connecting Fourth Avenue and Seventh Avenue becomes a reality. Thirty-Sixth Street's width (fifty-five to eighty feet) and roadway (forty feet) are adequate.

TWENTY-SECOND STREET: A primary north and south artery extending from the river on the north, where it connects with the proposed diagonal highway from Nebraska Avenue to Fortieth Street, south to the Causeway Boulevard. From Buffalo Avenue south it has a distance of three miles in the city and north of Buffalo Avenue it extends almost three miles in the county. Twenty-Second Street is of major importance now as an artery, especially south of Twenty-Sixth Avenue to the Causeway Boulevard, where it enters the city as U. S. Highway 541. Potentially, when improved, it will increase in importance not only as a thru north and south route but as a north and south cross town collector and feeder to that growing area contiguous to the city in the northeast. This street presents a serious problem; thruout its entire length, with but few exceptions, it is fifty feet or less in width. It should be widened to a uniform width of eighty feet and proper set back lines should be immediately established. Twenty-Second Street has a roadway of forty feet from Oakwood Avenue to Second Avenue thru its present busiest section. Elsewhere in the city, the roadway varies from twenty-four feet to thirty-four feet and down to fifteen feet from Twenty-Sixth Avenue to Buffalo Avenue. In the county the roadway runs eighteen feet north of Buffalo Avenue. The present and potential traffic demands on this street necessitate a roadway of at least forty feet in the city and thirty-six feet in the county. Twenty-Second Street, at present, has a street car track from Chapin Street to Broadway.

TWIGGS STREET (AND ELLIOT STREET): A major downtown east and west artery

included in the major street system in its entirety from Ashley Street to and including the Elliot Street extension to Thirteenth Street. This artery is important as a collector and distributor from Thirteenth Street, Nebraska Avenue, the Union Station and the downtown area. The prevailing street width for Twiggs Street - Elliot Street is eighty feet and with present roadway widths varying from forty to seventy feet provide sufficient traffic facilities for the present and future. Twiggs Street has a street car track from Nebraska Avenue to Florida Avenue.

WATER STREET: This highway is included in the major street system as an important link in the industrial belt line highway serving the waterfront. It connects with LaFayette Street on the north and Ellamae Avenue on the east. Water Street's present width of sixty feet will probably be sufficient for many years and the prevailing roadway widths varying from forty feet to one hundred and three feet are also sufficient except for one short section between Nebraska Avenue and Morgan Street where the roadway narrows to twenty-five feet. This section should be widened to forty feet.

WATERS AVENUE: A major east and west link in the outer circumferential highway system of the Tampa area and the northern terminus and connector of important north and south arteries. Located entirely in the county, just north of the city limits, Waters Avenue is included in the major street system from the point where it connects with the projected Dale Mabry Avenue (Vera Avenue) east to Twenty-Second Street, thence northeast to Yukon Street and thence east on Yukon Street to Fortieth Street, a distance of some five miles. From Twenty-Second Street to Thirty-Seventh Street this highway is sometimes referred to as River Hills Drive. The Waters Avenue - Yukon Avenue highway serves as an important distributor of

traffic flowing north and south and should have a uniform width of eighty feet. Prevailing widths run from fifty to sixty feet with the exception of a small portion east of Nebraska which is thirty feet. The present roadway is eighteen feet west of Armenia Avenue and fifteen feet east of Armenia Avenue and should be widened to twenty feet thruout. As this northern section of Tampa area develops and the movement of freight from the new Henderson airport becomes a reality, the Waters Avenue - Yukon Street roadway should be widened to provide express highway facilities.

WEST SHORE BOULEVARD: An important circumferential highway and the main north and south artery serving the extreme western portion of Interbay Peninsula. Included in the major street system from Gandy Boulevard north to Columbus Drive, a distance of some five miles, located entirely outside of the city limits. At present this artery receives all of the traffic using the Henderson Boulevard route to Gandy Bridge. As the western terminus of the major street system for the Tampa area, West Shore Boulevard should have a minimum width of eighty feet which means that the sections from the center point of Section 32, Township 29, Range 18, north almost to Memorial Highway (now sixty to seventy feet) and from Gray Street north to Cypress Street (now sixty to seventy feet) should be widened. The roadway to a point three hundred feet north of Memorial Highway is sufficient for present needs but from this point north should be widened from the present fifteen feet to twenty feet, providing two fast traffic lanes. As the area contiguous to this artery develops in the future the roadway can be widened to permit parking lanes in the more congested sections.

DREW STREET: This short artery is included in its entirety, from Jackson Street to Twiggs Street, in the major street system. At present it serves as

an important feeder into Nebraska Avenue from the commercial and trucking areas to the north. It will assume even more significance when the proposed extension is completed between Nebraska Avenue at Whiting Street and Drew Street at Jackson Street thus affording a direct route north into Nebraska Avenue from the waterfront areas. The present width of eighty feet and the roadway of fifty-five feet are both adequate.

TABLE IV
TABULATION OF MAJOR STREETS

NAME OF STREET	FROM	TO	STREET WIDTH		ROADWAY WIDTH	
			PRESENT	RECOMMENDED	PRESENT	RECOMMENDED
Armenia Avenue	Grand Central Avenue	Tampa Bay Boulevard	60	60 *	30	40 A
	xTampa Bay Boulevard	xHillsborough Avenue	80	80	16	20 B
	x Hillsborough Avenue	Waters Avenue	50	80	16	20 B
Ashley Street	LaFayette Street	Cass Street	80	80	60-64	60-64
Azeale Street	A. C. L. R/W	Rome Avenue	40	60	12	36
	Rome Avenue	Howard Avenue	60	60	24	36
	xHoward Avenue	xWest Shore Boulevard	60	60	24	36
Bay to Bay Blvd	xWest Shore Boulevard	xLois Avenue	80	80	24	36
	xLois Avenue	xSouth Himes Avenue	80	80	30	36
	xSouth Himes Avenue	xBayshore Boulevard	80	80	30	36
Bayshore Boulevard	Hyde Park Place	Davis Islands Bridge	80-100	80-100	60	60
	Davis Islands Bridge	Bay Street (Hyde Park Avenue)	60	60	60	60
	Bay Street (Hyde Park Avenue)	Rome Avenue	150-170	150-170	2 @ 31½	2 @ 31½
	Rome Avenue	Howard Avenue	100-170	100-170	(1 @ 31½)	(1 @ 31½)
					(1 @ 33)	(1 @ 33)
	xHoward Avenue	xGandy Boulevard	132	132	2 @ 24	2 @ 24
Boulevard (North) & (South)	Bayshore Blvd.	Swann Ave.	60	60	20	40
	Swann Ave.	Fairgrounds	60	60	40	40
	Fairgrounds (No. B.)	Cypress St.	48-50	60	40	40
	Cypress St.	Main St.	60	60	40	40
	Main St.	Spruce St.	55	60	40	40
	Palm Ave.	Columbus Drive	50	60	26	40
	Columbus Drive	Plymouth St.	60	60	26	40
	Plymouth St.	Buffalo Ave.	50	60	26	40
	Buffalo Ave.	Osborne	50	60	-	40
Broad St.	Florida Ave.	Central Ave.	80	80	40	40
	Central Ave.	Nebraska Ave.	50	60	40	40
	Nebraska Ave.	12th. St.	60	60	24	36
	12th St.	Hilton Place	80	80	32	36

NAME OF STREET	FROM	TO	STREET WIDTH		ROADWAY WIDTH	
			PRESENT	RECOMMENDED	PRESENT	RECOMMENDED
Buffalo Ave.	River	North Blvd.	50	60*	30	36
	North Blvd.	Ola Ave.	50	60*	30	36
	Ola Ave.	Central Ave.	60	60*	30	36
	Central Ave.	15th St.	50	60*	28	36
	15th St.	22nd. St.	50	60*	12	36
	22nd. St.	30th St.	60	60*	-	36
	30th St.	300 ft. East of 34th St.	50	60*	-	36
	300 ft. East of 34th St.	37th St.	25	60*	-	36
	37th St.	40th St.	35-45	60*	-	36
	x40th St.	x1300' West of 50th St.	25-35	60	15	20
	xAbove Point	x50th St.	50-60	60	15	20
Cass St.	Howard Ave.	Willow Ave.	60	60	40	40
	Willow Ave.	North Blvd.	70	70	56	56
	North Blvd.	Bridge	80	80	40-60	40-60
	Bridge	Spring St.	80	80	60	60
	Spring St.	Central Ave.	80	80	50	50
	Central Ave.	Nebraska Ave.	60	60	50	50
Central Ave. (Adalee St.) (Avon St.) (Elmore St.) (Emily St.)	Cass St.	Kay St.	30-40	60*	29	40A
	Kay St.	Ross Ave.	50	60*	24-25	40A
	Ross Ave.	Columbus Drive	40	60*	25	40A
	Columbus Drive	Floribraska Ave.	50	60*	25	40
	Floribraska Ave.	Adalee St.	50	60*	34	40
	Avon St.	Elmore St.	47	60*	30	40
	Adalee St.	Emily St.	64	64*	30	40
	Adalee St.	Emily St.	50	60*	30	40
	Avon St.	Elmore St.	50	60*	30	40
	Emily St.	Buffalo Ave.	45-50	60*	30	40
	Buffalo Ave.	Chelsea St.	60	60*	30	40
	Chelsea St.	Cayuga St.	40	60*	30	40
	Cayuga St.	Osborne Ave.	70	70*	30	40
	Osborne Ave.	Wilder Ave.	75	75*	30	40
	Wilder Ave.	Frierson Ave.	80	80	30	40
	Frierson Ave.	Hillsborough Ave.	70	70*	30	40
	Hillsborough Ave.	Henry Ave.	80	80	30	40
	Henry Ave.	Clifton St.	60	60*	30	40
	Clifton St.	Idlewild Ave.	65	65*	30	40
	Idlewild Ave.	Paris St.	80	80	30	40
	Paris St.	Hanna Ave.	50	60*	30	40
	Hanna Ave.	Flora St.	80	80	30	40
	Flora St.	Hamilton Ave.	60	60*	30	40
	Hamilton Ave.	Broad St.	90	90	30	40
	Broad St.	Hanlon St.	90	90	-	40
	Hanlon St.	River	80-90	80-90	-	40

NAME OF STREET	FROM	TO	STREET WIDTH		ROADWAY WIDTH	
			PRESENT	RECOMMENDED	PRESENT	RECOMMENDED
Columbus Drive (Michigan Ave.)	xMemorial Hwy.	xLincoln Ave.	80	80	30	30B
	Lincoln Ave.	Habana Ave.	60	60*	12	40A
	Habana Ave.	Bridle	60	60*	40	40A
	Bridle	North Blvd.	50	60*	26	40A
	No. Blvd.	Highland Ave.	40	60*	25	40A
	Highland Ave.	22nd. St.	40	60*	28	40A
	22nd. St.	29th St.	40	60*	30	40A
	29th St.	30th St.	50	60*	12	40A
	30th St.	34th St.	50	60*	16	40A
	34th St.	40th St.	40	60*	16	40A
	x40th St.	x50th St.	60	80	16	20B
Cypress St.	North Blvd.	Armenia Ave.	50	60*	30	36
	Armenia Ave.	N. Lincoln Ave.	60	60*	30	36
	xN. Lincoln Ave.	x Memorial Hwy.	80	80	24	36
Dale Maybry Hwy. (Vera Ave.)	x3000' S. of Interbay Blvd.	x110' S. of Euclid Ave.	100	100)		36
	x110' S. of Euclid Ave.	xSan Luis St.	80	80)		36
	xSan Luis St.	x100' N. of Palmira Ave.	60	80)	In	36
	x620' S. of San Miguel St.	xHenderson Blvd.	80	80)	Construction	36
	xHenderson Blvd.	xWaters Ave.	?	80)		36
Drew St.	Jackson St.	Twiggs St.	80	80	55	55
Ellamae Ave.	13th St.	Water St.	60	60	40	40
El Prado Blvd.	xBayshore Blvd.	xMac Dill Ave.	60	60	24	24
	xMac Dill Ave.	xWest Shore Blvd.	60	60	2 @ 16	2 @ 16
Fifteenth St.	1st. Ave.	6th Ave.	64	64	40	40
	6th Ave.	9th Ave.	64	64	36	36
	9th Ave.	12th Ave.	62	62	40	40
	12th Ave.	Columbus Drive	62	62	30	36
	Columbus Drive	21st. Ave.	60	60	20	36
	21st. Ave.	28th Ave.	50	60	35	35
	28th Ave.	30th Ave.	45	60	35	35
	30th Ave.	Buffalo Ave.	35	60	35	35
	Buffalo Ave.	Hunter	60	60	16	36
	Hunter	Osborne Ave.	45	60	16	36
	Osborne Ave.	Wilder Ave.	55	60	16	36
	Wilder Ave.	Hillsborough Ave.	60	60	16	36
	Hillsborough Ave.	Henry Ave.	65	65	-	36
	Henry Ave.	Hanna Ave.	60	60	-	36
	Hanna Ave.	Hilton Pl.	50	60	-	36

NAME OF STREET	FROM	TO	STREET WIDTH		ROADWAY WIDTH	
			PRESENT	RECOMMENDED	PRESENT	RECOMMENDED
Fiftieth St.	xBuffalo Ave. xCauseway Blvd.	xCauseway Blvd. xEast Tampa	80 100	80 100	? ?	36 36
Florida Ave.	Lafayette St. Harrison St. 26th Ave. Osborne Ave. Frierson Ave. Henry Ave. xRiver	Harrison St. 26th Ave. Osborne Ave. Frierson Ave. Henry Ave. River xNorth Line, Sec. 1 Twp. 28-R18	80 50 50 60 55 60 80	80 60* 60 60 60 60 80	55 35 40 40 40 40 20	55 40A 40 40 40 40 20
Fortune St.	River Tampa St. Franklin St. Florida Ave.	Tampa St. Franklin St. Florida Ave. Morgan St.	60 40 30-40 20-30	60 50 50 50	44 30 20 20	44 40 40 40
Fourth Ave.	13th St. 34th St. 35th St.	34th St. 35th St. 36th St.	60 30 50	60 60 60	44 29 44	44 44 44
Fortieth St.	7th Ave. 10th Ave. Columbus Drive xBuffalo Ave. xHillsborough Ave.	10th Ave. Columbus Drive Buffalo Ave. xHillsborough Ave. xTemple Terrace Hwy.	50 30 50 30 50	60* 60* 60* 80 80	15 15 15 15 15	36 36 36 20B 20B
Gandy Blvd.	xBayshore Blvd. xMac Dill Ave. xManhattan Ave.	xMac Dill Ave. xManhattan Ave. xWest Shore Blvd.	50 100 40	50 100 50	40 40 40	40 40 40
Grand Central Ave. (Memorial Hwy.)	Magnolia Ave. Brevard Ave. Howard Ave. Moody Ave. xLincoln Ave. xAbove Point xAbove Point	Brevard Ave. Howard Ave. Moody Ave. Lincoln Ave. xPoint Hwy. turns from NW to W. xPoint Hwy. turns from W. to N. xTampa Bay Blvd.	80 80 80 80 60 50 60	80 80 80 80 80 80 80	40 55 40 24 16 16 16	40 55 40 40 20B 20B 20B
Hanna Ave.	Otis Ave. Florida Ave. Nebraska Ave. 12th St. 15th St.	Florida Ave. Nebraska Ave. 12th St. 15th St. x 22nd. St.	50 55 50 50 50	50 55 50 50 60	12 30 18 - -	36 36 36 36 36

