

WEST BUSCH BOULEVARD

Corridor Alternatives & Strategies Report



DRAFT FINAL August 31, 2018

SR 580/Busch Blvd. from N. Dale Mabry Hwy. to N. Nebraska Ave.

Financial Project ID Number: 435908-1-22-01



Appendix D

Context Classification





West Busch Boulevard Context Classification

PROJECT NAME: SR580/ Busch Blvd from N. Dale Mabry Hwy. to N. Nebraska Ave.
 FPID NUMBER: 435908-1-22-01
 PROJECT LOCATION: City of Tampa, and Hillsborough County, Florida
 PREPARED FOR: Brian Shroyer FDOT Project Manager
 COPY TO: Carol Barker/ CH2M
 PREPARED BY: Cris Schooley/ CH2M
 DATE: June, 2017

This memorandum documents the draft Context Classification for the West Busch Blvd Corridor Study (FPID 435908-1-22-01), SR 580/ Busch Blvd from North Dale Mabry Highway to North Nebraska Avenue. Context sensitive solutions have been FDOT policy for some time; however, Context Classification is a new FDOT consideration introduced in the Complete Streets Handbook (External Draft, April 25, 2017 version). Even though the Complete Streets Handbook has not been officially adopted as of this memorandum, the Context Classifications for West Busch Blvd Corridor Study will be defined by identifying major changes in context, evaluating primary measures, and evaluating secondary measures. This initial exercise will assist with developing context-appropriate solutions throughout the corridor.¹

Changes in Context

The initial impression of the SR 580 corridor is that adjacent land has consistent commercial use. However, a closer examination of the land use and urban form reveals subtle differences that delineate changes in context along SR 580. From North Dale Mabry Highway to North Armenia Avenue, there are Single Family Residences (SFR) or medium sized office buildings on the north and a railroad immediately adjacent to the right-of-way on the south. Between North Armenia Avenue and North Boulevard, the context consists of small retail and office buildings along both sides of the roadway. From North Boulevard to North Nebraska Avenue the context changes east of Chamberlain High School, where it consists of medium to large office or retail buildings on the north and a railroad immediately adjacent to the right-of-way on the south. These three zones, shown in **Table 1**, will be examined separately to determine their Primary and Secondary measures, in accordance with the Complete Streets Handbook.

Table 1: SR 580 Context Zones

Zone	From	To	Local Jurisdiction
1	N Dale Mabry Hwy	N Armenia Ave	Hillsborough County
2	N Armenia Ave	North Blvd	City of Tampa
3	North Blvd	N Nebraska Ave	City of Tampa

Primary Measures

The primary measures in the Complete Streets Handbook that are used to define Context Classification include land use, building height, building placement, fronting uses, location of parking, and block length. See **Table 2** for the primary measures, as derived from site observation and aerial imagery.

¹ FDOT (2017). Complete Streets Handbook. Accessed April 25, 2017 from <http://www.flcompletestreets.com/CSHandbook.shtm>

Fronting use determines whether buildings in the area have pedestrian access directly from the street instead of a parking lot, which is not found through the majority of the corridor.

Table 2: SR 580 Primary Measures

Zone	Land Use	Building Height	Building Placement	Fronting Uses	Parking	Block Length
1	SFR and Office	1 to 2 story	Detached, med-large setback	Almost none	Off-street, large lots	1142' avg.
2	Retail and Office	1 to 2 story	Detached, small-med setback	Almost none	Off-street, front and side lots	745' avg.
3	Institutional, Office, Retail	1 to 2 story	Detached, med-large setback	Almost none	Off-street, large lots	1320' avg.

Secondary Measures

The secondary measures used to define context classification consider Residential Density Allowed (dwelling units per acre), Office Density Allowed (floor area ratio), Population Density, and Employment Density. Comprehensive plans, development codes, and census data were used to quantify the values shown in **Table 3**. Although there are approved office developments in the first context zone, the future land use map of the Hillsborough County Comprehensive Plan shows residential use, therefore we assumed residential use based on the Comprehensive Plan.

