

Sec. 27-463. Westshore Overlay District Development Standards.

- (a) *Area description.* The Tampa Comprehensive Plan Vision Map describes the Westshore District as an area that stretches from Hillsborough Avenue to the north, Himes Avenue to the east, Kennedy Boulevard to the south, and Tampa Bay to the west. The Westshore Overlay District (“the Overlay District”). corresponds to the Westshore District as described within the Tampa Comprehensive Plan, but does not include the area known as Rocky Point and other areas west of Eisenhower Boulevard and its imaginary, southerly extension to Tampa Bay.
- (b) *Established boundaries and applicability.* The “Overlay District” is located within an area that commences on the northern boundary of Hillsborough Avenue at the City’s municipal boundary adjacent to Tampa International Airport, thence runs east along the northern boundary of Hillsborough Avenue to the eastern boundary of Himes Avenue, thence runs south along the eastern boundary of Himes Avenue to the southern boundary of Kennedy Blvd., thence runs west along the southern boundary of Kennedy Blvd. to Interstate 275 where it intersects with the shoreline of Old Tampa Bay, thence runs north along the shoreline of Old Tampa Bay to a point that would intersect with the southern extension of Eisenhower Blvd. at an area commonly known as Fisheating Creek, thence runs north along the eastern boundary of Eisenhower Blvd. to the City’s municipal boundary adjacent to Tampa International Airport, and thence runs northerly along the City’s municipal boundary within Tampa International Airport to the point of commencement.

The Overlay District shall apply within the boundaries established above, to all lands with the following FLU categories, as designated on the Tampa Comprehensive Plan Future Land Use Map, subject to the following parameters:

- (1) Residential-20 or Residential-35, and lying adjacent to the north or south boundaries of Cypress Street, the east or west boundaries of Himes Avenue, the south boundary of Spruce Street, or the east or west boundaries of Trask Street between Kennedy Boulevard and I-275;
 - (2) Light Industrial, and lying adjacent to Hillsborough Avenue;
 - (3) Urban Mixed Use-60, Community Mixed Use-35, Regional Mixed Use-100, or Municipal Airport Compatibility; and,
 - (4) Community Commercial-35, and not lying adjacent to Dr. Martin Luther King, Jr. Boulevard., W. Woodlawn Avenue, N. Manhattan Avenue, N. Hubert Avenue, or N. Coolidge Avenue.
- (c) *Purpose and intent.* The purpose and intent of the Westshore Overlay District Development Standards is to guide future development by aiding and implementing the Tampa Comprehensive Plan, to establish a Westshore District character, as well as to create an appealing business, commercial and residential development environment and improve the existing condition by promoting the public health, safety, comfort, amenities, prosperity and general welfare of the city. The Overlay District standards will provide for the appropriate advertisement of goods and services, enhance pedestrian connections and

increase the public awareness of the Westshore District as a significant economic activity area characterized by the concentration of retail, business, high density residential and mixed-uses. The Overlay District will also continue to protect and preserve the existing lower density residential development in the Westshore District from adverse impacts. This section will regulate the use and development of land through the application of specific regulations to a distinct geographic area and provide for regulations which encourage and allow creativity and flexibility in the design and use of land. The Overlay–District shall further the principles of “Crime Prevention Through Environmental Design” (CPTED) through incorporation of the principles of Natural Surveillance, Natural Access Control, and Territorial Reinforcement.

The future land use pattern and growth of the Westshore District is guided by and described within the “Tampa Comprehensive Plan”, the implementation strategies and design guidelines outlined in the “Westshore Area Pedestrian System Plan (March 2005) and the Westshore Pedestrian Plan Addendum – Implementation Plan and Design Guidelines (March 2009)”, commonly known as “The Westshore Pedestrian Plan” and the “Westshore Mobility Strategy Action Plan”. A Framework Map described and illustrated in the Westshore Pedestrian Plan identifies four distinct street types or categories for the road and pedestrian network within the Overlay District. Graphic illustrations and applicable development standards for each street-type are provided in paragraph (g)(1), Tables 463.2a-463.2d below. The following street classifications (Table 463.1) shall apply:

Table Inset

Table 463.1 Westshore Overlay – street classifications	
Priority Pedestrian Streets[1]	Westshore Boulevard Cypress Street Lois Avenue Spruce Street (non-State regulated segments) Himes Avenue
Regional Corridors[1]	Kennedy Boulevard Dale Mabry Highway Boy Scout Boulevard Hillsborough Avenue Spruce Street (State regulated segments)
Local Commercial Streets[2]	All remaining roadways classified as "arterial," "collector," or "neighborhood collector" [3]
Neighborhood Streets	Including those remaining roadways classified as "local" [3]

Notes:

- [1] Classification limited to those streets and corridors specifically listed.
- [2] Classification does not apply to those streets or corridors identified as “Priority Pedestrian Streets” or “Regional Corridors”
- [3] Refer to City of Tampa’s Major Road Network Map for classifications.

(d) *Compliance and general administrative procedures.*

Applications for new construction and/or change of use shall comply with all applicable Overlay District and underlying zoning district.

Alternative design exceptions to these Overlay District standards may be considered and approved by the zoning administrator or designee if consistent with the stated purpose and intent of this section, subject to the procedures set forth in section 27-372. A zoning administrator determination related to an alternative design exception is subject to the review method set forth in section 27-373. .

- (e) *Plan Review procedures.* Review for final compliance with all applicable City standards will be performed during commercial plan/building permit review process. Review for compliance with the Overlay District design standards as an 'alternative design exception' will be performed by the zoning administrator or designee.
 - (1) *Pre-application conference.* Any property owner or agent thereof required to obtain site plan and/or design approval pursuant to this section, should schedule a courtesy review with the zoning administrator or designee prior to the submission of any application for design approval. Final compliance with applicable City standards will be determined during commercial plan review process.
 - (2) *Reviewing agencies.* All necessary development review staff/departments within the City, including but not limited to zoning, transportation, water and wastewater, stormwater, tree & landscape, and appropriate external reviewing agencies will be consulted to determine the development plan compliance with applicable development standards. The HCAA shall be included in the review of development plans to determine compliance with applicable airport zoning regulations.
 - (3) Submission requirements for review by the Zoning Administrator.
 - a. *Site plan.* Site plans conforming to the requirements listed below must be a part of the commercial site review application. The Zoning Administrator shall determine the number of site plan copies required for submission for his/her review.
 - 1. General location and context map that indicates the proposed site relative to all building and street rights-of-way lying immediately adjacent to the proposed site perimeter.
 - 2. North arrow, legend and scale (Scale: from one (1) inch equals ten (10) feet up to one (1) inch equals fifty (50) feet).
 - 3. Property line boundaries, topographic contours and dimensions.
 - 4. Name, location, width and condition (paved or unpaved) of existing street and alleys adjacent to the site.
 - 5. Location, size, height, and use of all existing principal and accessory buildings and structures, and any proposed additions and/or new buildings and structures.
 - 6. Vehicular and pedestrian circulation, including ingress, egress, loading and unloading, parking and accessibility for person with disabilities.