NAME OF STREET	FROM	TO	STREET WIDTH		ROADWAY WIDTH	
			PRESENT	RECOMMENDED	PRESENT	RECOMMENDED
Harney Road (Ft. King Hwy).	x40th St.	xState Highway #17	50	80	20	20
Henderson Blvd.	xGrand Central Ave. xAzeele St. xManhattan Blvd. xSan Jose St.	xAzeele St. xManhattan Blvd. xSan Jose St. xBay to Bay Blvd.	80 60 60 80	80 60 60 80	40 40 38 38	40 40 38 38
Hilton Place	Broad St.	City Limits	50	60	27	36
Hillsborough Ave.	xDale Mabry Hwy. (Vera) xLincoln Ave. River Nebraska Ave. x15th St.	xLincoln Ave. xRiver Nebraska Ave. 15th St. x40th St.	80 80 100 100 66-80	80 80 100 100 80	24 40 40 30 24	24 40 40 40 24C
Howard Ave.	Bayshore Blvd. A.C.L. R/W Morrison Ave. Swann Ave. Grand Central Ave.	A.C.L. R/W Morrison Ave. Swann Ave. Grand Central Ave. Columbus Drive	60 45 40 60 60	60 60 60 60 60	30 30 30 30 40	40 40 40 40 40
Jefferson St.	Water St. Cumberland Whiting St. Polk St.	Cumberland St. Whiting St. Polk St. Cass St.	40 60 80 80	60 60 80 80	26 48 54-55 27	40 48 54-55 40
Lafayette St.	13th St. Drew St. Ashley St. Bridge Plant Ave. Hyde Park Ave.	Drew St. Ashley St. Bridge Plant Ave. Hyde Park Ave. Brevard Ave.	80 80 80 80 80 80	80 80 80 80 80 80	60 55 50 50 60 60	60 55 50 50 60 60
La Salle St.	Bridge Garcia Ave.	Garcia Ave. Armenia Ave.	60 60	60 60	40 30	40 36
Mac Dill Ave. (Roosevelt) (Lisbon) (Hills) (Gadsden)	xBuffalo Ave. x660' N. of Tampa Bay Blvd. Tampa Bay Blvd. Ivy St. Columbus Drive Conrad St. Cherry St.	x660' N. of Tampa Bay Blvd. xTampa Bay Blvd. Ivy St. Columbus Drive Conrad St. Cherry St. Laurel St.	55 50 60 55 55 60 60	60 60 60 60 60 60 60	24 24 - - - - 20	20B 20B 20B 20B 40 40 40

NAME OF STREET	FROM	TO	STREET WIDTH		ROADWAY WIDTH	
			PRESENT	RECOMMENDED	PRESENT	RECOMMENDED
Mac Dill Ave. Cont'd	Laurel St.	Beatty St.	60	60	-	40
	Beatty St.	Grace St.	40	60		40
	Grace St.	Cypress St.	30-60	60	-	40
	Cypress St.	Memorial Hwy.	60	60	30	40
	xMemorial Hwy.	xParkland Blvd.	60	60	24	40
	xParkland Blvd.	xMorrison Ave.	24	60	24	40
	xMorrison Ave.	xAlley S. of Watrous Ave.	80	80	24	40
	xAlley S. of Watrous Ave.	xNeptune St.	50	60	24	40
	xNeptune St.	xBay to Bay Blvd.	60	60	24	40
	xBay to Bay Blvd.	xEl Prado Blvd.	35-60	60	24	40
	xEl Prado Blvd.	x5th Ave. (113' S. of Georgianna)	60	60	24	40
	x5th Ave.	x135' S. of Wallcraft Ave.	40	60	24	40
	x135' S. of Wallcraft Ave.	xHarbor View Ave.	25	60	24	40
	xHarbor View Ave.	x125' N. of Oak St. (Waverly)	50	60	24	40
	xOak St.	xMacDill Field	33-50	60	24	40
Manhattan Ave.	x Henderson Blvd.	xSan Luis St.	96)	Adequate	
	xSan Luis St.	x124' S. of Vasconia St.	96-101			
	x124' S. of Vasconia St.	xEl Prado Blvd.	100			
	xEl Prado Blvd.	x110' S. of Euclio Ave.	100			
	x110' S. of Euclio Ave.	xGanov Blvd.	?			
Columbus Drive (Michigan Ave.)	xMemorial Hwy.	xLincoln Ave.	80	80	30	30 B
	Lincoln Ave.	Habana Ave.	60	60 *	12	40 A
	Habana Ave.	Bridge	60	60 *	40	40 A
	Bridge	North Boulevard	50	60*	26	40 A
	No. Boulevard	Highland Ave.	40	60 *	25	40 A
	Highland Ave.	22nd St.	40	60 *	28	40 A
	22nd St.	29th St.	40	60 *	30	40 A
	29th St.	30th St.	50	60 *	12	40 A
	30th St.	34th St.	50	60 *	16	40 A
	34th St.	40th St.	40	60 *	16	40 A
	x40th St.	x50th St.	60	80	16	20 B
Morgan St.	Water St.	Whiting St.	60	60	44	44
	Whiting St.	Harrison St.	80	80	55	55
	Harrison St.	Fortune St.	64	64	26	44
Morrison Ave.	Edison Ave.	A.C.L. R/W	60	60	24	36
	a.C.L. R/W	Howard Ave.	50	60	24	36
	xHoward Ave.	xArmenia Ave.	50	60	24	36
	xArmenia Ave.	xMacDill Ave.	65	65	24	36
	xMac Dill Ave.	xLincoln Ave.	55	60	24	36
	xLincoln Ave.	xWest Shore Blvd.	60	60	24	36
Nebraska Ave.	Water St.	Whiting St.	50	60	36	36

NAME OF STREET	FROM	TO	STREET WIDTH		ROADWAY WIDTH	
			PRESENT	RECOMMENDED	PRESENT	RECOMMENDED
Nebraska Ave. Cont'd	Twiggs St.	7th Ave.	50	60 *	29½-30	40 A
	7th Ave.	Ross Ave.	50	60 *	36	40 A
	Ross Ave.	Columbus Drive	60	60 *	40	40 A
	Columbus Drive	30th Ave.	50	60 *	40	40 A
	30th Ave.	Osborne Ave.	50	60 *	50	50 A
	Osborne Ave.	New Orleans Ave.	80	80	50	50
	New Orleans Ave.	Conover St.	80	80	40	40
	Conover St.	Hillsborough Ave.	65	65	40	40
	Hillsborough Ave.	Sligh Ave.	50-80	60-80	40	40
	Sligh Ave.	River	80-40	60-80	40	40
	xRiver	xWaters Ave.	66	66	40	40
Ninth Ave.	Nebraska Ave.	11th St.	50-55	60	27	36
	11th St.	13th St.	60	60	30	36
	13th St.	14th St.	60	60	43	43
	14th St.	15th St.	60	60	41	41
	15th St.	21st St.	60	60	30	36
	21st St.	22nd St.	60	60	26	36
Oregon Ave.	Swann Ave.	Gray St.	60	60	26	36
	Gray St.	Cass St.	60	60	12	36
	Cass St.	Lemon St.	60	60	20	36
	Lemon St.	Green St.	60	60		36
	Green St.	Main St.	60	60	18	36
	Main St.	Spruce St.	60	60	26	36
Osborne Ave.	River	Florida Ave.	50	60	22	36
	Florida Ave.	Central Ave.	50	60	30	36
	Central Ave.	Nebraska Ave.	50	60	12	36
	Nebraska Ave.	15th St.	40	60	26	36
	x15th St.	x40th St.	?	60	?	36
Palm Ave.	North Blvd.	Garcia Ave.	64	64	30	40
	Garcia Ave.	Highland Ave.	64	64	24	40
	Highland Ave.	Florida Ave.	64	64	26	40
	Florida Ave.	Central Ave.	64	64	28	40
	Central Ave.	Nebraska Ave.	55	64	28	40
Platt St.	Howard Ave.	Bay St.	60	60	40	40
	Bridge	Morgan St.	60	60	40	40
	Morgan St.	Jefferson St.	60	60	40	40
	Jefferson St.	Nebraska Ave.	80	80	40-58	40-58
	Nebraska Ave.	13th St.	80	80	60	60
Rome Ave.	Bayshore Blvd.	Snow Ave.	60	60	44	44
Second Ave.	13th St.	22nd St.	60	60	44	44

NAME OF STREET	FROM	TO	STREET WIDTH		ROADWAY WIDTH	
			PRESENT	RECOMMENDED	PRESENT	RECOMMENDED
Seventh Ave. (Broadway)	Ola Ave. Franklin St. Florida Ave. Mitchell St. Nebraska Ave. 30th St. x40th St.	Franklin St. Florida Ave. Mitchell St. Nebraska Ave. 30th St. 40th St. x50th St.	64 64 64 64 60 60 60	64 64 64 64 60 60 60	40 50 26 32 40 44 40	40 50 40 40 40 44 40
Sligh Ave.	River Florida Ave. 100' W. of Dixon St. Central Taliaferro Ave. Nebraska Ave. x15th St. xSpring St. xRiver West xFrancis	Florida Ave. 100' W. of Dixon St. Central Ave. Taliaferro Ave. Nebraska Ave. 15th St. xSpring St. x22nd Ave. xFrancis xArmenia Ave.	40 42-47 50 55 45 30 50 15-25 50 60	60 60 60 60 60 60 60 60 60 60	30 18 18 18 18 15 18 18 18 18	36 36 36 36 36 36 20 B 20 B 20 B 20 B
Snow Ave.	Swann Ave.	Rome Ave.	60	60	44	44
Spruce St.	North Blvd. Willow Ave. Oregon Ave. Armenia Ave.	Willow Ave. Point 390' W. of Willow Ave. Armenia Ave. MacDill Ave.	60 50 60 60	60 60 60 60	30 26 30 36	36 36 36 36
Swann Ave.	Magnolia Ave. South Blvd. Oregon Ave. xHoward Ave. xHimes (Midway) Ave. xLois Ave.	South Blvd. Oregon Ave. Howard Ave. xHimes (Midway) Ave. xLois Ave. xWest Shore Blvd.	50 70 60 55 30 50	60 70 60 60 60 60	32 48 26 24-40	36 48 36 36-40
Tampa St.	Platt St. Tyler St. Jackson Grant Line Columbus Drive Adalee St. 26th Ave. Woodlawn Ave.	Tyler St. Jackson Grant Line Columbus Drive Adalee St. 26th Ave. Woodlawn Ave. Buffalo Ave.	80 80 64 64 60 50 60	80 80 64 * 64 * 60 * 60 * 60 *	55-60 48 48 30 30 42 42	55-60 48 A 48 A 40 A 40 A 42 A 42 A
Tampa Bay Blvd.	xPoint 1320' E. of NW Cor Sec. 9-TWP 29-R 18 xNE Cor Sec. 12-TWP 20- R 17	xNW Cor. Sec 7-TWP 29-R 18 xMemorial Hwy	80 50	80 80	18 18	20 20
Thirteenth St.	Ellamae Ave.	5th Ave.	80-100	80-100	50	50
Thirtieth Ave. (Lake Ave.)	Florida Ave. Central Ave. Nebraska Ave.	Central Ave. Nebraska Ave. 12th St.	40 45 50	60 60 60	26 26 26	36 36 36

NAME OF STREET	FROM	TO	STREET WIDTH		ROADWAY WIDTH	
			PRESENT	RECOMMENDED	PRESENT	RECOMMENDED
Thirtieth Ave. Con't (Lake Ave)	12th St. 150' E. of 13th St. 14th St. 15th St. 34th St.	150' E. of 13th St. 14th St. 15th St. 34th St. 40th St.	50 30 40 60 60	60 60 60 60 60	15 15 15 26 16	36 36 36 36 36
Thirty-Fourth St.	4th Ave. 7th Ave. 11th Ave. 12th Ave. 21st Ave. 26th Ave. 30th Ave. xBuffalo Ave.	7th Ave. 11th Ave. 12th Ave. 21st Ave. 26th Ave. 30th Ave. (Lake) Buffalo Ave. xHillsborough Ave.	50 50 25 50-56 55-60 70 25-50 40	60 60 60 60 60 70 60 60		36 36 36 36 36 36 36 36
Thirty-Sixth St.	4th Ave. 6th Ave.	6th Ave. 7th Ave.	55 80	55 80	40 40	40 40
Twenty-Second St.	Edgewood Ave. Oakwood Ave. 2nd Ave. 9th Ave. Columbus Drive 18th Ave. 21st Ave. 26th Ave. xBuffalo Ave. xHillsborough Ave.	Oakwood Ave 2nd Ave. 9th Ave. Columbus Drive 18th Ave. 21st Ave. 26th Ave. Buffalo Ave. xHillsborough Ave. x River	50 Practically all less than 50' 50 50	60 * 60 * 60 * 60 * 60 * 60 * 60 * 80 80	32 40 34 30 24 26 24 15 18 18	40 40 40 40 40 40 40 40 36 36
Twiggs St. (And Elliot St.)	Ashley St. Marion St. Jefferson St. Nebraska Ave. S.A.L. Tracks	Marion St. Jefferson St. Nebraska Ave. S.A.L. Tracks 13th St.	80 80 80 ? 80	80 80 80 80 80	50-55 60 70 40 40	50-55 60 70 40 40
Water St.	Gun St. Nebraska Ave. Morgan St. Franklin St. Jackson St.	Nebraska Ave. Morgan St. Franklin St. Jackson St. Lafayette St.	60 60 60 60 ?	60 60 60 60 ?	40 25-55 58 49-52 103	40 40-55 58 49-52 103
Waters Ave.	xDale Mabry Hwy (Projected) xGunn Hwy xArmenia Ave.	xGunn Hwy xArmenia Ave. xNebraska Ave.	60 50 50	80 80 80	18 18 15	20 B 20 B 20 B