Table 3: SR 580 Secondary Measures

Zone	Residential Density Allowed	Office Density Allowed	Population Density	Employment Density
1	6 du/ac	N/A	See map	See map
2	8 du/ac	1.0 FAR	See map	See map
3	8 du/ac	1.0 FAR	See map	See map

Results

The recommended Context Classifications for the West Busch Blvd corridor are shown in **Table 4**. The large lot single family residences and the office buildings oriented toward large parking lots in zone 1 are consistent with the Class 3 Suburban context. This context changes in zone 2 as the block length gets significantly shorter and smaller commercial developments line both sides of the roadway, which is consistent with the Class 4 Urban context. Zone 3, with Chamberlain High School and big box development, is consistent with the Class 3 Suburban context. The railroad that traverses along the south right-of-way line of Zones 1 and 3 reduces the potential place-making urban form that is possible in Zone 2.

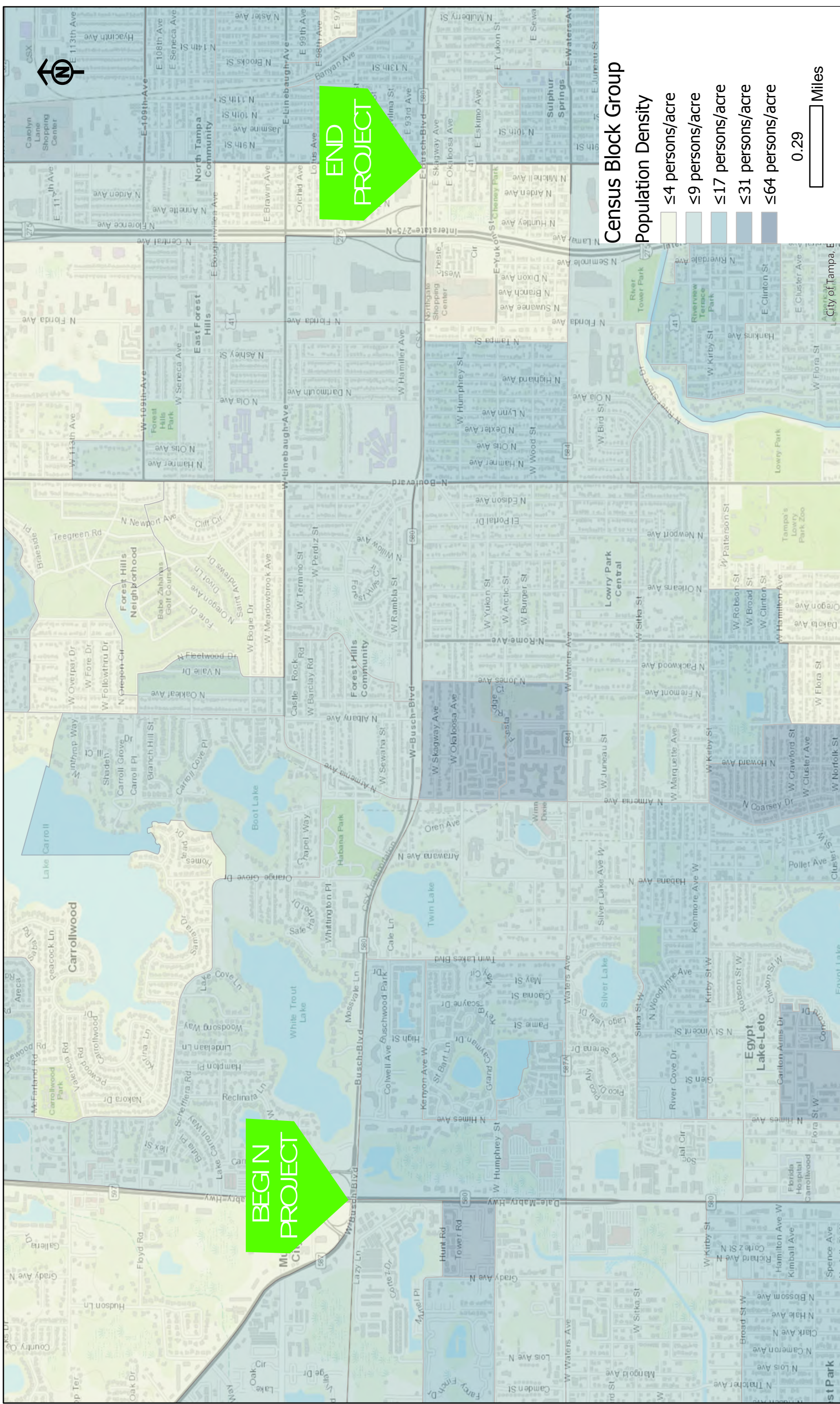
WEST BUSCH BOULEVARD CONTEXT CLASSIFICATION

Table 4: SR 580 Context Classification

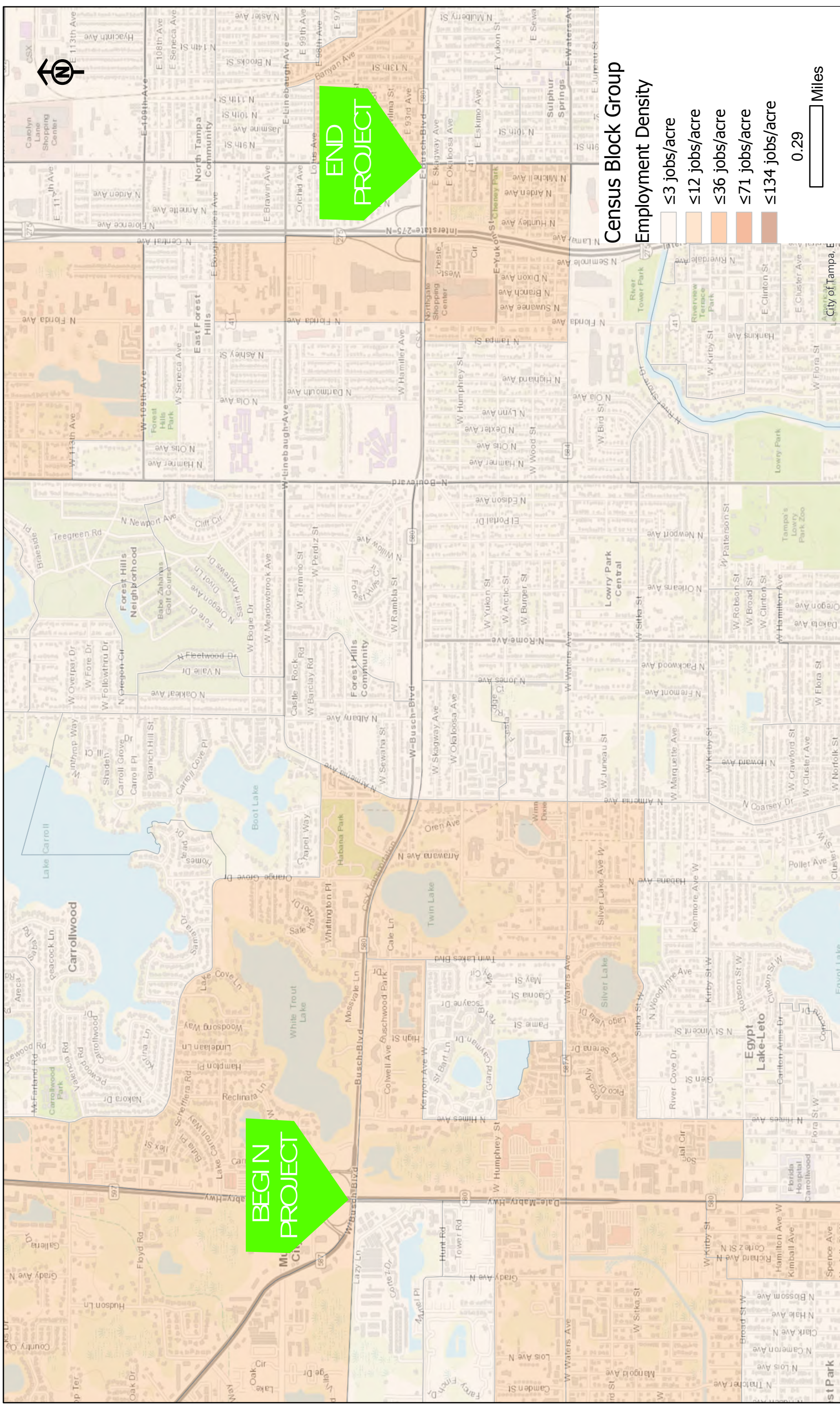
Zone	From	To	Context Classification
1	N Dale Mabry Hwy	N Armenia Ave	Class 3 Suburban (Residential/Commercial)
2	N Armenia Ave	North Blvd	Class 4 Urban General
3	North Blvd	N Nebraska Ave	Class 3 Suburban (Commercial)