7. Location and dimension of existing and proposed driveways and sidewalks.
 8. Existing and proposed building setbacks and buffering from adjacent uses (if applicable).
 9. Proposed design (typical elevation) and location of exterior lighting.
 10. The physical description of the size, location and accessibility of open space or pedestrian amenities.
- b. *Landscape plan.* Recognizing the Overlay District supports a unique Westshore District character and provides regulations which encourage and allow creativity and flexibility in design, the landscaping standards set forth in these Overlay District Development Standards supersede any conflicting standards established within Chapter 13. Except where the Overlay District establishes specific standards of regulations, all other applicable requirements and standards set forth in Chapter 13, City of Tampa Code of Ordinances shall apply. The landscape plan shall be incorporated as part of the overall site plan submittal, and shall include the following:
1. The preliminary plant material (existing and proposed) with specific information as to location, size (diameter) and specie shall be shown.
 2. A tree table of credits and debits that demonstrates the true quantity of protected trees that exist, that will be removed, and that are proposed to be planted.
 3. All proposed and existing landscape buffers, islands, and planting beds used adjacent to internal pedestrian walkways, public sidewalks, perimeter property lines, and within vehicular use areas.
 4. If applicable, alternative landscape design plans and/or in-lieu payment details shall be presented pursuant to Section 13-161 (e).
- c. *Exterior elevations.* The exterior elevation must show each side of the project fronting or visible from the public right(s)-of-way. They must also include existing structures abutting (photographs allowed) the proposed project which are also visible from the public right(s)-of-way.
- (f) *Establishment of Regulating Map (Use of land).* The regulating Map derives its zoning and development authority through Sec. 27-47. The base layer of the Regulating Map is the Zoning Atlas, which regulates the use of land by the zoning category established for each parcel within the Overlay District (see Sec. 27-77, Table 4-1, Schedule of Permitted Uses by District, and Sec. 27-78, Table 4-3 (1) Schedule of M-AP Permitted Uses, Maximum Floor Area Ratio and Maximum Coverage Regulations). Determination of uses not listed shall be reviewed according to the provisions of Sec. 27-371.

- (g). *Establishment of the Overlay District's governing land development regulations.* The Overlay District establishes a regulatory mechanism, in addition to the underlying zoning district regulations, that relates to development layout, density or intensity of use, building form and/or design character, geographical location, and relationships of these development characteristics to the public realm. It is the intent of the Overlay District to allow flexibility in the design and use of land while encouraging creativity in land use patterns to implement the Goals, Objectives, and Policies of the Tampa Comprehensive Plan for the Westshore District, which is one of the Plan's recognized Business Centers. The Westshore District has been designated with Future Land Use (FLU) categories that support significant redevelopment potential. In addition, the compilation of documents, referenced herein as "The Westshore Pedestrian Plan," includes many strategies for improving and strengthening the pedestrian environment and relationship of the developed (private) realm to the public realm. The "Westshore Pedestrian Plan" also identifies non-automotive transportation infrastructure projects such as bicycle and transit network enhancements within the Westshore District that are critical to improving the overall mobility and transportation environment of pedestrians, bicyclists, and transit users. The "Westshore Pedestrian Plan" with its series of recommendations and implementation strategies is intended to serve as a guide to City staff and the development community on best practices and preferred design standards that support and enhance the Westshore District's attractiveness. Therefore, a unique set of land development regulations within the District are created based on the FLU categories and specific street classification(s) that abuts a parcel as outlined in the "Westshore Pedestrian Plan". As previously defined, categories have been created for the road network. "Priority Pedestrian Streets" (Westshore Boulevard, Cypress Street, Lois Avenue, Spruce Street [non-State regulated segments]and Himes Avenue); "Regional Corridors" (Kennedy Boulevard, Dale Mabry Highway, Boy Scout Boulevard, Hillsborough Avenue, and Spruce Street [State regulated segments]); "Local Commercial Streets" (those remaining roadways classified as arterial, collector, or neighborhood collector); and "Neighborhood Streets" (those remaining roadways classified as local on the City of Tampa's Major Road Network Map). Each roadway classification establishes the specific land development regulations and framework for design applicable to new construction and/or change of use.
- (1) Building setback, height, sidewalk and streetscape standards for roadway classifications per the Westshore Pedestrian Plan and the following provisions as shown in Tables 463.2a-463.2d below:

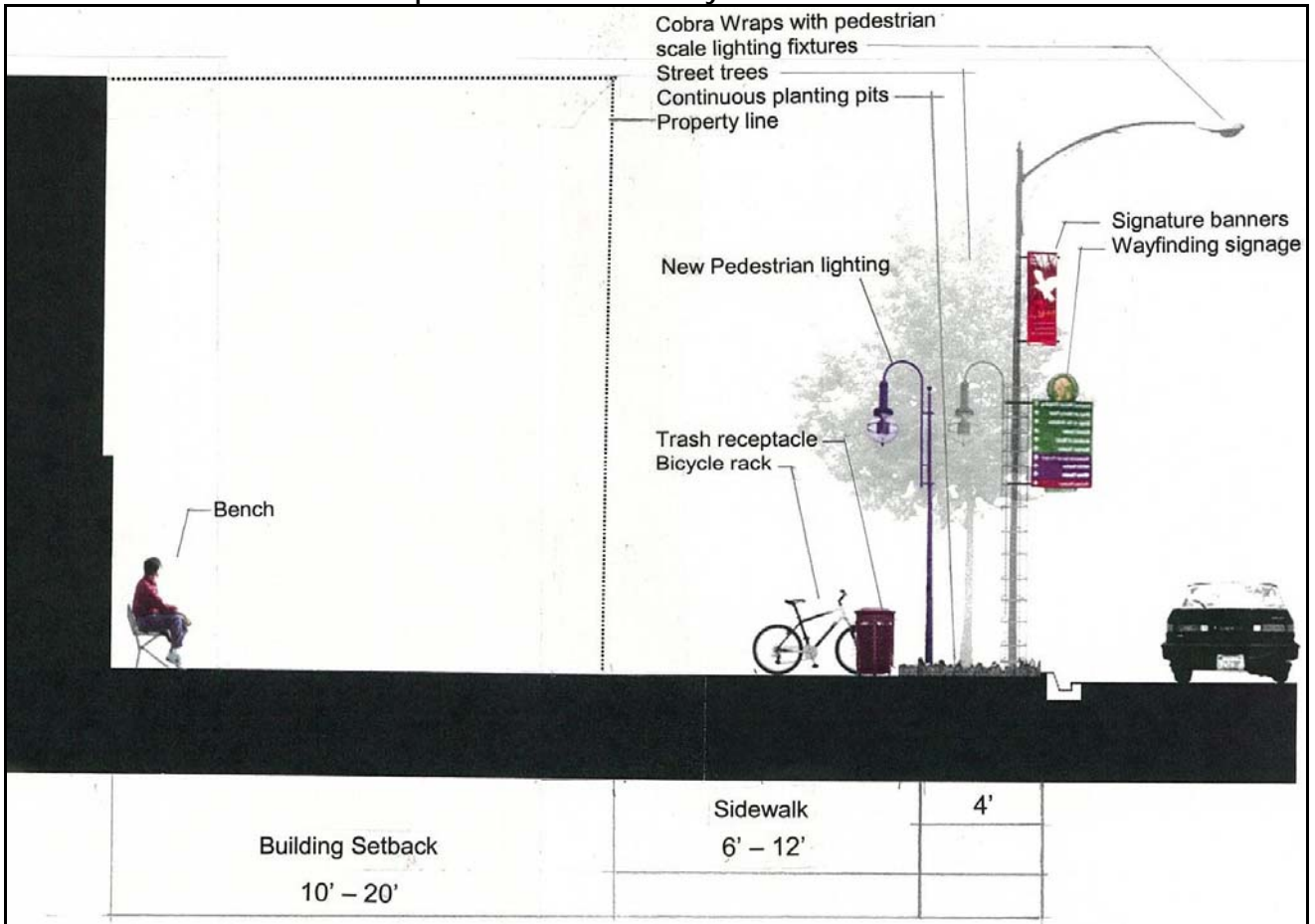
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Table 463.2a

Priority Pedestrian Street

	Building setback	Building Height	Public Sidewalk	Streetscape Trees
Front	10' min / 20' max [1]	[3]	6' - 12' [5]	30' interval;
Side, corner, rear	0' [2,4]			planted within the public right-of-way

Graphic Illustration – Priority Pedestrian Street



Notes:

- [1] May be increased to 58', only when all other Overlay District parking standards are met, and certain building design features such as arrival amenities (e.g. porticos, visitor drop-off driveways) or pedestrian amenity areas (e.g. courtyards, outdoor cafes) are provided within the increased setback area. A maximum of one (1) row of parking spaces and one (1) drive aisle shall be permitted within the increased setback area; remaining area within increased setback area shall be used for landscaping/tree planting. Intent of the provision is to permit a larger setback to include design features, while also supporting a seamless transition to public realm.
- [2] Building setback from property lines adjacent to single-family zone or use shall be a minimum of 15'.
- [3] Building heights in the Overlay District shall be controlled by "Airport Zoning Regulations" and "Airport Height Zoning Map" as adopted and administered by the Hillsborough County Aviation Authority (HCAA) under the provisions of Chapter 333, Florida Statutes and Chapter 2003-370, Laws of Florida, in-lieu of Section 27-77, Table 4-2.

- [4] In cases where a zoning lot or parcel abuts land that is zoned or used for single-family residential use, any building that exceeds thirty (30) feet in height shall setback an additional one (1) foot for each foot of building height above thirty (30) feet.
- [5] The minimum sidewalk width shall be provided regardless of the width of the public right-of-way. An applicant may elect to either: (i) install the sidewalk and provide an easement to the Transportation Division, or (ii) pay the applicable in-lieu fee per sec. 22-103.