<u>NAME OF STREET</u>	<u>FROM</u>	<u>TO</u>	<u>STREET WIDTH</u>		<u>ROADWAY WIDTH</u>	
			<u>PRESENT</u>	<u>RECOMMENDED</u>	<u>PRESENT</u>	<u>RECOMMENDED</u>
Waters Ave. Con't	xNebraska Ave.	x13th St.	30-50	80	15	20 B
	x13th St.	x140' W. of Calder PL	50	80	15	20 B
	x140' W. of Calder PL	x37th St.	55-60	80	15	20 B
	x37th St.	x40th St.	50	80	15	20 B
West Shore Blvd.	xGandy Blvd.	xCenter PT Sec. 32- TWP 29- R 18	80	80	20	20
	xCenter Pt Sec.32-RWP 29-R 18	x Beach Park	60	80	20	20
	xBeach Park	xMemorial Hwy	70-80	80	20	20
	xMemorial Hwy	x300' N. of Memorial Hwy	100	100	60	60
	x300' N. of Memorial Hwy	xGray St.	100	100	15	20
	xGray St.	xLemon St.	60	80	15	20
	xLemon St.	xCypress St.	70	80	15	20
	xCypress St.	xColumbus Drive	80	80	15	20

* Setback Lines (Building Lines) should be established now to insure an ultimate width of 80'.

x Located outside City Limits

A Ultimate Roadway Width	56
B Ultimate Roadway Width	36
C Ultimate Roadway Width	40

PROPOSED IMPROVEMENTS

The correction or removal of jogs, the extension of streets, the provision of new streets and grade crossing eliminations are some of the improvements suggested as essentials to the comprehensive street plan. These are in addition to the widenings of existing streets as related in the previous section.

In posing these suggestions, as well as the foregoing widenings, it is with the full realization that they cannot be executed at once. These proposals are a part of a long range program - one that may consume two or more decades to realize. The financial capacity of the city is limited so consequently the improvements suggested must be undertaken over a period of time.

It has been suggested that "set-back" or building lines be established along the lengths of a number of streets. Many of these streets may, for the present, have widths sufficient to make additional roadway widenings but the "set-backs" are established in anticipation of that future date when the traffic demands are such that the widened roadway may have to be widened still more.

The improvements herein proposed involve the acquisition of property. It cannot all be acquired now but with a plan available and with a knowledge of what property should be acquired, steps can be inaugurated to acquire it gradually as needed most.

Some of the suggestions included herein relate to improvements that lie wholly in the county, but as stated before they will have a profound effect upon the city and its environs as a whole.

NEW STREETS PROPOSED

Diagonal street from Nebraska Avenue from a point about a mile north of Temple Terrace Highway extending southeasterly and east of the Seaboard Railway to an intersection with Fortieth Street at Hillsborough Avenue (State Road 17). This highway will be helpful in diverting heavy north and south truck traffic around the city. It will cross the river on a new bridge located at the northern terminus of Twenty-Second Street which the major street plan improves to this point and designates as a primary artery. The extension of this new highway to Fortieth Street will also provide access to Fiftieth Street at several points.

Extension of Buffalo Avenue from the river west to a connection with Tampa Bay Boulevard. The plan contemplates Buffalo Avenue as an important east and west primary artery thruout the city. Its extension to the west will afford a straight continuous highway from Mango Avenue on State Road 23 to Tampa Bay Boulevard and the west. This extension will necessitate another bridge across the Hillsborough River at Buffalo Avenue.

A diagonal highway should be provided from the intersection of Columbus Drive and Thirty-Fourth Street northeast to an intersection with the Harney Road. While this is not a radial highway into the city from the northeast it will have the effect of one following the improvement of Columbus Drive.

One of the meanest series of railroad grade crossings encountered by motorists is that from Thirteenth Street to Fifth Avenue, along Fifth Avenue to Fourteenth and Fifteenth Streets, and thence north. Three grade crossings within a few hundred feet. Fifteenth Street is being included in the major plan as a secondary north and south artery leading into the industrial area. It is proposed to

CONNECTION 5th AVENUE-13th ST. TO 15th ST.



Grade crossing at 13th St. and 5th Ave.



Route of proposed street from 13th St. and
5th Ave. to 6th Ave. and 15th St.

construct a new connecting link from the intersection of Fifth Avenue and Thirteenth Street, northeasterly along the north side of the Atlantic Coast Line right of way to an intersection with Fifteenth Street. This connecting link is urgently needed now.

The construction of First Avenue between Thirteenth and Twenty-Second Streets and the combination opening of Nineteenth and Twentieth Streets from Second Avenue southward are urgently needed. These highways already under consideration by the City are essential to the relief of the industrial area and the shipyard. They will form vital links in the general plan.

Bayshore Boulevard can be considered a radial highway feeding into the eastern part of the Interbay peninsula and Ballast Point area. There is however a need for another diagonal or radial highway serving an area in the line of development lying west of the Bayshore. This highway projected along and parallel to the Atlantic Coast Line right of way from Gandy Boulevard to Cass Street will accomplish two things. It will relieve the Bayshore and also provide a straight, direct express highway into an area north of but adjacent to the central business area. Thru Cass Street this street will also connect with Florida Avenue, Nebraska Avenue and Central Avenue. Extending diagonally from Gandy Boulevard northeast this street will serve as an interceptor of traffic originating in the residential areas now lying west of the Atlantic Coast Line right of way.

For a number of years the Garden Clubs of Tampa have been interested in a river front drive extending from Sulphur Springs on the north along the west side of the river to a connection with the Bayshore Boulevard. As a parkway drive this boulevard has much merit. Much of its right of way lies in the county, extending thru virgin lands. Its completion would afford the tourist as well as the citizen

Views along proposed diagonal highway located immediately west of Atlantic Coast Line Railroad Right of Way



From Beana Avenue looking across A. C. L. track to the northeast



Looking Southwest from Howard Avenue at Watrous Avenue



Looking across A. C. L. track northeast from Howard Avenue at Watrous Avenue.

FIRST AVENUE



Looking east from 13th St. along route of
proposed 1st Ave. toward 22nd St.



Looking south along proposed route of 19th St.
from S.A.L. tracks.



Looking north along 19th St. toward 4th Ave.
from 2nd Ave. Street here should be widened to
4th Ave. as part of the 19th and 20th St.
improvement.

RIVER FRONT BOULEVARD



View west side looking north river from
Hillsborough Ave. bridge.



West side river looking north from Columbus
bridge.



West side river, looking north from
Lafayette St. bridge.



West side river from Platt St. Bridge.

of Tampa with a scenic waterfront drive thruout the entire city from north to south.

Extension of Manhattan Avenue south of El Prado Boulevard to Gandy Boulevard. This new highway will prove especially beneficial for truck and commercial traffic to and from Gandy Bridge providing a fast, thru route. It will obviate the necessity of all traffic using the present winding, confusing route thru Sunset Park and will afford some relief to West Shore Boulevard.

Extension of Dale Mabry Highway (Vera Avenue) straight thru to the north to Waters Avenue. This highway is now being constructed from MacDill Field to Henderson Boulevard and preliminary surveys are being made for its extension to Hillsborough Avenue. Because of its current significance as a defense highway it should provide a by-pass route of the corporate area to the north and a connection with Waters Avenue will accomplish this. The completion of this highway will also open up some good potential residential areas.

EXTENSIONS AND CONNECTIONS

It is proposed to convert the Boulevard into a direct north and south secondary artery from the Bayshore Boulevard to Hillsborough Avenue by the construction of a bridge between its present extremities on the north and south side of the river, and its extension to Hillsborough Avenue north of Osborne Avenue. It is expected that a new North Boulevard bridge will replace the present bridge at Garcia Avenue. It is suggested that south of its intersection with Osborne Avenue that the Boulevard be curved to the west to enter a river drive right of way extending to an intersection with Hillsborough Avenue.

At present Tampa Street comes to a dead end at Buffalo Avenue. Much of the traffic originating north of Buffalo Avenue and tributary to Florida Avenue enters Tampa Street at this point. To convert Tampa Street into a more useful artery than it now is, it is suggested that it be extended northward by a reverse curve into Florida Avenue.

To expedite the safe movement of traffic eastward and westward on Fourth Avenue and Broadway via the Thirty-Sixth Street connection, a viaduct is proposed over the Atlantic Coast Line right of way extending from Fourth Avenue beyond Thirty-Sixth Street. This viaduct will eliminate the present hazard of several railroad crossings at the entrance of State Road No. 23 into the city.

It is reported currently that the upper portions of Franklin Street as business locations are suffering because of circulation difficulties. To improve this situation and at the same time better utilize Franklin Street as a relief artery, it is proposed to extend Franklin Street north of Oak Street into both Tampa Street and Florida Avenue. This improvement will necessitate the

FRANKLIN STREET IMPROVEMENT



Dead end at Franklin and Oak Steets--site of
proposed connection with Florida Ave. and
Tampa St.

acquisition of practically the entire block between Palm Avenue and Oak Street and Tampa Street and Florida Avenue.

Ninth Avenue and Palm Avenue have been designated as secondary arteries from Twenty-Second Street west. To convert them into serviceable streets the series of curves in Ninth Avenue east of Nebraska Avenue should be eliminated. At the western extremity of Palm Avenue from its intersection with Boulevard a new connecting street should be provided extending to a connection with Ridgewood Avenue. This connection would provide another direct cross town artery from Twenty-Second Street to Columbus Drive.

To permit the direct movement of traffic thru Cass Street to Memorial Highway and the Davis Causeway it is proposed that a connecting link between Cass Street and Cypress Street be provided.

Traffic now moving across the Fortune Street bridge into the West Tampa area encounters a severe jog at the intersection of LaSalle Street and Boulevard. It is proposed that property in sufficient amount be acquired at the southwest corner of LaSalle Street and Boulevard to eliminate this jog and thereby enhance the safety of this corner and also expedite traffic movements.

MacDill Avenue promises to become a principal artery from MacDill Field north. To utilize its directness north it is proposed that Henderson Boulevard be extended northeasterly from its intersection with Memorial Highway to MacDill Avenue.

One of the heaviest traveled intersections in Tampa is the one at Nebraska Avenue, Broadway and Seventh Avenue. To improve conditions at this intersection and to permit a fuller utilization of Seventh Avenue, it is proposed that the city acquire the property at the southwest corner of Seventh Avenue and Nebraska Avenue

LA SALLE ST. AND BOULEVARD



Severe jog at La Salle St. and Boulevard
that should be removed.

and extend Broadway to Seventh on a smooth reverse curve. A connecting link is proposed for consideration between the western terminus of the Seventh Avenue - Broadway east and west artery to North Boulevard. This connection must either by-pass the property of the Tampa Electric Company or go thru it. In the former case it could run northwesterly from the vicinity of Highland Avenue and proceed via Oak Street to North Boulevard or cut thru in an S curve to Palm Avenue and then into North Boulevard.

To better expedite the movement of traffic west thru Platt Street and Bayshore Boulevard it is suggested that a traffic circle be installed at the western end of the Platt Street bridge so all traffic reaching this point would be channelized around the circle.

Morrison Avenue should have direct access to the Bayshore Boulevard at its eastern extremity. The property at the southern tip of this block between Edison Avenue and South Boulevard should ultimately be acquired by the city and Morrison Avenue opened to the east to the Bayshore Boulevard.

Fortieth Street is destined to become an important north and south artery under the major street plan. To make it a direct, fast highway it should be straightened out north of the river to East Yukon Street.

Armenia Avenue as a vital link in the outer circumferential highway system should provide a direct, thru route north and south. That portion of the street north of West Sligh Avenue to West Kirby Street should be straightened.

It is proposed to connect the break in Nebraska Avenue between Twiggs Street and Whiting Street in order to facilitate the direct flow of trucks and commercial traffic from the areas south of Twiggs Street to the north. This can be accomplished by a smooth curve northeast from Whiting Street to Drew Street which connects with Nebraska Avenue at Twiggs Street.