Conclusions

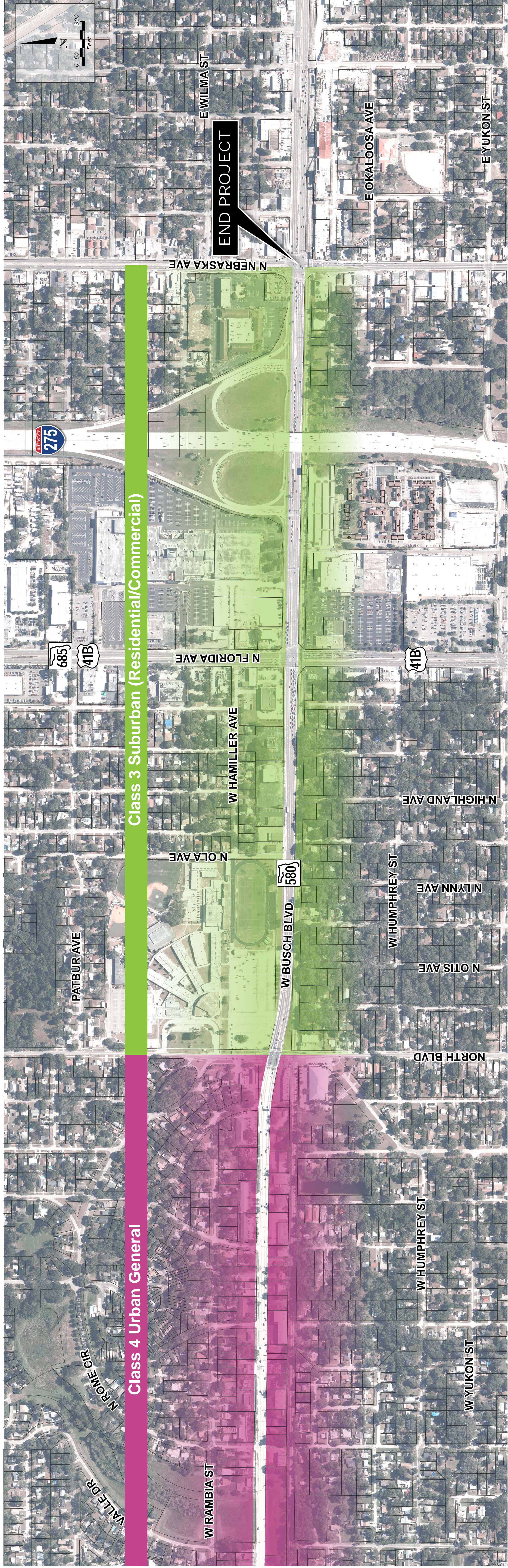
The recommended Context Classifications will be utilized to develop context-specific solutions to the corridor challenges and will ultimately assist in refining the vision for the West Busch Blvd Corridor. Further, the process of defining and categorizing the Context Classifications will be used as an education and communication tool during the Public Involvement to assist stakeholders understand the selection of the most appropriate improvement recommendations.