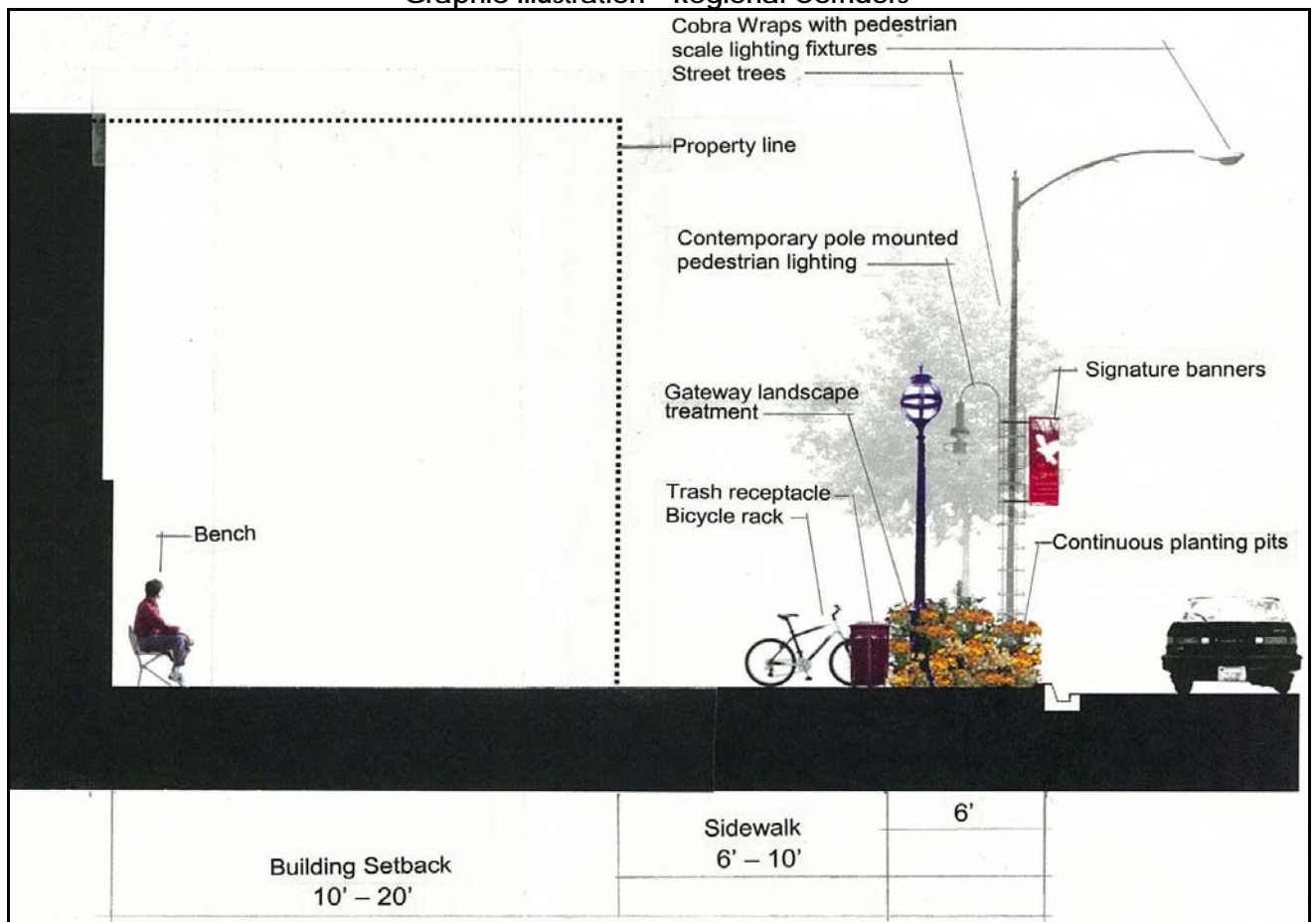
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Table 463.2b

Regional Corridors

	Building setback	Building Height	Public Sidewalk	Streetscape Trees
Front	10' min / 20' max [1]	[3]	6' - 10' [5]	30' interval;
Side, corner, rear	0' [2,4]			planted within the public right-of-way

Graphic Illustration – Regional Corridors



Notes:

- [1] May be increased to 58', only when all other Overlay District parking standards are met, and certain building design features such as arrival amenities (e.g. porticos, visitor drop-off driveways) or pedestrian amenity areas (e.g. courtyards, outdoor cafes) are provided within the increased setback area. A maximum of one (1) row of parking spaces and one (1) drive aisle shall be

permitted within the increased setback area; remaining area within increased setback area shall be used for landscaping/tree planting. Intent of the provision is to permit a larger setback to include design features, while also supporting a seamless transition to public realm.

- [2] Building setback from property lines adjacent to single-family zone or use shall be a minimum of 15'.
- [3] Building heights in the Overlay District shall be controlled by "Airport Zoning Regulations" and "Airport Height Zoning Map" as adopted and administered by the Hillsborough County Aviation Authority (HCAA) under the provisions of Chapter 333, Florida Statutes and Chapter 2003-370, Laws of Florida, in-lieu of Section 27-77, Table 4-2.
- [4] In cases where a zoning lot or parcel abuts land that is zoned or used for single-family residential use, any building that exceeds thirty (30) feet in height shall setback an additional one (1) foot for each foot of building height above thirty (30) feet.
- [5] The minimum sidewalk width shall be provided regardless of the width of the public right-of-way. An applicant may elect to either: (i) install the sidewalk and provide an easement to the Transportation Division, or (ii) pay the applicable in-lieu fee per sec. 22-103.

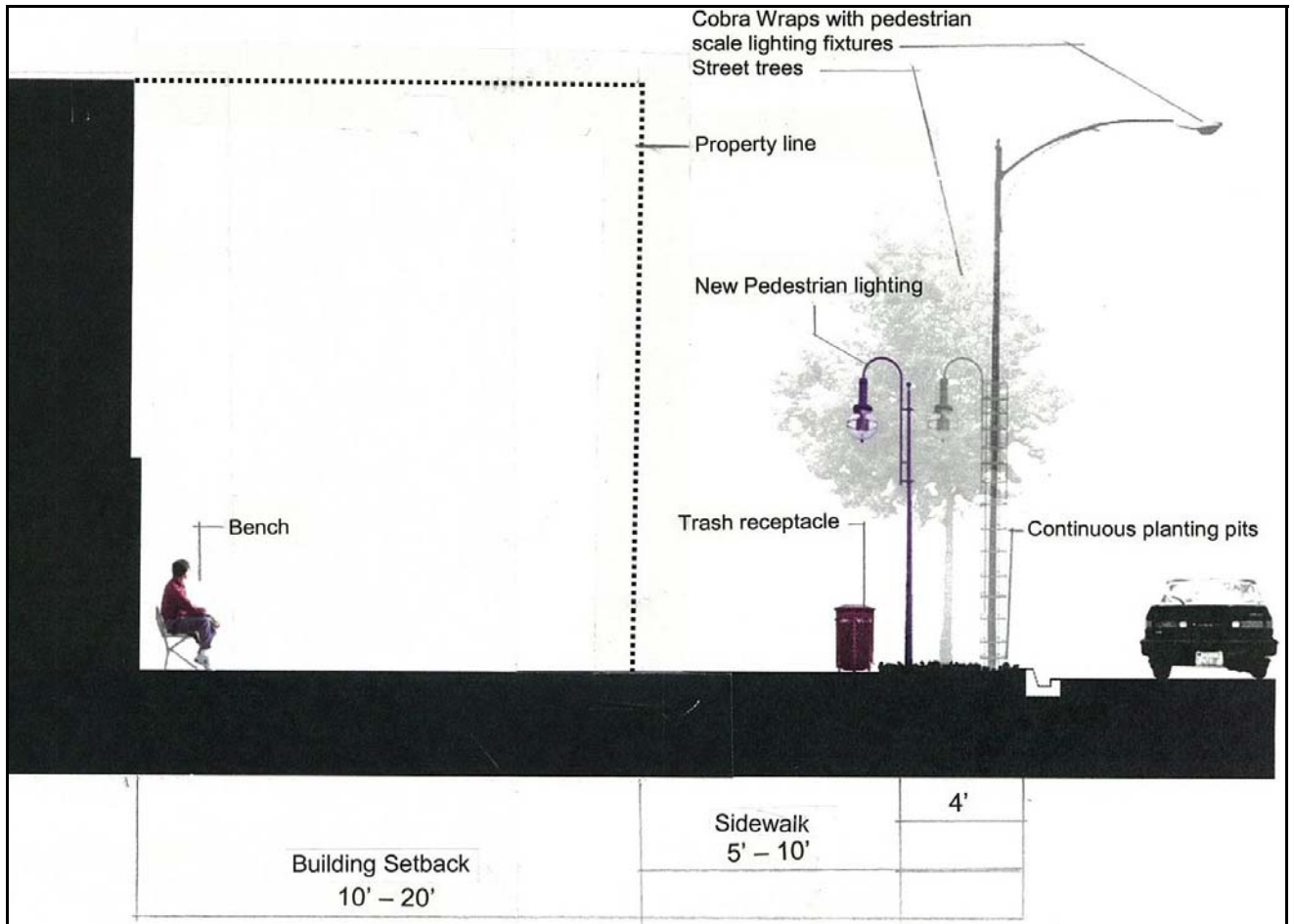
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Table 463.2c