PLATT STREET-BAYSHORE BOULEVARD



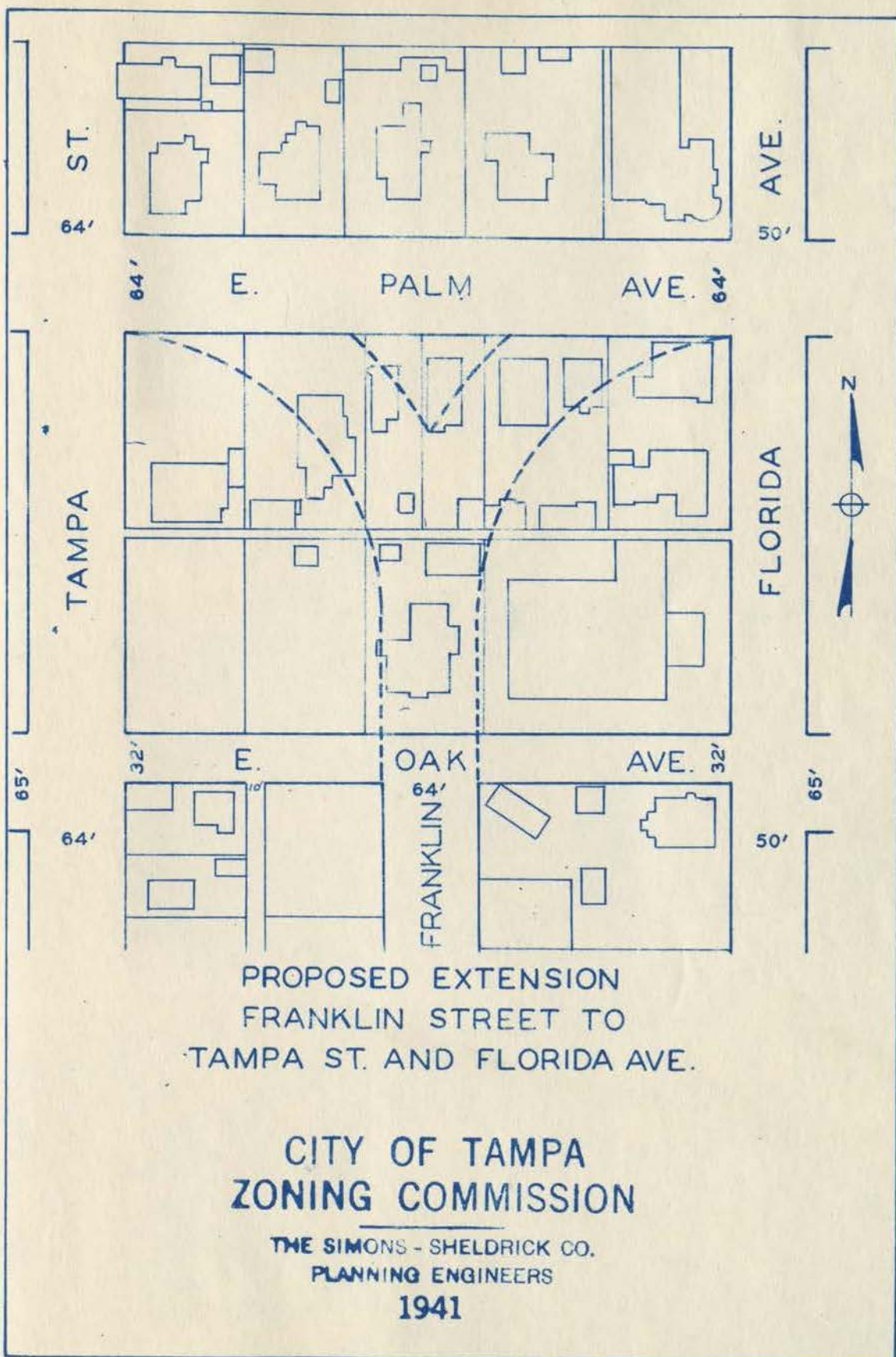
West approach to Platt St. bridge looking toward Bayshore Drive. Traffic circle enstalled here would insure steady flow of traffic and elimination of traffic light.

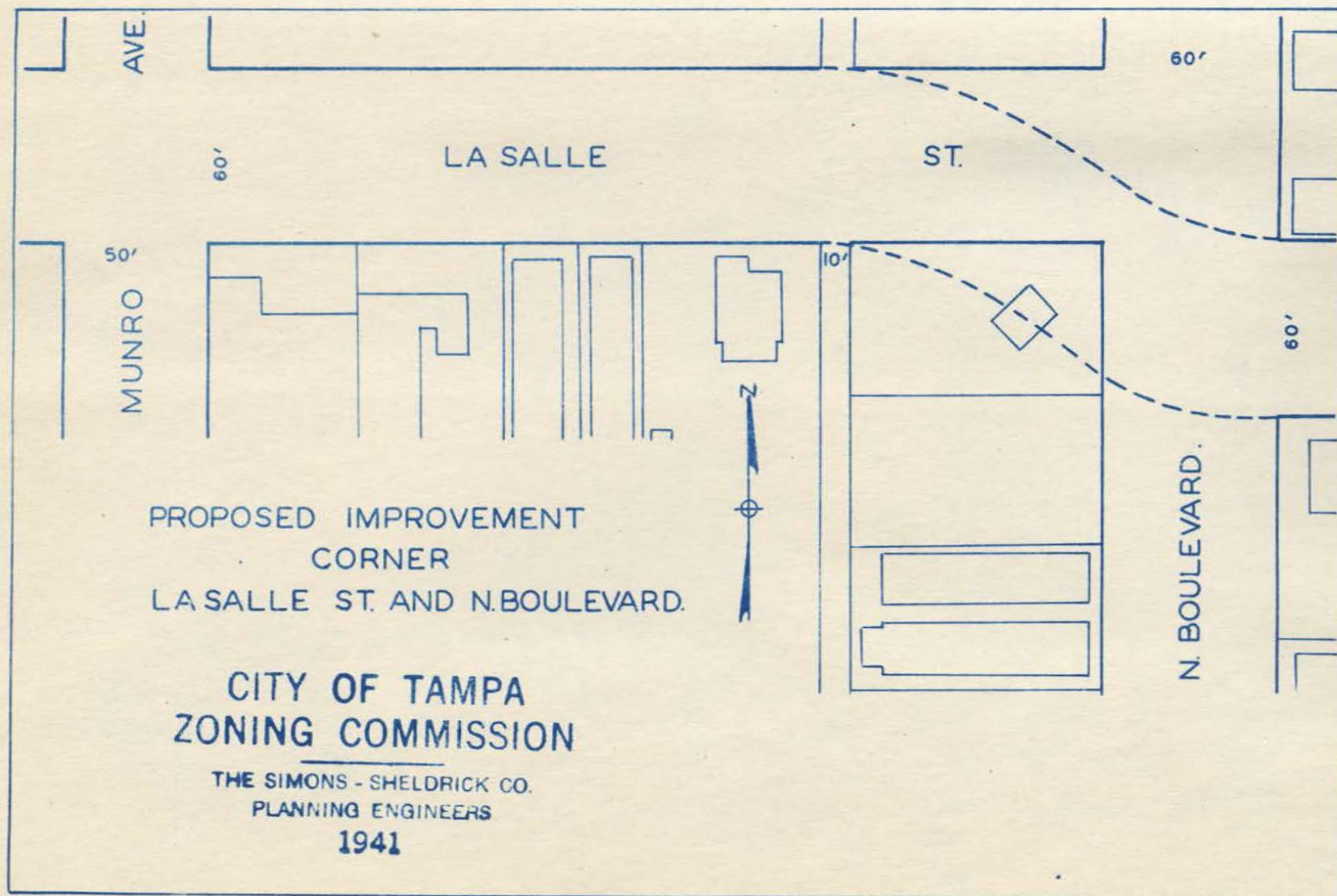


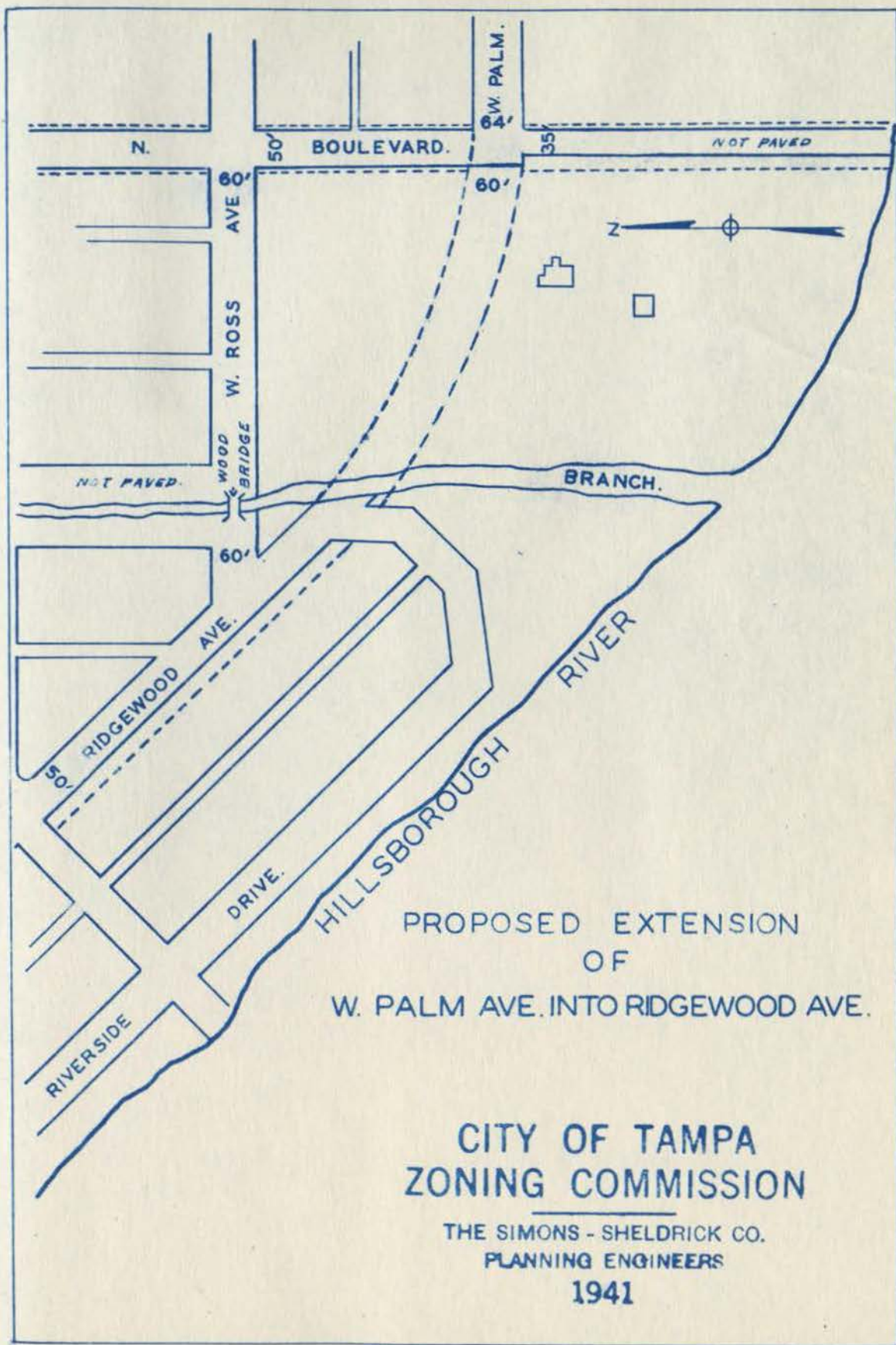
West toward above bridge approach. Room ample for traffic circle.

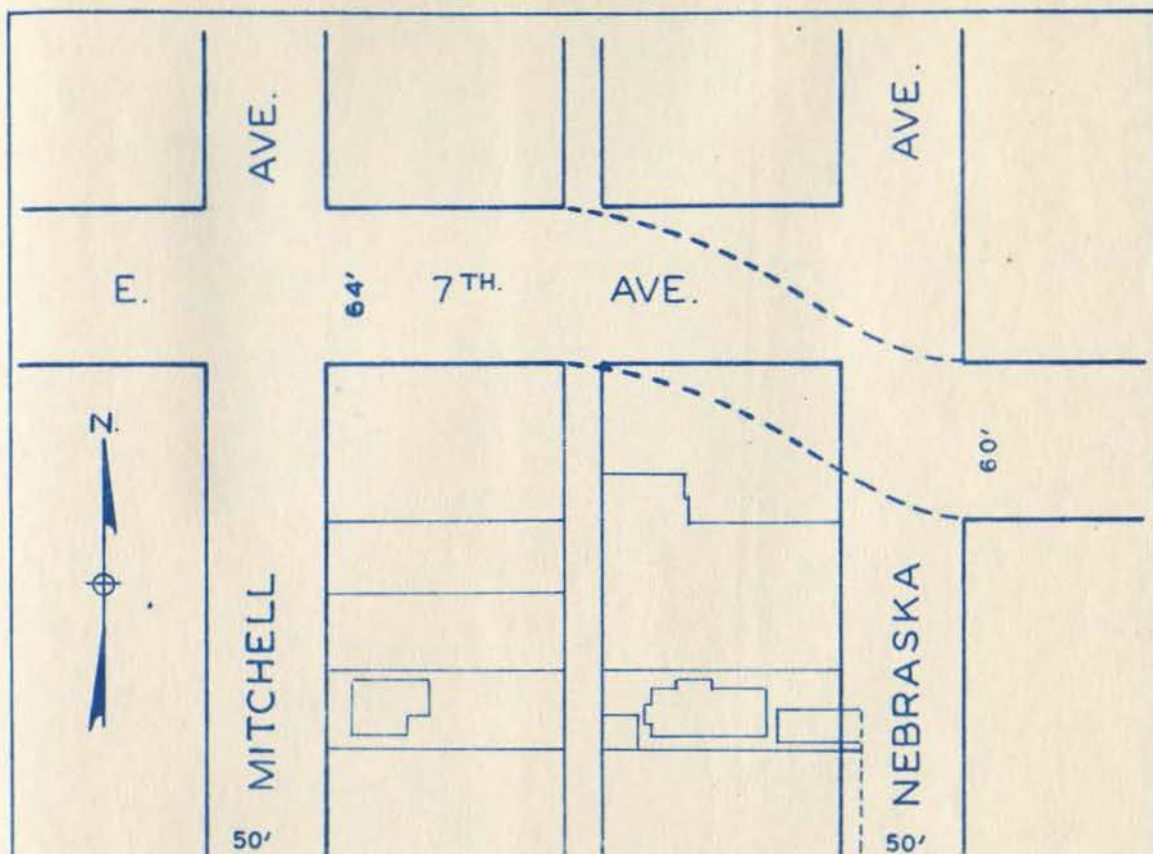
The foregoing two sections summarily describe the New Streets and Extensions and Connections proposed as a part of the major street plan. Sketches of many of these improvements are included in this report for the City's guidance as to the location of such improvements and the properties affected thereby. As the planning studies progress, additional sketches are contemplated particularly for those improvements suggested in connection with the viaduct over the Atlantic Coast Line's railroad tracks between Thirty-Sixth and Fortieth Streets and the Traffic Circle at the western approach of the Platt Street Bridge.

The major street plan is not a static pattern but a continuous, live plan and if additional improvements are suggested by the subsequent studies of your planners, such improvements will be recommended and will augment those already proposed herein.