Population Density Map
 Busch Boulevard Corridor Study
 FPID 43590812201
 May 23, 2017



Employment Density Map
 Busch Boulevard Corridor Study
 FPID 43590812201
 May 24, 2017





Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

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**MIKE DEW
SECRETARY**

MEMORANDUM

DATE: March 5, 2018

TO: Richard Moss, District Design Engineer
Ronald Chin, District Traffic Operations Engineer

FROM: Ed McKinney, District Planning & Environmental Administrator

COPIES: Brian Shroyer, PLEMO File

SUBJECT: Context Classification Determination for Item Segment 435908-2 SR 580 / BUSCH BLVD FROM N DALE MABRY HWY TO N NEBRASKA AVE

DocuSigned by:
Ed McKinney
E881BC01D1C94D7
3/8/2018 | 7:55 AM EST

BS

The District Seven Planning & Environmental Management Office has reviewed the subject project location and has made the following determination.

Context Classification Summary Table	
Item Segment	435908-2
Primary Work Mix	Corridor Improvements
Roadway Name	SR 580 West Busch Blvd
Roadway Limits	From N. Dale Mabry Hwy. to N. Nebraska Ave.
Section No. & Milepost Limits	10310000 0.00 / 3.32
Context Classification (existing)	Zone 1 - N Dale Mabry Hwy to N Armenia Ave C3C/R (Residential/Commercial) Zone 2 - N Armenia Ave to North Blvd C4 Urban General Zone 3 - North Blvd to N Nebraska Ave C3C Suburban (Commercial)
Context Classification (future)	
Comments	

Additional documentation is provided below to support this determination. This context classification determination shall apply to the design phase of the subject project only and only information available at the time of this analysis was used to support this determination. Changes to the project scope, location and roadway limits may trigger a change in this determination. Any changes should be coordinated with the PLEMO Office.

Zone 1 & 3

DESIGN CONTROL	C3
Allowable Design Speed Range	35-55 mph
SIS Minimum Design Speed	50
Minimum Travel & Auxiliary Lane Width	35 mph: 10 ft 40-45 mph: 11 ft ≥ 50 mph: 12 ft
Two-Way Left Turn Lane	25-35 mph: 11 ft 40 mph: 12 ft
Median Width	Curbed & Flush 25-35 mph: 22 ft 40-45 mph: 22 ft
Sidewalk Width	6 ft

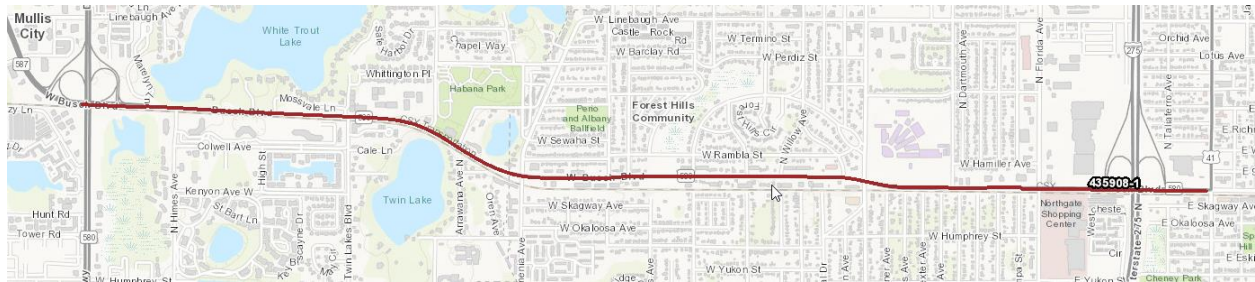
Zone 2

DESIGN CONTROL	C4
Allowable Design Speed Range	30-45 mph
SIS Minimum Design Speed	45
Minimum Travel & Auxiliary Lane Width	30-35 mph: 10 ft 40-45 mph: 11 ft ≥ 50 mph: 12 ft
Two-Way Left Turn Lane	25-35 mph: 11 ft 40 mph: 12 ft
Median Width	25-35 mph: 15.5 ft 40-45 mph: 22 ft
Sidewalk Width	6 ft