Local Commercial Streets

	Building setback	Building Height	Public Sidewalk	Streetscape Trees
Front	10' min / 20' max [1]	[3]	5' -10' [5]	30' interval;
Side, corner, rear	0' [2,4]			planted within the public right-of-way

Graphic Illustration – Local Commercial Streets



Notes:

- [1] May be increased to 58', only when all other Overlay District parking standards are met, and certain building design features such as arrival amenities (e.g. porticos, visitor drop-off driveways) or pedestrian amenity areas (e.g. courtyards, outdoor cafes) are provided within the increased setback area. A maximum of one (1) row of parking spaces and one (1) drive aisle shall be permitted within the increased setback area; remaining area within increased setback area shall be used for landscaping/tree planting. Intent of the provision is to permit a larger setback to include design features, while also supporting a seamless transition to public realm.
- [2] Building setback from property lines adjacent to single-family zone or use shall be a minimum of 15'.
- [3] Building heights in the Overlay District shall be controlled by "Airport Zoning Regulations" and "Airport Height Zoning Map" as adopted and administered by the Hillsborough County Aviation Authority (HCAA) under the provisions of Chapter 333, Florida Statutes and Chapter 2003-370, Laws of Florida, in-lieu of Section 27-77, Table 4-2.
- [4] In cases where a zoning lot or parcel abuts land that is zoned or used for single-family residential use, any building that exceeds thirty (30) feet in height shall setback an additional one (1) foot for each foot of building height above thirty (30) feet.
- [5] The minimum sidewalk width shall be provided regardless of the width of the public right-of-way. An applicant may elect to either: (i) install the sidewalk and provide an easement to the Transportation Division, or (ii) pay the applicable in-lieu fee per sec. 22-103.

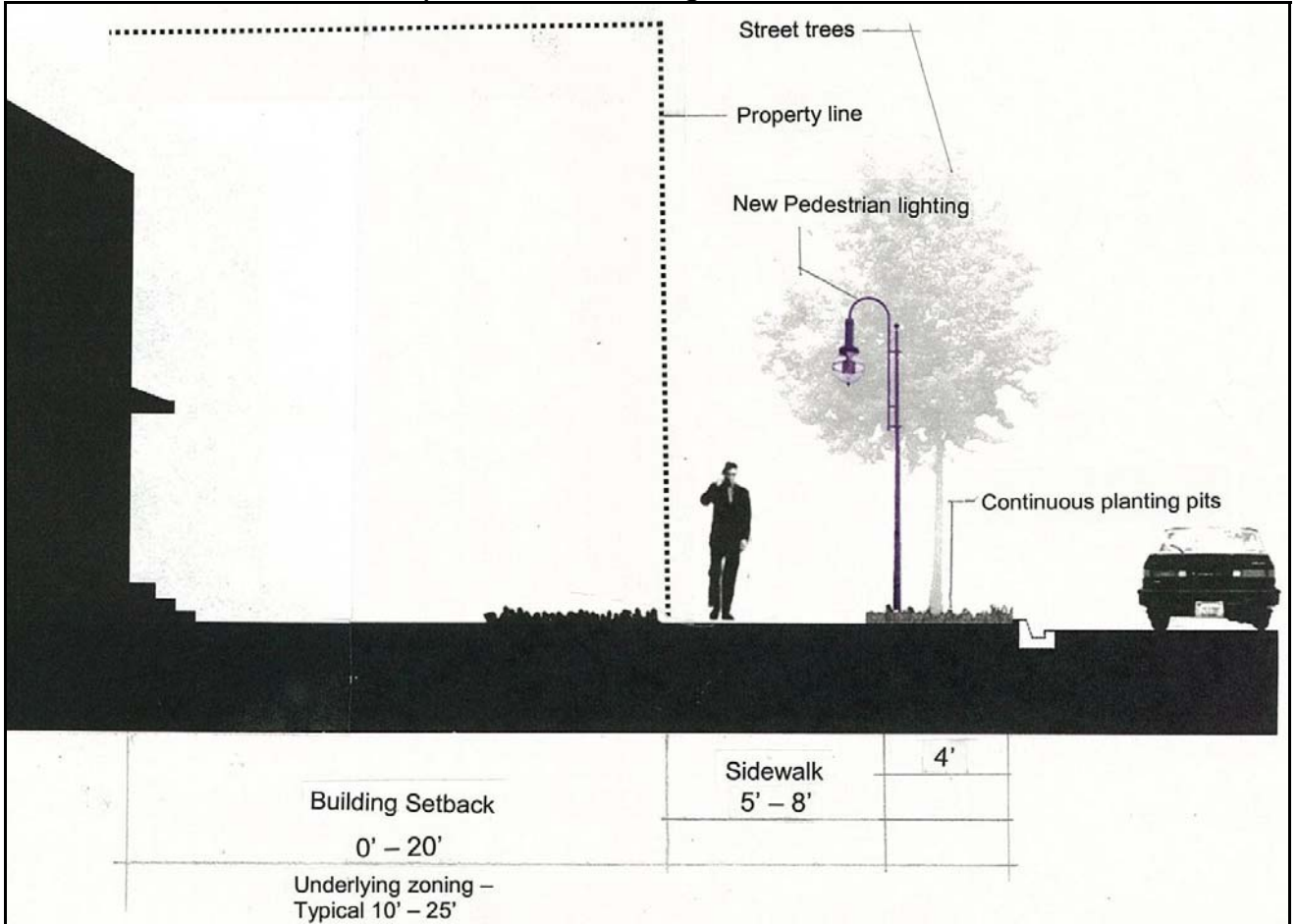
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Table 463.2d