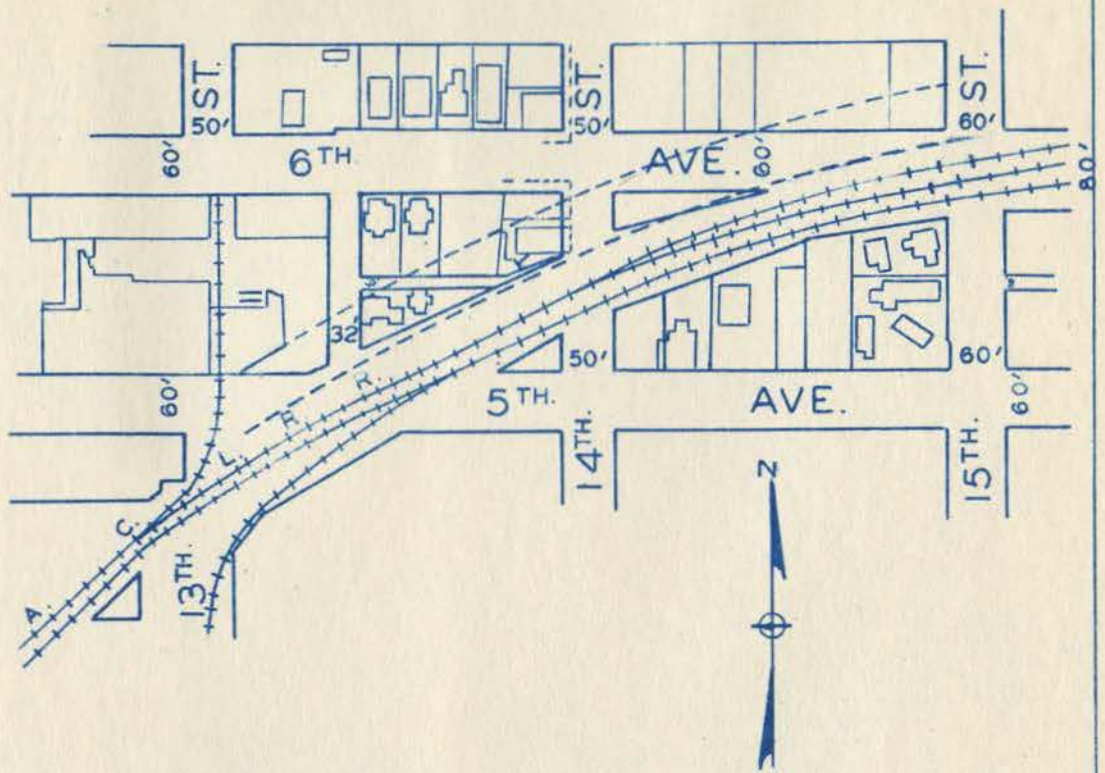


PROPOSED IMPROVEMENT
BROADWAY-NEBRASKA AVE. AND
SEVENTH AVE.

CITY OF TAMPA
ZONING COMMISSION

THE SIMONS - SHELDRIK CO.
PLANNING ENGINEERS

1941

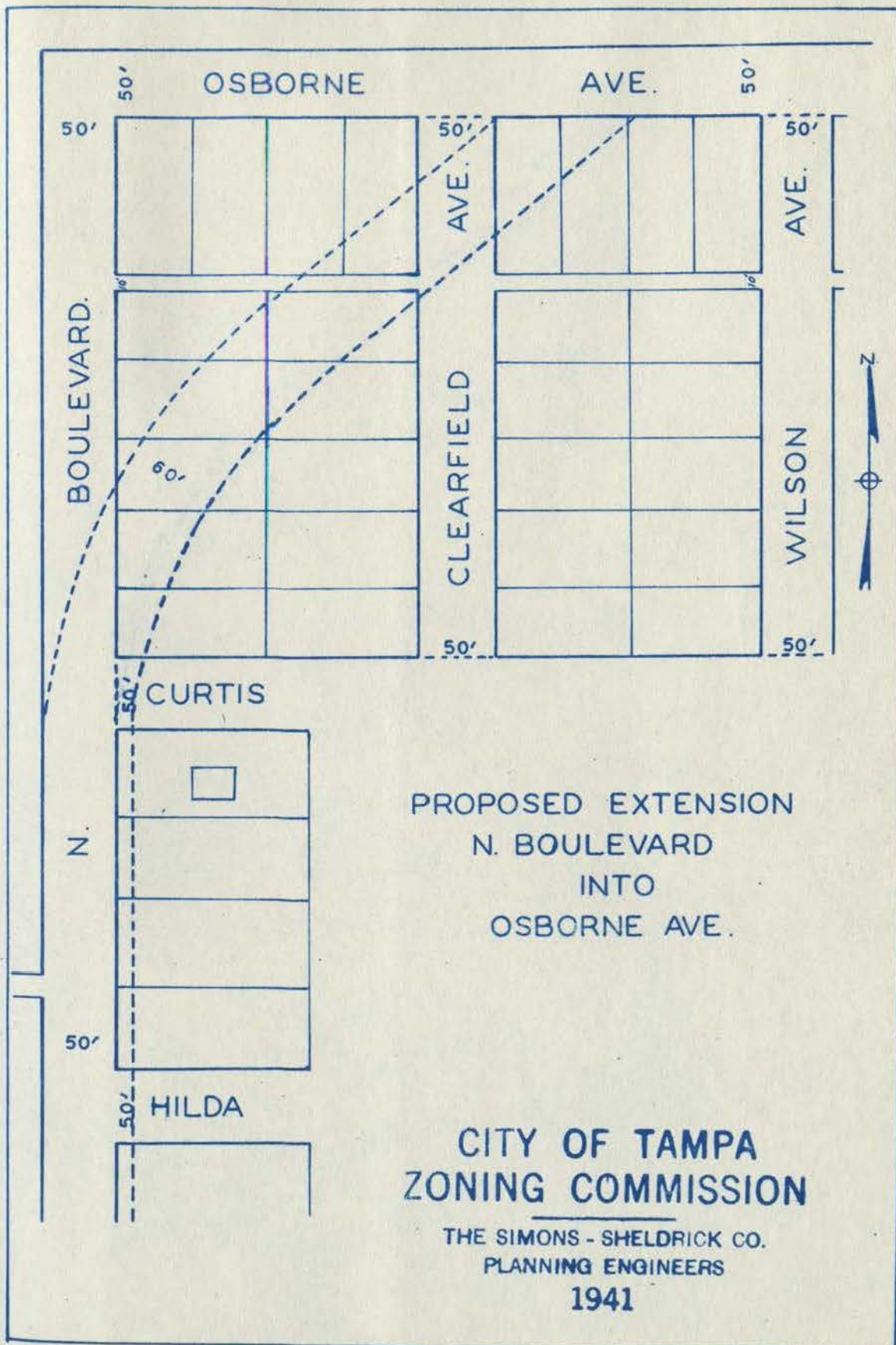


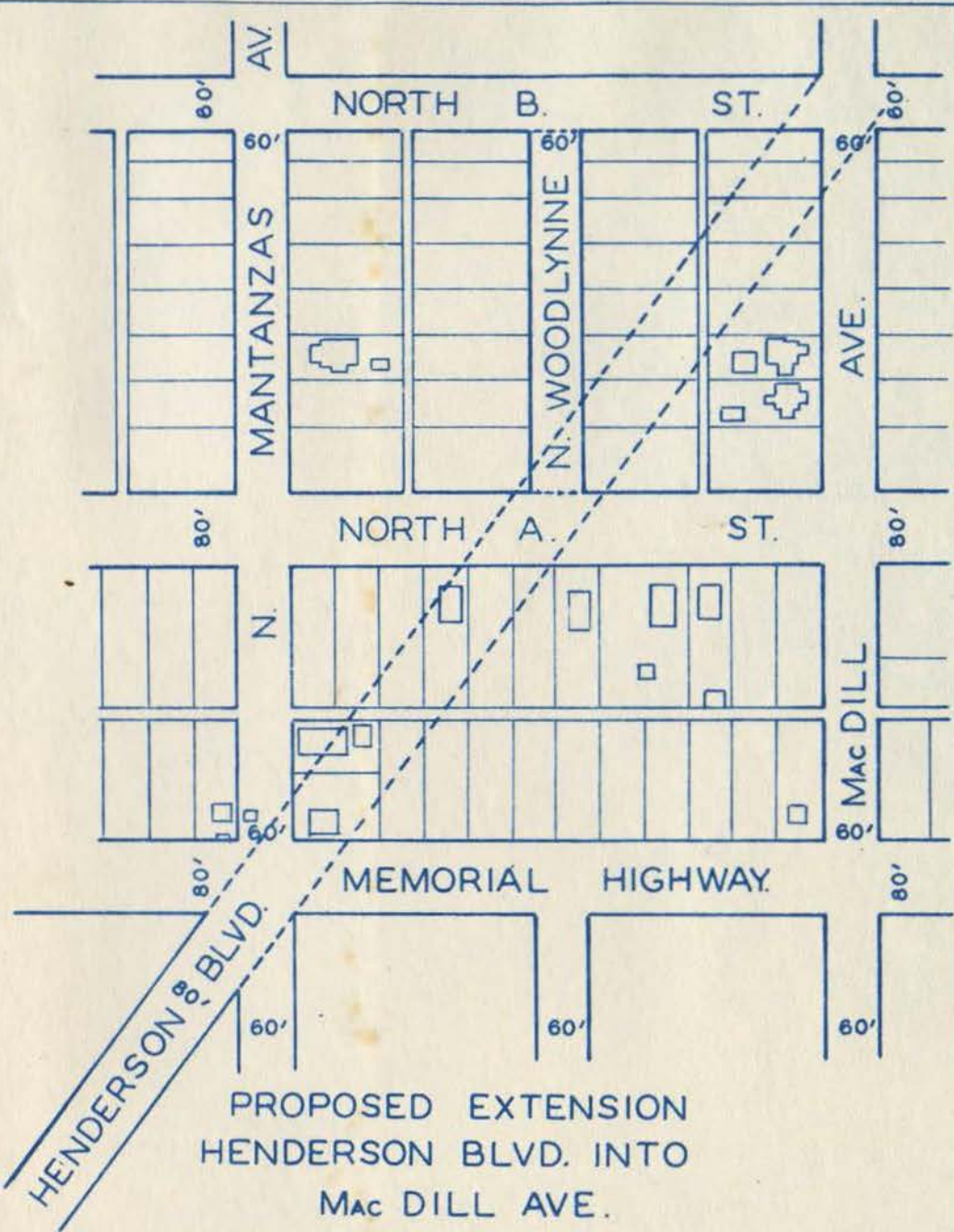
PROPOSED IMPROVEMENT
5TH. AVE. TO 15TH. ST.

CITY OF TAMPA
ZONING COMMISSION

THE SIMONS - SHELDRIK CO.
PLANNING ENGINEERS

1941

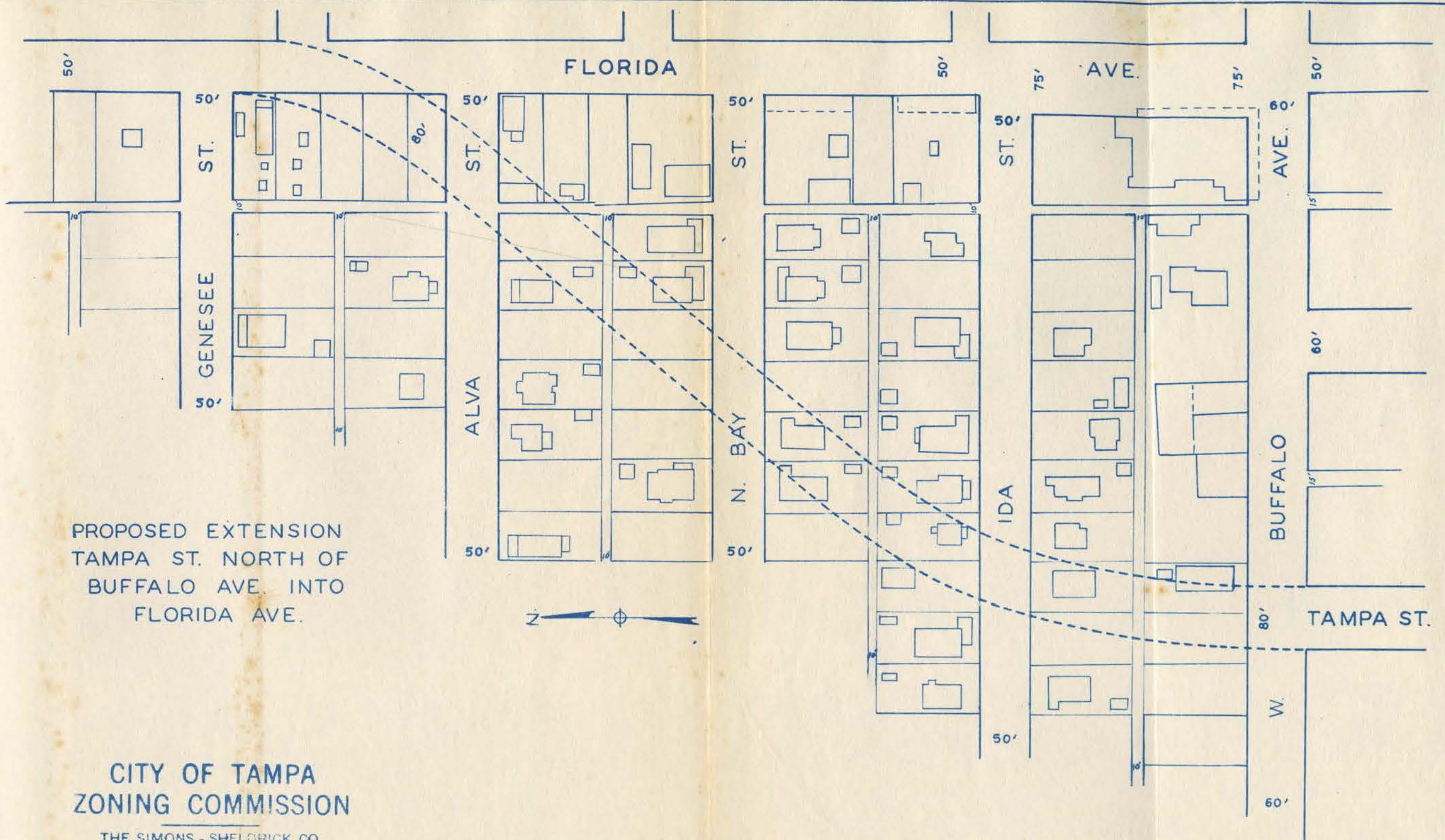




**CITY OF TAMPA
ZONING COMMISSION**

THE SIMONS - SHELDRIK CO.
PLANNING ENGINEERS

1941



PROPOSED EXTENSION
TAMPA ST. NORTH OF
BUFFALO AVE. INTO
FLORIDA AVE.