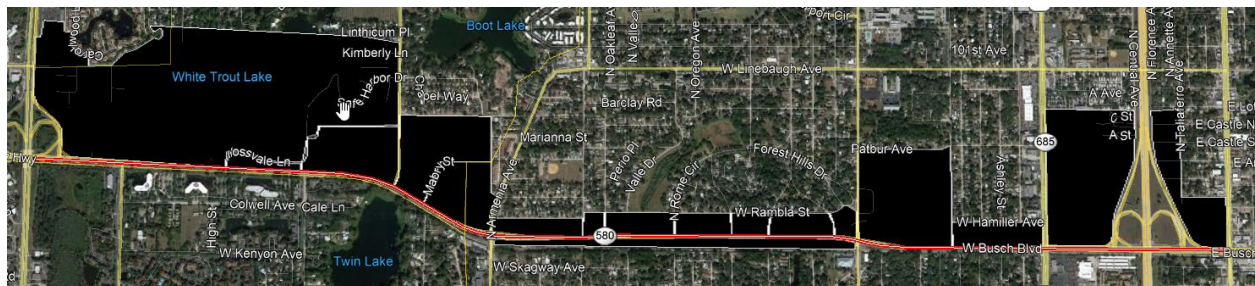
Primary Measures

Land Use	Building Height	Building Placement	Fronting Uses	Location of Off-Street Parking	Roadway Connectivity		
					Intersection Density	Block Perimeter	Block Length
Description	Floor Levels	Description	Yes/No	Description	Intersections/square mile	Feet	Feet
Zone 1 – Single Family Residential, Office	1-2	Detached, medium-large setback	No	Off Street, Large lots	76	6078	1142
Zone 2 – Retail, Office	1-2	Detached, small-med setback	No	Off street, front and side lots	222	2635	745
Zone 3- Institutional, Office, Retail	1-2	Detached, medium-large setback	No	Off Street, side, Large lots	257	5561	1320

Aerial Image (Google Earth) – project limits



Street and Block Network



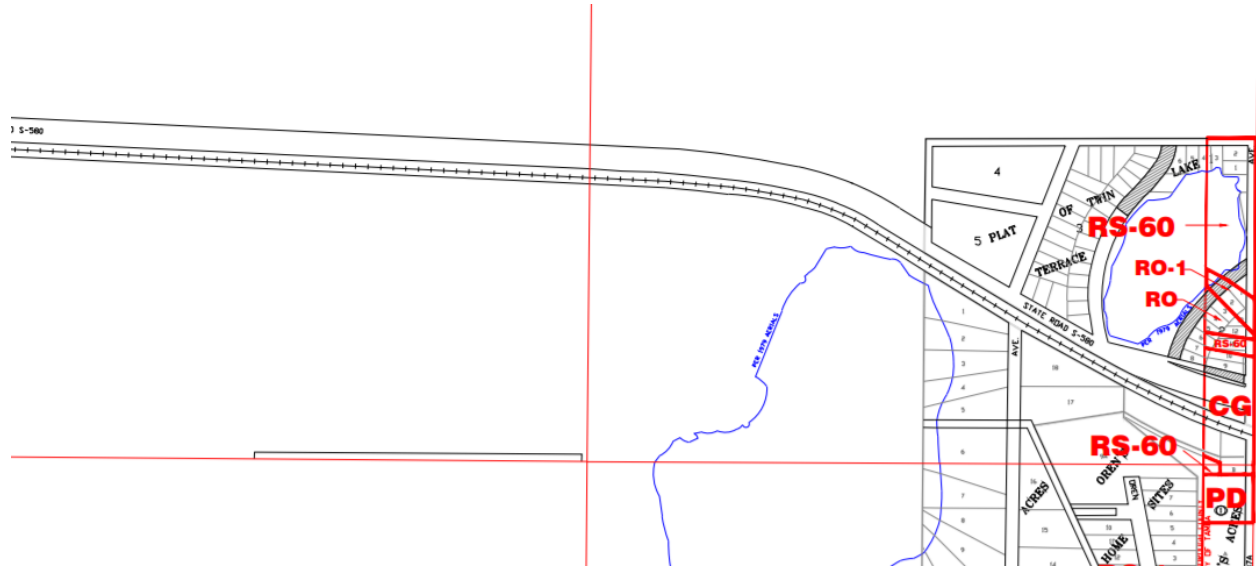
Existing Land Use/Zoning Summary

Zone 1:

Commercial General

Residential 60

Planned Development



Context Classification Memorandum – Item Segment 435908-2

Zone 2:

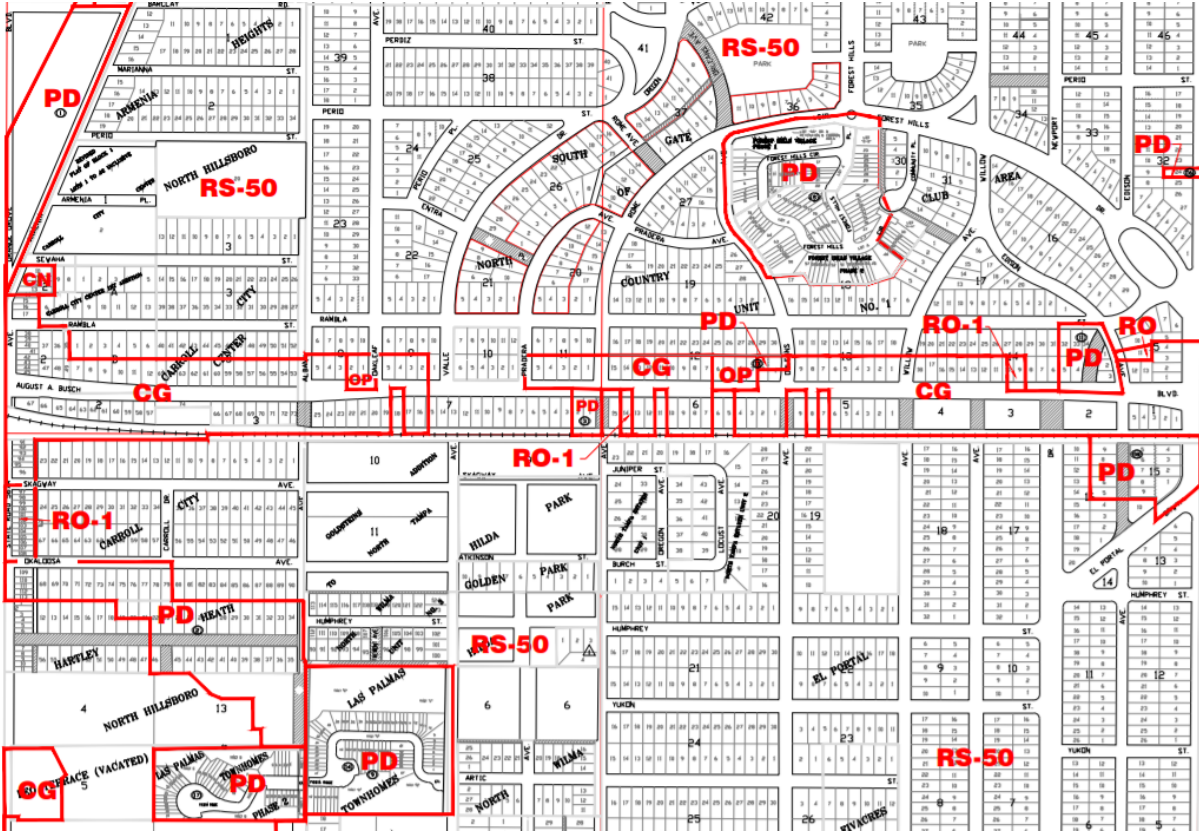
Commercial General

Office Professional

Residential Office

Planned Development

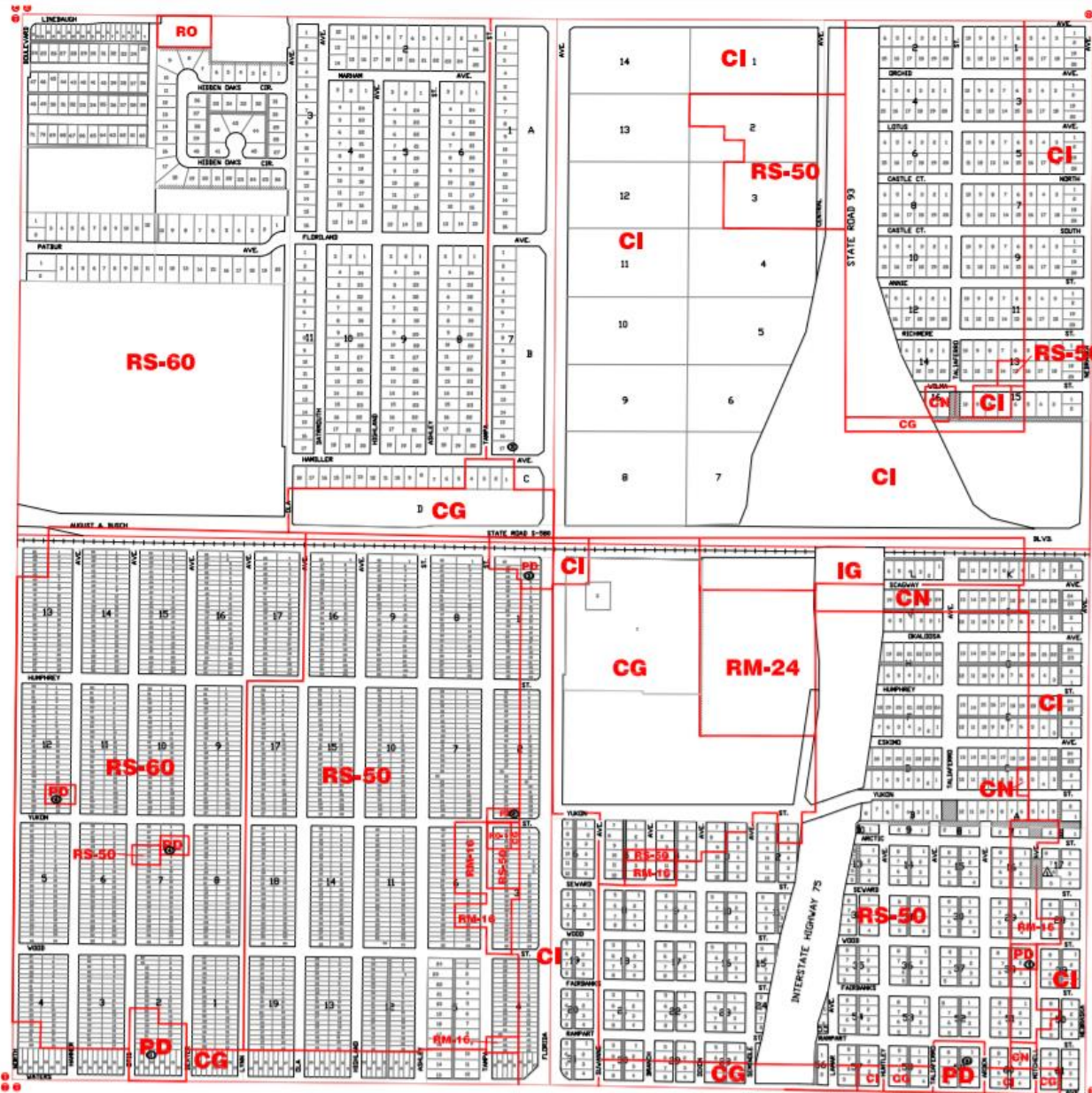
Residential 50



Context Classification Memorandum – Item Segment 435908-2

Zone 3:

- Commercial Neighborhood
- Commercial General
- Commercial Intensive
- Residential 50, 60
- Residential Multifamily



Context Classification Memorandum – Item Segment 435908-2

Future Land Use Summary

Future Land Uses:

Residential 20

Residential 10

Residential 4

Commercial Mixed Use 35

Public/Quasipublic/Institutions

Community Commercial 35

Context Classification Memorandum – Item Segment 435908-2

Street View Images

Looking West



Looking East