Neighborhood Streets

	Building setback	Building Height	Public Sidewalk	Streetscape Trees
Front	Per underlying zoning district [1]	[3]	5'-8' [5]	30' interval; planted within the public right-of-way
Side, corner, rear	0' [2,4]			

Graphic Illustration – Neighborhood Streets



Notes:

- [1] Typically between 10' and 25'.
- [2] Building setback from property lines adjacent to single-family zoning or use shall be a minimum of 15'.
- [3] Building heights in the Overlay District shall be controlled by "Airport Zoning Regulations" and "Airport Height Zoning Map" as adopted and administered by the Hillsborough County Aviation Authority (HCAA) under the provisions of Chapter 333, Florida Statutes and Chapter 2003-370, Laws of Florida, in-lieu of Section 27-77, Table 4-2.
- [4] In cases where a zoning lot or parcel abuts land that is zoned or used for single-family residential use, any building that exceeds thirty (30) feet in height shall setback an additional one (1) foot for each foot of building height above thirty (30) feet.
- [5] The minimum sidewalk width shall be provided regardless of the width of the public right-of-way. An applicant may elect to either: (i) install the sidewalk and provide an easement to the Transportation Division, or (ii) pay the applicable in-lieu fee per sec. 22-103.

- (2) *Intensity of Use and Bonus Opportunities.* The base densities and intensities of land use for properties not located in the M-AP Airport Compatibility Plan Category are regulated by the Tampa Comprehensive Plan Future Land Use Plan (hereinafter referred to as FLU), and not those referenced in Sec. 27-77 Table 4-2. Densities and intensities may be increased from the base levels provided in the FLU to the maximum permitted by the FLU through the application of Bonus Amenities, as described and regulated by the Overlay District's governing land development regulations in this section. In no case shall development levels exceed the maximum densities for residential use and intensities (floor area ratios –FAR's) for non-residential use as set forth and defined by the FLU.

The intensity of property (FAR) located within an M-AP airport compatibility district shall be as provided for in the FLU and specifically regulated by Sec. 27-78, Table 4-3 (1) Schedule of M-AP Permitted Uses, Maximum Floor Area Ratio and Maximum Coverage Regulations.

- a. *Base densities/intensities.* The FLU establishes the base densities or intensities of use permitted by the FLU without the requirement to provide bonus amenities.
- b. *Bonus densities/intensities; methodology and calculation.* An applicant may seek additional density or intensity through the use of bonus amenities up to the maximum level permissible by the FLU. Application to seek an increase over base densities or intensities of use shall be reviewed and approved through the plan review process. The opportunity to achieve density/intensity bonuses shall be based on the regulations set forth in this section and adherence to the methodology and calculations, but not the bonus criteria, set forth in Section 27-329. Developments that may achieve bonuses per the provisions of this section shall not exceed the maximum density/intensity levels set forth in the FLU.
- c. *Review Procedures for bonus densities/intensities.* The applicant shall submit the proposed bonus amenities to the zoning administrator for review and evaluation during the plan review process. The zoning administrator shall determine compliance with the provisions set forth in this section and report his/her findings as part of the administrative review process. Subsequent to a bonus density/intensity approval and prior to the issuance of the first permit for vertical construction for the project, applicable documents, costs of materials or any other relevant information shall be presented to the zoning administrator to determine compliance with the bonus related conditions.

d. *List of Bonus Amenities.* The following list represents bonus amenities which may be provided to achieve increases in density and intensity in the Overlay District. The provisions outlined herein do not mandate or guarantee the award of a bonus to the applicant. Total bonuses shall not exceed the maximum density/intensity levels set forth by the FLU. Each bonus item listed includes the "Bonus Cost Ratio" utilized within the formulas and calculations outlined in Section 27-329. The list also includes, in some cases, provisions which signify the priority of a bonus item within the District to achieve such amenities, which significance can affect the level of bonus which may be achieved.

1. Workforce Housing (as defined by the State of Florida) (Bonus Cost Ratio 20:1, plus an additional 0.10 FAR)
2. Provision of public open space and/or enhancements such as parks, plazas and indoor or outdoor performance space available to the public (Bonus Cost Ratio 20:1, plus an additional 0.10 FAR)
3. Mid-block pedestrian connectors through buildings (Bonus Cost Ratio 10:1)
4. Bicycle accommodations such as lockers, shower facilities, etc. (Bonus Cost Ratio 10:1)
5. Provision of public facilities deemed acceptable to the applicable receiving agency of City department (Bonus Cost Ratio 20:1, plus an additional 0.10 FAR)
6. Provision, construction, and maintenance of public access to water resources and amenities through trails, marinas or greenways (Bonus Cost Ratio 10:1)
7. Transit support subsidy or facilities (Bonus Cost Ratio 10:1, plus an additional 0.10 FAR)
8. Leadership in Energy and Environmental Design (LEED) Certified Construction (Bonus Cost Ratio 10:1, plus an additional 0.10 for Silver Certification, 0.20 for Gold Certification or 0.30 for Platinum Certification)
9. Energy Star Certification (Bonus Cost Ratio 10:1, plus an additional 0.10 for an 80% score, 0.20 for a 90% score or 0.30 for a 100% score)
10. Public art pursuant to City of Tampa Code Chapter 4 Public Art (Bonus Cost Ratio 20:1)
11. Child care center (Bonus Cost Ratio 10:1)
12. Enhanced or increased streetscape, sidewalk and pedestrian designs accessible to the public (Bonus Cost Ratio 20:1)

(3) *Streetscape lighting standards:* Light poles and fixtures within the Kennedy Boulevard corridor shall follow the street lighting standards set forth in section 27-468. Light poles and fixtures along all other street corridors within the District shall follow the standards set forth in the Westshore Pedestrian Plan. Streetscape lighting shall be aimed away, or otherwise

shielded, from residential uses so as not to create a negative impact on the adjacent residential uses.