CITY OF TAMPA
ZONING COMMISSION

THE SIMONS - SHELDRICK CO.
PLANNING ENGINEERS

1941

AVE.

N. OREGON

PROPOSED EXTENSION
CASS STREET
INTO
CYPRESS ST.

CITY OF TAMPA
ZONING COMMISSION

THE SIMONS - SHELDRIK CO.
PLANNING ENGINEERS
1941

STATE

ST.

LEMON

ST.

AVE.

N. WILLOW

AVE.

N. WENPORT.

CYPRESS

LEMON

CASS

AVE.

N. GILCHRIST

AVE.

N. DELAWARE

ST.

ST.

ST.

AVE.

N. EDISON

BOULEVARD.

N.



STREET WIDENING BY "SET BACK" LINES

The principal objective of the major street layout as a guide to future street development is to facilitate and expedite traffic movements. To achieve the ultimate of this objective street widening is frequently proposed. As explained previously all such widenings need not be done at once.

Street widenings are usually accomplished in one of several ways but in anticipation of them at some future date, so-called "set back" or building lines are often established now. Thruout that section of this report describing the several streets comprising the major plan recommendations are made to establish such lines.

Most of the street systems of American cities were designed for horse and buggy days when speed and smooth, wide and direct roadways were not as vital as now. The motor vehicle has changed the picture. Instead of destroying property by the wholesale and installing new, wide motor ways it is advisable to utilize existing streets as far as possible and then when necessary widen them. Many of the older streets now in use are sufficiently wide to accomodate roadways (even widened roadways) to dispose of traffic movements for the present and a few years hence. But these same streets are not sufficiently wide to accomodate the traffic flow that will come to them a decade or generation hence. Obviously in evaluating the several elements of the comprehensive plan it is this future period that must be visualized and planned for. And if the plan is kept alive the exigencies of any movement or period can be provided for.

It would be unwise, unfair and uneconomical to urge the wholesale widening of streets or roadways arbitrarily when such widening would be unnecessary for

some years hence. However it is wise and just and economical to prepare for the future so action can be taken when necessary.

Anticipating the requirements of the future "set back" or building lines should be established. Such lines are used by many cities in many states. The Courts generally have upheld the idea in principle. The Courts of Wisconsin, California, Ohio and Connecticut have already sustained "set back" regulations. In Akron, Ohio, where the validity of "set back" lines was questioned, the Court declared that the burden was upon the plaintiff to show that "set back" lines had no relation to public health, convenience and welfare. In the Chicago region many communities are now protecting future street widenings by the present establishment of set-back lines for this purpose.

A law enacted in 1923 in Tennessee enabled the City of Memphis to establish set back lines. In 1927 Louisiana enacted a similar law to enable New Orleans to establish set back lines. Texas enacted a "set back" enabling act in 1929 to enable Houston, Dallas and other cities in that state to prepare for future street widenings. Before establishing such lines in Tampa, special enabling legislation may be necessary.



Old type of 3 foot corner curb. These
were fine for horses and buggies but now
should be widened to a radius of at least
25 ft.



Severe jog in Jefferson St. north of
Harrison Street.



Jog in Morgan St. at Harrison Street.

MISCELLANEOUS

Jogs: Thruout the existing street systems there are many jogs, also a number of offsets in roadway alignment that are comparable to jogs. Suggestions have already been made for the correction of the more pronounced of these deficiencies. To facilitate traffic circulation thruout all sections of the city, on either primary, secondary or minor streets, severe or troublesome jogs or offsets in both street or roadway widths should be corrected. Such corrections could be included as routine work of the city.

Narrow roadways: in driving over the city's street system it is observed that stretches of narrow roadway often follow stretches of wider roadway. Not infrequently the narrow roadway is sandwiched between wider roadway. Those sections of narrow roadway occuring on streets designated as parts of the major street plan should be widened first.

Curb radii: In horse and buggy days curb radii at street intersections were not of great importance. A radius of three feet resulted in a clear cut sharp corner easily negotiated by horse and buggy. But today a three foot radius is a menace. Such corners cause automobiles to pull toward the center of the roadway before turning to avoid injury to tires. Currently, on all streets curb radii should be not less than twenty-five feet to permit a safe and easy turn of the corner.

In phases of the comprehensive plan to be reported on subsequently more will be included about street appearances, signs, fixtures, trees and shrubs.

THOUGHTS ON TRAFFIC CONTROL

In any study involving streets, automobiles and traffic flow, observations lead to suggestions. Subsequently as the plan develops in its remaining phases the ideas and observations now made may be augmented by new ideas and observations. So in this report the subject of traffic control will not be exhaustively treated.

Traffic regulations are subject to change and improvement and are therefore more a matter of local administration than part of the physical plan. They do however have a very salient effect on the efficiency of the present and proposed streets.

Nearly every person driving a car is a traffic expert. He knows just what to do and can at all times tell where the weak points are, and who is responsible. In all probability he is also one of those fellows who drives a snail's pace down the center of the roadway, straddles lane markings, turns left from the right lane and fails to observe simple rules of highway courtesy. This is not an indictment of all drivers but seriously a great percentage fall into that group.

The City of Tampa took two steps last year for which it should be commended, one the acceptance of the Zoning Commission's parking meter report and second the detailing of a police officer to Northwestern University for a year of training in traffic control. These were major forward steps. Already the effects of the parking meter plan are being noticed down town. Parking spaces are available where and when needed and secondarily a fund is being built to support an efficient traffic department to be directed by a trained man.

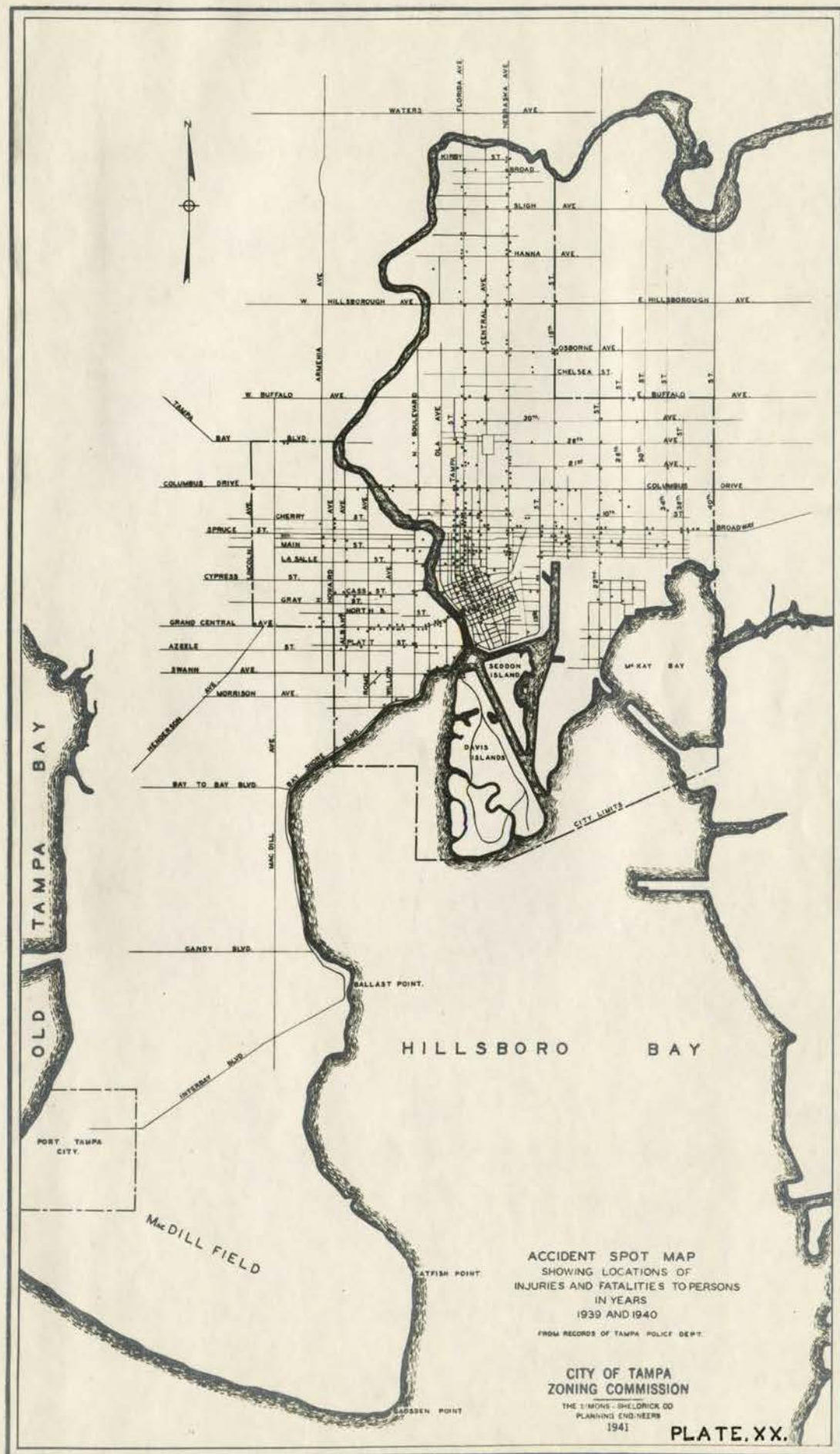
There should be no particular traffic problem in the central business district. Roadways are of adequate width if properly used. In years hence it may be advisable to change from diagonal to parallel parking. In some areas where street car tracks are a factor diagonal parking is troublesome now in retarding the free flow of traffic.

An examination of accident and fatalities records tell a story of their own. From the records of the Police Department a tabulation was prepared of all accidents in which either a person was injured or killed. This information is shown on Plate XX. Many of these accidents and deaths occur at night when traffic speeds up.

From observations made so far it is apparent that several steps can be taken to improve traffic movements. One is the encouragement of trucks to use certain routes thru and around the city so as to avoid the central business area and heavily traveled streets. Trucks for instance traveling from Orlando or Lakeland to Saint Petersburg should be diverted thru Thirteenth Street, Ellsmae Avenue and Platt Street thus by-passing LaFayette Street. Trucks from the north to Saint Petersburg or the Pinellas peninsula should be shunted west at either Waters Avenue or Hillsborough Avenue. Truck traffic into the city from the north should be diverted thru Nebraska Avenue.

Much of the thru traffic from north to south feels obliged to travel Florida Avenue to LaFayette Street, thence west. This traffic, at least a considerable portion of it, can be diverted away from the lower regions of Florida Avenue by properly placed directional signs.

Traffic control is largely a science of the Three E's, Engineering, Enforcement and Education. The latter - education - has a most important role to play.



ACCIDENT SPOT MAP
SHOWING LOCATIONS OF
INJURIES AND FATALITIES TO PERSONS
IN YEARS
1939 AND 1940

FROM RECORDS OF TAMPA POLICE DEPT.

CITY OF TAMPA
ZONING COMMISSION

THE SIMONS-SHELDON CO.
PLANNING ENGINEERS
1941

PLATE XX.

Hundreds of car drivers do not know the proper hand signs for making turns. Adhering to lanes is almost unheard of yet it is the simplest directive to good driving. A few lanes painted on the roadways at important points would be most helpful in keeping cars in their proper positions. Across the Platt Street bridge lanes have been painted, streets approaching from either side are not painted in lanes. It is interesting to observe how readily a car from either direction falls into a lane the minute it strikes the bridge. Simple rules of the road and lanes will do more than any other one thing to hasten and regulate traffic movements.

There are some infractions of rules that must lead to enforcement. Among these the most important is double parking. Double parking is invariably a sign of laziness and indifference and the driver double parking should be arrested.

Parking meters have solved the down town parking problem fairly well. On streets adjacent to the metered areas the parking of cars is still a problem. From observations so far made it is recommended that all parking on Florida Avenue be discontinued from Royal Street north to Twenty-Sixth Avenue. This is a rather drastic recommendation but it is made in the interests of safety and to minimize delays. Roadways legally are channels thru which traffic flows. Roadways are not made primarily for parking; the parking privilege is secondary. When a roadway is needed its full width for safe direct traffic movements, parking must bow its way out.

One of the traffic sore spots is at the western approach of the Platt Street Bridge where the Bayshore Boulevard and Platt Street intersect. Existing traffic conditions would doubtless be improved by regulating turns but in the final analysis the smooth movement with safety at this intersection can be greatly facilitated by a traffic circle which would direct and channelize all traffic at

this point. A traffic circle is recommended in the plan.

These are only a few of the important matters that should be observed. Studies have been made of traffic lights and off street parking facilities but it was deemed inadvisable to make any further recommendations until the Superintendent of Traffic had been able to define a program. It is not the object of this report to conflict with any ideas he may have, at the same time the information and knowledge acquired in making these studies is available at all times. What has been included here is of a fundamental nature.

SUBDIVISION RULES AND REGULATIONS

A recent report of the National Resources Planning Board stated, "the basic maladjustment behind most urban land problems today lies in the irrationality of urban patterns. The men who built cities and laid down the patterns of land use have not been guided by a consistent urban policy". This statement is true because very few cities have been comprehensively planned with a view to public convenience, health, safety and general welfare.

The general plan of the American city reminds one of the old fashioned "crazy quilt", each patch of which represents a subdivision of land. Many of the patches however were developed with little or no regard to the welfare or needs of the community as a whole. Most of the serious defects in city building - such as objectionable street jogs, critical street intersections, streets of varying and too narrow widths, lots and blocks unnecessarily small and conducive to congestion as well as many of the utility problems, can be charged to the way in which the pattern of streets and blocks has been laid out upon the land. Had a comprehensive plan of regional development with a directional control over land subdivision been operative in the early twenties many of the uneconomic subdivision abortions of a later period could have been prevented.

The balanced growth and development of the community and the welfare of the citizens in it currently demand that local governments exercise directive supervision over the subdivision and platting of lands. Only in this way can many of the evils of the past be corrected and the pattern of city development

be assured along economical and consistent lines.

The quality of life - that is, the general healthfulness and decencies of life of the people who will inhabit a subdivided tract of land - is as dependent upon the way the subdivision is laid out and upon the sanitary and other utilities installed in it as upon any other factor. The size of lots has a very great influence on the extent and distribution of the open spaces around the houses, and these open spaces have a large influence upon health and quality of life within the houses.