(4) *Building and site standards.*

- a. Pedestrian amenities shall be provided next to areas used by the public, including, but not limited to shade trees, public open space, water features, sitting areas and mass transit stops.
- b. At least thirty (30) percent of the ground level of all principal building facades(s) fronting and visible from the public right-of-way shall be constructed of transparent material.
- c. Drive-through window services and queuing lanes shall be placed in the side or rear yard of the parcel on which it is located. Drive through window services and queuing lanes shall be located no closer than fifty (50) feet to residentially zoned properties. Speaker systems shall not be aimed towards residentially zoned properties and the owner of the speaker shall provide evidence that the noise levels created by the speaker system do not exceed noise levels allowed by the City. Queuing lanes areas should incorporate natural surveillance techniques.
- d. Chain link and wooden fences are prohibited on parcels regulated in the Overlay District, except during construction. Construction fencing shall be removed prior to obtaining any certificate of occupancy. Decorative fencing for the purposes of implementing CPTED principles is encouraged. Any existing chain link or wooden fencing shall be removed prior to the issuance of any site or building permit for new construction and/or change of use as defined in Chapter 27, City of Tampa Code of Ordinances. In the event of destruction, damage or deterioration of a nonconforming fence that has occurred in the amount of fifty (50) percent of its material value, that compromises the fence, such fence may only be repaired or reconstructed in conformity with the requirements of this section.
- e. Unpainted or unfinished block fences or walls are prohibited. All sides and elevations of buildings, walls, or block fences visible from public right-of-way or an adjacent parcel must be architecturally finished (i.e. brick, stucco, or textured concrete masonry units) and maintained.
- f. At least seventy (70) percent of continuous front facade that is oriented to and visible at ground level from public rights-of-way shall be embellished with doors, windows and other architectural features as methods to break large wall planes into smaller components.
- g. All outdoor onsite light fixtures must light all public use areas adjacent to the building (e.g. entryway, courtyards, parking lots, etc.) to a recommended 0.5 to 1.0 foot candle level of illumination. Light fixtures shall be aimed away, or otherwise shielded, from residentially zoned properties and shall be of an intensity that does not create a negative impact on the adjacent residential properties.
- h. Any exterior garbage receptacles, dumpsters, open storage areas (as defined in section 27-545) or mechanical equipment must be screened from view from public rights-of-way and residential single-

family zoned property with opaque or solid materials similar to those utilized by the principal structure. Additionally, garbage receptacles, dumpsters, open storage areas and/or mechanical equipment must be setback a minimum twenty-five (25) feet from any property zoned for single-family residential uses.

- i. Rooftop equipment, excluding vents and stairwell access, shall be screened from view as visible from a pedestrian on any adjacent public right-of-way by use of parapet walls or architecturally compatible screens.
- j. Continuous sidewalks shall be provided along the entire length of street frontage, and shall be aligned with and connected to that of adjacent and contiguous properties.
- k. For properties with multiple tenants and/or multiple structures on site, pedestrian circulation shall be provided between tenants and/or structures through the use of a sidewalk or other suitable pedestrian connection, not less than five feet wide and where applicable, shall align with and connect to that of adjacent and contiguous properties. Sidewalk paving or other pedestrian connections, where applicable, must continue uninterrupted across the mouth of all curb cuts, subject to Chapter 22 of the City of Tampa Code of Ordinances.
- l. Retention ponds shall be maintained and screened with landscaping or fencing or must contain special site features, such as fountains or reflecting pools.
- m. The entrance to all service bays for automotive repair and service businesses must be oriented away from view of any arterial or collector roadway(s) and residentially zoned properties. All automotive repair and service shall take place within the fully enclosed area of the building in which such use is located.
- n. All buildings shall have pedestrian access oriented toward the public sidewalk adjacent to the street.
- o. Illuminated tubing which outlines a building, fence or other similar structure or part thereof, measuring more than twenty (20) linear feet or enclosing any area greater than twenty (20) square feet is prohibited.
- p. The numerical address of each building should be clearly displayed and easily observed from the public right-of-way.

(5) *Parking standards:*

- a. Existing surface parking areas (vehicular use areas) shall be improved pursuant to the requirements of this section, if any site or grading permit is issued, if the pavement materials have to be repaired or replaced due to physical deterioration, or a redesign of said area occurs.
- b. Vehicle access shall have minimal impact on pedestrian circulation. Sidewalk paving must continue uninterrupted across the mouth of all curb cuts, subject to Chapter 22 of the City of Tampa Code of Ordinances. Decorative pavers, other textured material, or similar permanent delineations shall be used across the mouth of all curb cuts to provide a pedestrian conveyance.

- c. The facade of parking structures which are within twenty (20) feet of a Priority Pedestrian Street street right-of-way must consist of commercial, retail, or office uses on the ground level.
- d. Parking structures shall provide landscaping adjacent to those areas which are visible from the street right-of-way. When the parking structure is abutting land zoned or used for single-family residential use, the façade of the parking structure shall be made opaque (to the extent possible without installation of forced ventilation) pursuant to Life Safety and Building Code requirements.
- e. A minimum of eighty (80) percent of all surface parking for commercial properties shall be located in the side or rear yard of the property. All surface parking for other non-single-family residential properties shall be located in the rear or side yard of the property, unless it can be demonstrated that the rear yard of the property can not accommodate such parking, then the side yard may be used to provide the additional parking required. CPTED techniques should be incorporated in the design and security of all parking areas (i.e., visibility, access and security).
- f. Vehicular use areas shall not be closer than twenty-five (25) feet from property zoned for single-family uses and shall be screened from said residential uses with a six-foot high masonry wall and fifteen (15) feet landscaped buffer.
- g. It is recommended that parking facility lighting maintain a minimum onsite illumination as published in the "Illumination Engineering Society, IES Lighting Handbook" (edition current at the time of permit application). Parking facility lighting shall be aimed away, or otherwise shielded from residential uses, so as not to create a negative impact on such uses.
- h. Parking structures should have sufficient security measures and will be reviewed by a certified CPTED practitioner.
- i. Applicable off-street parking and loading ratios by use shall comply with Article X – Off-Street Parking and Loading. However, alternative parking ratios and design for mixed-use developments or unique development circumstances may be permitted pursuant to procedures set forth in section 27-372 Alternative Design Exceptions. Regarding off-street loading, every use requiring a loading berth(s) for the receipt and distribution by vehicles, of materials and merchandise, shall only be required to have one (1) loading berth. When the off-street loading space requirements of a specific use or development can be shown to require anything less than the requirements of this section, a reduction to these standards may be authorized pursuant to section 27-248(6).
- j. The minimum aisle width between stall lines for 90 degree parking shall be twenty-four (24) feet.