An examination and study of the physical plan of Tampa discloses that many of the highway defects of the present day exist because the developer of land did not look ahead; he failed to observe the street lineations set by his neighbor.

Whenever a jog or dead end street is encountered in driving around the city one can almost invariably conclude that two subdivisions join there. On Plate VII several of the more prominent and easily identified street maladjustments are reproduced. Had a set of subdivision regulations been effective in the days when these subdivisions were planned and filed for record, these street abortions would not exist today. To prevent the recurrence of such practices in the future the regulations herein suggested will be most helpful.

The Florida legislature of 1925 enacted a law (Chapter 10275) known as the Plat law. It provided that all plats filed with the County must be prepared by registered engineers or land surveyors, that angles, dimensions and permanent reference monuments be shown as well as pertinent certificates and dedications. This law has done much to unify and define the practice of

plat preparation and filing in Florida. This law however does not regulate or attempt to define the fundamentals entering into subdivision design such as street widths, lot dimensions and street alignment. Such elements fall within the province of the rules and regulations of subdivisions as outlined subsequently.

These rules and regulations provide that plats of land subdivision within the corporate area be submitted to a local public body (in this case the Zoning Commission) for review and approval before the plat is legally accepted for record. Such rules, among other things, serve to control the street patterns, and in general, to carry out the ideas reflected in the comprehensive city plan.

The rules and regulations herein defined can be designated as minimum requirements, developed after a careful study of the current city land patterns and land subdivision practices since the beginning of the city. No requirements or demands have been included that will work a hardship on any developer who has the welfare, health and safety of the community as a whole, at heart. It is to be hoped however that a full and sympathetic understanding of them will ultimately extend their influence and application into those areas outside of but contiguous to the corporate area. In such outside areas they are urgently needed now. Nothing in these rules and regulations relates to or regulates the cost or character of improvement that shall be erected on the land; they define simply how a parcel of land should be laid out to fit uniformly and economically into the development program of the city as a whole. Platting rules protect the rights of every man, woman and child, assuring them that when their neighbor plats or subdivides a piece of land that it will be in harmony with the subdivision they live in and thereby not injure their values.

The suggested rules and regulations appear in Appendix I.

CENSUS TRACTS

In the course of the many detailed studies incident to the preparation of the comprehensive plan the advisability and wisdom of investigating more intimately the socio-economic problems confronting the City became apparent. These problems relate primarily to the future welfare of the Latin population of the City, some 30,000 to 40,000 people whose livelihood in the past has been almost wholly dependent on the cigar and tobacco industry but who in the future may be obliged to adjust themselves to new lines of endeavor or work.

Anticipating the possibility of assistance in making such studies from Federal sources this subject was discussed with representatives of the Works Progress Administration in Tampa, Jacksonville and Washington, also with representatives of the Social Security Administration and Commissioner of Education in Washington, all of which agencies manifested a deep interest in the problems of Tampa.

It was suggested however that prior to the definition of any socio-economic studies, that the corporate area of the city be subdivided into permanent census tracts in accord with suggestions defined by the Bureau of the Census, United States Department of Commerce, Washington.

Using population information received from the United States Census Bureau, a tentative tract plan was prepared. This was then laid before the directing heads of various city departments for reaction, also before a sub-committee of the Zoning Commission. Subsequently a final plan of Census Tracts was prepared and placed before the Zoning Commission as a whole and by them adopted on May 13, 1941, whereupon the Zoning Commission referred the map to

the Board of Representatives for their consideration and approval. The Board of Representatives by official action approved the plan of Census Tracts on May 21, 1941. Plate XXI herein shows how the City of Tampa has been officially divided into Census Tracts and gives the boundaries of each tract. This information is now being filed with the Bureau of the Census in Washington for their guidance in making future studies in Tampa, also with the Works Progress Administration.

The subdivision of the corporate area into census tracts is not to be confused with the current division of the city into precincts or representatives wards. The objective of the Census Tract subdivision is wholly different and is solely for another purpose.

Census tracts are small areas into which a city is divided, more or less arbitrarily, for statistical and local administrative purposes.

The tracts are permanently established, so that statistical comparisons may be made from year to year and from census to census. They are laid out with a view to approximate uniformity in population; and each is designed to include an area fairly homogeneous in population characteristics. The objective of the division of the city into permanent census tracts is to provide a convenient and permanent unit of area to be used in studies of the social, political and economic problems of this area. For some purposes, data for an entire corporate area is useful, but frequently information concerning the individual neighborhood groups which constitute an area is more valuable. That is to say the political, economic and social problems of the city are not always problems of the entire area, but are frequently problems of restricted areas and definite population groups. For example juvenile delinquency for an entire corporate area

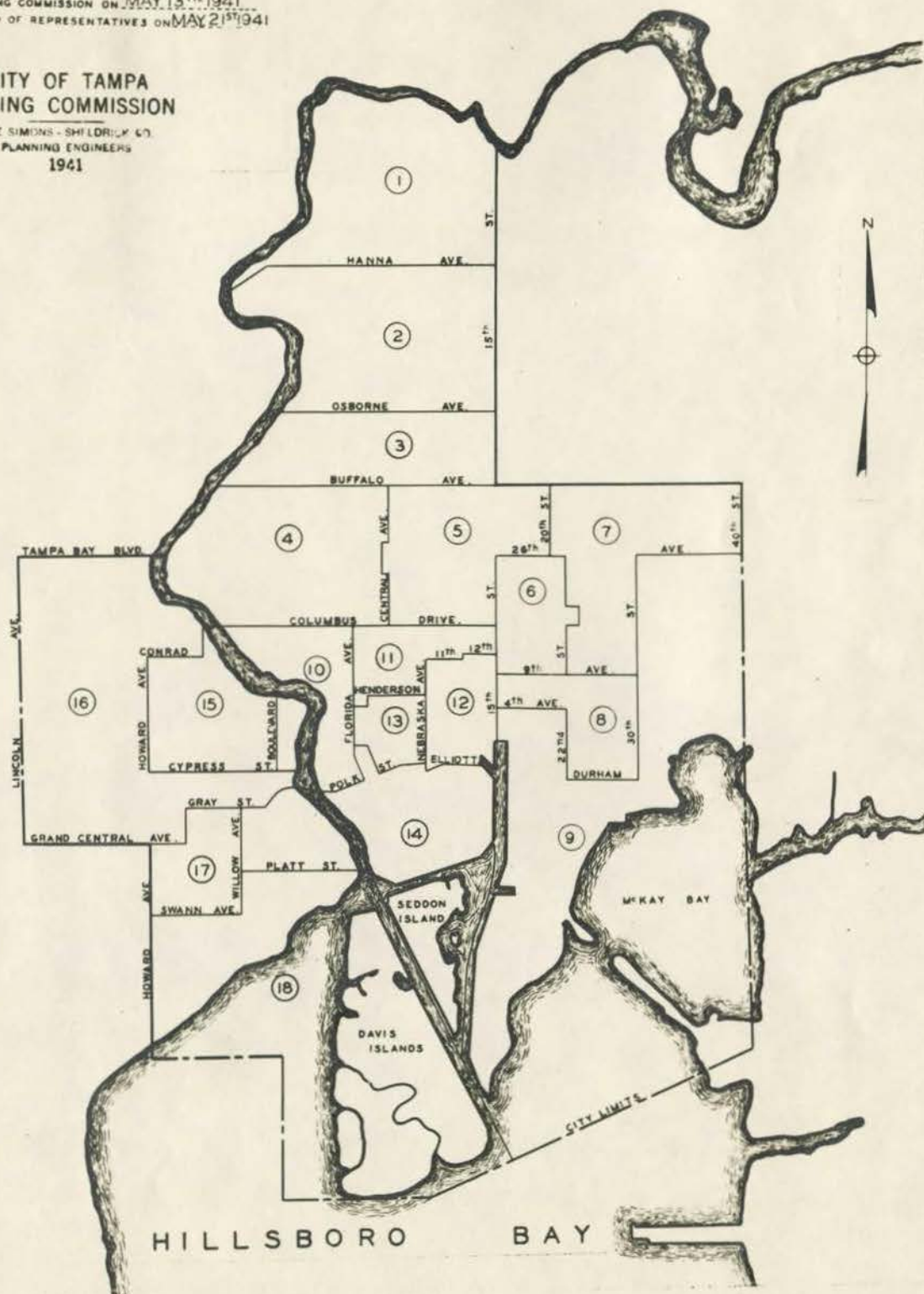
MAP SHOWING EXTENT AND LOCATIONS OF

CENSUS TRACTS

APPROVED BY ZONING COMMISSION ON MAY 13TH 1941
APPROVED BY BOARD OF REPRESENTATIVES ON MAY 21ST 1941

CITY OF TAMPA ZONING COMMISSION

THE SIMONS - SHILDRICK CO.
PLANNING ENGINEERS
1941



may not seem unduly high, but in particular census tracts it may be high enough to cause grave concern. Or, if it is shown that the death rate from tuberculosis in a given tract is considerably higher than the rates for other parts of the city, this fact can be related to the physical conditions existing in the high rate area. The census tract, then, is a relatively small area with permanently fixed boundaries by which we break down a great heterogeneous mass of population into relatively small homogeneous population groups.

In defining permanent census tracts for the City of Tampa the following general specifications were followed:

1. Each tract should be of a convenient size and conformation,
2. Tracts should be laid out so that no one tract would have a population appreciably greater than 8,000 nor a population less than 3,000.
3. There should not be too many tracts.
4. The boundary lines of each tract should be definite.
5. A tract, as far as possible, should contain a population reasonably homogeneous both as to racial characteristics and as to economic status or type of living accommodations.
6. As far as possible tracts should be so defined that they would be made up of groups of the 1940 census enumeration districts.

At the start of the work the city as a whole was studied to determine the distribution and density of population also the racial composition or characteristics of the various sections of the city.

The Bureau of the Census in Washington made available a map on which were shown the census enumeration districts used in compiling the 1940 census, and the respective populations thereof. These enumeration districts were studied and analyzed and with two exceptions the permanent census tracts shown on the attached map were defined, by the combining or grouping of such enumeration districts. This procedure will permit not only comparisons of statistics in the future but also, to a great extent, of census figures already available.

The following schedule gives the 1940 population of the permanent census tracts recommended:

Tract No. 1	5,653	Tract No. 10	6,614
2	8,386	11	6,060
3	4,631	12	4,999
4	6,983	13	6,600
5	6,629*	14	5,405
6	7,961	15	5,282
7	6,717*	16	7,146
8	3,966	17	3,175
9	4,820	18	7,043

*Estimated

INTERIM ZONING ORDINANCE

One of the major parts of the comprehensive City Plan is the Zoning Map and Ordinance by which the corporate area of the city as a whole will be divided into districts according to land uses. This work will be conducted under the authorization conferred upon the city by the Legislature of the State of Florida as defined in Laws of Florida of 1939, Chapter 19539, No. 544. By this procedure, under the police powers conferred by the legislature, the uses of land and their values are stabilized and protection is given residential areas and investments therein, against encroachment of commercial or industrial pursuits. The Zoning Plan and Ordinance for the City of Tampa will constitute the second major part of the comprehensive plan and pursuant to the provisions of the contract will be reported on one year hence.

Pending the preparation and development of the Zoning Plan and Ordinance however, an Interim Zoning Ordinance was prepared for the Zoning Commission and by them recommended for adoption by the Board of Representatives which Body enacted the measure on May 21, 1941.

Under the provisions of this Interim Zoning Ordinance which appears herein as Appendix II, the Zoning Commission shall cooperate with the City Building Inspector to prevent the further encroachment of business or industry into areas which are now predominately residential in character.

APPENDIX

APPENDIX I
PROPOSED
SUBDIVISION REGULATIONS
FOR THE
CITY OF TAMPA, FLORIDA

SECTION A
PROCEDURE

General

Application by the owner, or his authorized representative, for approval of a plan of subdivision of land situated within the corporate area of the City of Tampa as now constituted or as may hereafter be constituted shall be made in writing to the Tampa Zoning Commission. The plan of subdivision shall be such as to meet the minimum requirements as detailed herein under Section B.

A preliminary plat shall be submitted for examination; and to receive consideration at the next subsequent meeting of the Zoning Commission, shall be filed with its Secretary not less than five days prior to such meeting.

Previous to submission of a preliminary plat, subdividers are invited to discuss with the Zoning Commission or its staff preliminary studies or sketches or problems.

Tentative Approval

After the Zoning Commission has examined the preliminary plat as to street and lot layout, and other features of the plan, and as to compliance with these regulations, and after such negotiations with the applicant for changes in the plat as said Commission may deem advisable, it shall, within

a reasonable time, pass upon the preliminary plat as originally submitted or modified and, if approved, shall express its tentative approval, and, if disapproved, shall express its disapproval and its reasons therefor.

If such action be one of approval, such approval shall not constitute a final acceptance of the plat and shall not be noted on the plat, but shall be deemed merely an expression of approval of the layout submitted on the preliminary plat. The final approval of the final plat for record will be considered only after the requirements outlined herein under ⁻Section C shall have been fulfilled.

Preliminary Plat

Three copies of the preliminary plat shall accompany the written application submitted to the Zoning Commission. The plat shall comply with the provisions, contain the information, and be accompanied by the material required under the provisions of Section D, and as may be required by the Zoning Commission in pursuance of such provisions.

Final Plat

The final or record subdivision plat shall be prepared and submitted to the Zoning Commission in triplicate by the owner of the property or his authorized representative within one year after the approval of the preliminary plat; otherwise the approval of the preliminary plat shall become null and void unless an extension of time is applied for and the application is granted by the Zoning Commission.

The final plat shall comply with and shall contain the complete data as required under Section E, and shall be accompanied by such other data or material as is described in Section E.

Endorsement

All forms, such as endorsements, dedications and certificates, insofar as required to be entered on the plat, shall be in accordance with the forms prescribed by the Board of County Commissioners of Hillsborough County, as on file in the office of its Clerk; and except where otherwise required or permitted, shall be signed by the owner of the property. The duplicate and triplicate of the final plat shall contain all signatures, endorsements, dedications and certificates and shall be left with the Zoning Commission for its files or transactions to the appropriate City departments.

SECTION B

GENERAL REQUIREMENTS AND MINIMUM

STANDARDS OF DESIGN

The following shall be considered as minimum requirements and will ordinarily be varied by the Zoning Commission only under the conditions and circumstances set forth in these regulations.

1. Conformity to Official Plan or Map

Subdivision shall be in harmony with the master plan and/or the official map of the city.

2. Relation to Adjoining Street System

In so far as the master plan or official map does not indicate the size, location, direction and extent of a street, and subject to the regulations hereinafter specified regarding definite minimum widths, the arrangement of streets in a subdivision shall provide for the continuation of the principal streets existing in the adjoining subdivisions, or of their proper projection

when adjoining property is not subdivided, and shall be of a width at least as great as that of such existing streets. (a) where, in the opinion of the Zoning Commission, topographical or other conditions make such continuance or conformity impracticable, or (b) in cases where the Zoning Commission itself adopts a plan or plat of a neighborhood or area of which the subdivision is a part and this plan or plat provides coordinations with the street system of the city different from that of said continuations or projections of existing streets and the subdivider's plat conforms to such neighborhood or area plat or plan of the Zoning Commission, the Zoning Commission may approve the subdivider's plat.

Where the plat submitted covers only a part of the subdivider's tract, a sketch of the prospective future street system of the unsubmitted part shall be furnished and the street system of the part submitted shall be considered in the light of adjustments and connections with the street system of the part not submitted.

Where a tract is subdivided into lots of an acre or more, the Zoning Commission may require an arrangement of lots and streets such as to permit a later resubdivision in conformity with the street requirements specified in these regulations.

3. Access

There shall be no reserve strips controlling access to streets, except where the control of such strips is definitely placed in the city under conditions approved by the Zoning Commission. The subdividing of the land shall be such as to provide each lot, by means of either a public street or way or permanent easement, with satisfactory access to an existing public highway or

to a thoroughfare as shown on an official map or master plan.

4. Street Widths.

The minimum width for main thoroughfares shall be as shown on the city's master plan or official map and shall, when not indicated on such master plan or official map, be not less than eighty feet (80'); for minor streets sixty feet (60'); and for local service streets not over four hundred feet (400') in length, fifty feet (50'). These widths shall be measured from lot line to lot line. In cases where the topography or other physical conditions make a street of the required minimum width impracticable, the Zoning Commission may modify the above requirements. A half street along adjoining property will not be approved.

5. Bounding Street Corners

Wherever necessary to permit the construction of curbs having a minimum radius of twenty-five feet (25') at street corners without curtailing the sidewalk to less than normal width, the property line at such street corners shall be rounded or otherwise set back sufficiently to permit such construction. Normally the radius on the property line shall be not less than ten feet (10'). Larger radii may be required by the Zoning Commission, when, in its opinion, such design is advisable.

6. Easements

Except where alleys of not less than fifteen feet (15') are provided for the purpose, the Zoning Commission may require easements, not exceeding six feet (6'), on each side of all rear lot lines, and on side lot lines where necessary or, in the opinion of the Zoning Commission, advisable, for poles, wires, conduits, storm and sanitary sewers, gas and water mains or other

utility lines. Easements of the same or greater width may be required along the lines of or across lots where necessary for the extension of the existing or planned utilities.

If in the opinion of the Zoning Commission the most suitable and reasonable locations for any of the utilities, such as sewers, storm drains, water and gas pipes and electric pole lines and conduits, which are likely to be required within a subdivision, either for the service thereof or for service of areas in the surrounding territory, do not lie wholly within the streets, including alleys, if any, shown upon the plat, the Zoning Commission may require, in so far as reasonable, provision to be made for the location of such utilities on routes elsewhere than within said streets, either by the dedication of public easements for the same as part of the plat or by the filing of supplementary instruments which will adequately protect the public interest in the proper location of said utilities.

7. Dead End Streets

Streets designed to have one end permanently closed (Culs de sac) shall be provided at the closed end with a turn-around roadway having a minimum radius for the outside curb of at least thirty-five feet (35').

8. Intersection Angles

As far as practicable, acute angles between streets at their intersections are to be avoided, and where a deflection angle of more than ten degrees in a street line occurs at any point between two intersecting streets a curve of reasonably long radius is to be introduced.

9. Block Lengths

Intersecting streets shall be so laid out that blocks between street lines

shall be not more than twelve hundred feet (1,200') in length; except that where, in the opinion of the Zoning Commission, extraordinary conditions unquestionably justify a departure from this minimum, the Zoning Commission may require or permit greater distance between street lines. In blocks over six hundred feet (600') in length, the Zoning Commission may require, at or near the middle of the block, a public cross walk not less than ten feet (10') in width for foot traffic.

10. Block Widths

The widths of blocks preferably shall be such as to allow two tiers of lots, unless exceptional conditions are, in the opinion of the Zoning Commission, such as to render this requirement undesirable.

11. Lot Arrangement

In all quadrangular lots, and so far as practicable all other lots, the side lines shall be at right angles to straight street lines or radial to curved street lines. An arrangement placing adjacent lots at right angles to one another shall be avoided where practicable.

12. Lot sizes

The minimum dimensions for residence lots shall be fifty feet (50') for width and one hundred feet (100') for depth, and in no case shall a residence lot contain less than five thousand (5,000) square feet. Corner lots shall have such extra width as will permit the establishment of building lines on both streets. Where alleys are shown, the Zoning Commission may limit the depth of lot for the purpose of preventing future alley lots or buildings or may require the establishment of building lines along the alley adequate for the conversion of such alley into a minor street.

13. Building Restrictions

Until the subdivision comes within the force and effect of a zoning ordinance, the Zoning Commission may require provision for minimum front, side and rear yards. After the adoption of a Zoning Ordinance the front, side and rear yard dimensions prescribed therein shall prevail.

14. Neighborhood Unit

These regulations concerning minor and local street and court widths, dead-end streets, block lengths and widths, and the size of lots, may be modified by the Zoning Commission in the case of a plat for a large tract of land which provides a community plan with a building development plan and recreational or other community open spaces adequate, in the opinion of the Zoning Commission, for the circulation, recreational, light and air needs of the tract when fully developed and populated and which provides for such legal restrictions or other legal status as will assure the carrying out of the plan in its entirety.

15. Public Open Spaces

Should a small park or other neighborhood recreational open space be shown on the official plan being made and to be adopted by the Zoning Commission be located in whole or in part in the applicant's subdivision, the Zoning Commission may require the dedication or reservation of such open space within the subdivision for park, playground or other recreational purposes, in those cases in which the Zoning Commission deems such requirement to be reasonable.

SECTION C

DEVELOPMENTS PREREQUISITE TO FINAL APPROVAL

1. Final Approval

The Zoning Commission will consider approval of the final plat for record only after monuments have been installed in accordance with the specifications prescribed by the Board of County Commissioners pursuant to the provisions set forth in Chapter 10275 Laws of Florida 1925 known as the State Plat Law.

2. Monuments

Monuments shall be placed at all block corners, angle points, points of curves in streets, and at such intermediate points as shall be required by the Zoning Commission, or at such points as are approved by the Board of County Commissioners.

SECTION D

PRELIMINARY PLAT

1. Scale

The scale of the preliminary plat is optional but shall not be smaller than two hundred feet (200') to one inch (1").

2. Information to be Shown

The preliminary plat shall show:

- (a) The location of then existing property lines, streets, buildings, water courses, railroads, utilities and other similar features.
- (b) The names, locations, widths, and other dimensions of proposed

streets, alleys, easements, parks and other open spaces, reservations, lot lines, building lines and utilities.

- (c) The approximate location in the adjoining streets or property of existing sewers and water mains, culverts and drain pipes, electric conduits or lines proposed to be used on the property to be subdivided, and invert elevations of sewers at points of proposed connection.
- (d) The title under which the proposed subdivision is to be recorded, with the names and addresses of the owner and the technical author of the plan; and a notation stating the acreage.
- (e) The names of subdivisions immediately adjacent; also the location and names of adjacent streets and other public spaces on immediately adjoining properties.
- (f) All parcels of land proposed to be dedicated to public use and the conditions of such dedication, if any.
- (g) Date, north point and scale.
- (h) The preliminary plat shall be accompanied by a plan indicating the use of the lots proposed by the subdivider whether for one-family dwellings, multi-family housing, business or industrial purposes, and copies shall be submitted of the proposed documents or instruments whereby the use, building line, open space and other restrictions are proposed by the subdivider to be imposed.

SECTION E

FINAL PLAT

1. Drafting Standards

The final plat shall be drawn upon tracing cloth in sheets of such size and in the manner prescribed by the Board of County Commissioners. When more than one sheet is required, an index sheet of the same size shall be filed showing the entire subdivision on one sheet with block and lot numbers.

2. Data Required on Plat

The final plat shall comply with the rules governing plats as prescribed by the Board of County Commissioners and shall contain among other information the data specified in the following:

- (a) The lines and names of all proposed streets or other ways or easements and other open spaces intended to be dedicated for public use or granted for the use of inhabitants of the subdivision; also lines of all adjoining streets.
- (b) The length of all straight lines, deflection angles, and radii, arcs and central angles of all curves, along the property lines of each street. All dimensions along the lines of each lot, with the true bearings and angles of intersection which they make with each other and also any other data necessary for the location of any lot line in the field; also the location of all building lines proposed to be improved by the subdivider. If more convenient, calculated bearings may be used instead of angles.
- (c) Suitable primary control points, approved by the City Engineer, or

descriptions and "ties" to such control points, to which all dimensions, angles, bearings and similar data given on the plat shall be referred. All dimensions shall be shown in feet and decimals of a foot.

- (d) The location of all permanent monuments.
- (e) The names of all subdivisions immediately adjacent; or, when adjoining property is not a recorded subdivision, the names of the owners thereof; and the book and page where adjoining subdivisions or tracts are recorded.
- (f) Date, title, north point and scale. The title shall include the name of the subdivision under which it is to be recorded. The north point may indicate either the magnetic or true north and shall be so designated on the plat.
- (g) The boundary of the subdivided tract, with courses and distances marked thereon. Such boundary shall be determined by survey in the field, which shall be balanced and closed, made by a qualified engineer or surveyor and certified to be correct.

3. Other data Required

- (a) All required forms such as endorsements, dedications and certificates as prescribed by the Board of County Commissioners or City Engineer.
- (b) Until the subdivision comes within the force and effect of a Zoning Ordinance, a plan showing the proposed use, yard, area and other restrictions on each lot within the subdivision; and a statement of the provisions and instruments whereby such building lines, minimum yard and use restrictions will be imposed.

SECTION F

DEFINITIONS

For the purpose of these regulations, certain words used herein are defined as follows:

Plat - The map, drawing or chart on which the subdivider's plan of subdivision is presented and which he submits for approval and intends in final form to record.

Master Plan - The Comprehensive City Plan being made by the Zoning Commission, which indicates the general locations recommended for the various functional classes of public works, places and structures (streets, parks, public buildings, etc.).

Official Map - The map on which the planned locations, particularly of streets, are indicated with detail and exactness so as to furnish the basis for property acquisition or building restriction.

Building Line - A line on a plat indicating the limit beyond which buildings or structures may not be erected.

APPENDIX II

INTERIM ZONING ORDINANCE - NO. 787-A

An ordinance regulating the location of new trade, business or industrial uses until the adoption of a comprehensive zoning plan and ordinance for the City of Tampa, requiring permits, establishing a board of adjustment and providing for enforcement and penalties for violations.

Whereas the Board of Representatives of the City of Tampa, Florida, under authority of Chapter 19539 (No. 544) Laws of Florida relating to municipal zoning, has appointed a Zoning Commission to prepare zoning regulations designed to conserve the taxable value of land and buildings, to secure adequate light, air and safety from fire and other dangers, to lessen or avoid congestion in the public streets, and to otherwise promote public health, safety, comfort, morals and welfare, and

Whereas, during the preparation of such regulations it would be destructive of a general plan for zoning to permit the scattering of newly established trade, business or industrial uses to the detriment of homes and uses of a higher character or to land more suitable therefor,

Now, Therefore, Be it ordained by the Board of Representatives of the City of Tampa, Florida, in duly constituted session this 15th day of April, 1941,

SECTION 1. Until the effective date of a duly adopted zoning ordinance and map, but for not more than twenty-four (24) months from date of this ordinance, no building permit shall be issued for the construction or major alteration of any business, trade or industrial building in a residential area until the City Building Inspector has first referred the application for such construction to the City Zoning Commission for investigation and report thereon.

SECTION 2. For the purposes of this ordinance a residential area is defined as one in which more than half of the land uses within a radius of five hundred feet (500') of the site for which a permit is applied for to erect a business, trade or industrial building, are used as dwellings.

SECTION 3. Five members to be hereafter designated by the Board of Representatives of the Zoning Commission appointed by the Board of Representatives of the City of Tampa and as provided for in Ordinance No. 720-A, adopted September 12, 1939, shall act as a board of adjustment in the same manner as specified in Section 9 of Chapter 19539 No. 544, Laws of Florida, filed in the office of the Secretary of State at Tallahassee, Florida, on June 12, 1939, a law relating to municipal zoning and in case of hardship not intended shall have power to determine and vary the application of this ordinance in harmony with its general purpose and intent, and shall report such determination to the Board of Representatives for confirmation or rejection.

SECTION 4. Any person, firm or corporation, or agents, employees or contractors of such, who violate, disobey, omit, neglect, or refuse to comply with or who resist the enforcement of the provisions of this ordinance shall be subject to a fine of not more than one hundred dollars for each offense. Each day a violation continues shall constitute a separate offense.

Section 5. This Ordinance shall be published as required by law one day in some newspaper published in the City of Tampa, within five (5) days after its passage and approval by the Mayor and by posting a copy thereof for ten (10) days on the bulletin board located in the main corridor of the City Hall, Tampa, Florida.

SECTION 6. This Ordinance shall become effective ten (10) days after its

passage and approval.

PASSED by the Board of Representatives of the City of Tampa, Florida,
this 15th day of April, A. D. 1941.

SIGNED:

W. D. F. SNIPES

PRESIDENT OF THE BOARD OF REPRESENTATIVES

ATTEST:

P. R. BOURQUARDEZ (SIGNED)

CITY CLERK

APPROVED BY me this 17th day of April, 1941

SIGNED:

R. E. L. CHANCEY

MAYOR OF TAMPA