(6) Landscaping, buffers, screening, and protected tree standards.

- a. An eight (8)-foot landscape buffer shall be provided along the boundary of all vehicular use areas abutting public right-of-way. Said buffer shall adhere to the following:

1. One (1) four-inch caliper tree per thirty (30) linear feet of vehicular use area abutting a right-of-way;
2. A two-foot hedge planted twenty-four (24) inches on center;
3. All plants shall meet or exceed the requirements of Chapter 13;
4. Trees adjacent to surface parking areas should be trimmed to maintain a six-foot clear height, hedges and shrubs should be trimmed to maintain a maximum of two (2) feet in height.

Through the Alternative Design Exception process, pursuant to section 27-372, the zoning administrator or designee may consider the following:

5. Buffer trees may be grouped and larger diameter trees may be substituted at a rate of two (2) inches for every one (1) inch required; consideration of this alternative shall be considered on a case by case basis;
 6. Reduction in the width of a landscaped buffer to no less than three (3) feet, for those vehicular use areas that abut Priority Pedestrian Streets and where pedestrian areas (sidewalks or pedestrian/bicycle paths) are proposed and provided payment in-lieu of landscaping is made pursuant to section 13-161(e).
- b. There shall be no minimum amount of landscaped area; however, all portions of each site that are not devoted to building or paving shall be landscaped. No more than thirty (30) percent of any landscaped area may be grassed, the balance shall be landscaped in shrub and ground covers. All types of Bahia grasses shall be prohibited in front yards or in any other grassed areas visible to a pedestrian from an adjacent public right-of-way.
 - c. Properties adjacent to residentially zoned properties shall maintain a fifteen (15) foot landscaped buffer and six (6) foot high masonry wall. Said buffer shall consist of at least one (1) tree per sixty (60) linear feet of abutting property.
 - d. All landscaping must be maintained in good order and all applicants for new construction or change of use shall provide a schedule of maintenance for the installed landscaping.
 - e. No more than seventy-five (75) percent of protected trees on a parcel may be removed from the development parcel. For purposes of the Overlay District, protected trees shall be defined as any protected tree that is ten (10) inches or greater in diameter at breast height (d.b.h.). This standard shall not apply to development proposals where the proposed use is principal parking. Mitigation for tree removal (i.e., five (5) inches or greater for trees other than palms and ten (10) inches or greater for palms) shall be in accordance with the criteria established in section 13-165 (f) Schedule E – Tree Equivalency Table.

- f. The removal of grand trees shall only be permitted in accordance with the regulations and processes established in Chapter 13.

(7) *General sign standards and solicitation.* The following standards shall apply to new signs and solicitation on property adjacent to public rights-of-way within the District. The following provisions are intended to establish a distinct character for the Overlay District by creating an appealing environment, reduce distractions to motorists and pedestrians and reduce visual blight. The sign standards provided herein offer a coordinated graphic program that provides for occupant identification and directional communication, while allowing the creation of unique and informative signs that give a distinct and aesthetically pleasing flavor. These standards are not intended to prohibit unusual signs that may enhance the character of the building, or reflect the nature of the business. Also, these standards are intended to provide additional or supplemental sign regulations to Chapter 20.5 Signs, City of Tampa Code of Ordinances. Reference shall be made to Chapter 20.5 for any other sign requirements.

- a. Billboards are prohibited. Only signs that advertise the business conducted, services rendered, occupant names/symbols, or primary goods sold on the site upon which the sign is erected will be permitted. Signs vested under previous agreements between the City of Tampa and the sign owner will not be affected by this Overlay District.
- b. No sign on a parcel adjacent to or within three hundred (300) feet of a residence shall be illuminated from 11:00 p.m. to 7:00 a.m., except where the premises that the sign advertises is open for business. At no time shall the light from a sign be directed towards a residence.
- c. Freestanding signs for single occupancy parcels shall be limited to a maximum of fifty (50) square feet in dimension per sign face. Such signs are limited to a maximum height of ten (10) feet at a setback of five (5) feet, subject to the requirements of section 27-240.
- d. Freestanding signs for multiple occupancy parcels which are entitled to one (1) sign shall be limited to a maximum of one hundred (100) square feet in dimension per sign face. Such signs are limited to a maximum height of ten (10) feet, subject to the requirements of section 27-240.
- e. Freestanding signs shall be subject to the following additional provisions: for every one (1) foot of additional setback provided, the height of the freestanding sign may be increased by one (1) foot to a maximum of twenty (20) feet. The freestanding sign shall consist of a single pier or pillar with a minimum diameter or horizontal dimension of twenty-four (24) inches, or alternatively, by two (2) piers or pillars each with a minimum diameter or horizontal dimension of twelve (12) inches. The sign structure shall be made of materials consistent with and maintain compatible architectural design with the principal building it serves. Furthermore, the sign shall have a decorative base with a minimum height of two (2)

feet and a minimum length of not less than eighty (80) percent of the maximum length of the sign face.

- f. If a multiple occupancy parcel is entitled to more than one (1) Freestanding sign, per Chapter 20.5, then all allowable freestanding signs may be combined into a single freestanding sign not to exceed one hundred (100) square feet per sign face. Ground signs are limited to a maximum height of fifteen (15) feet and pylon signs shall be limited to twenty (20) feet.
 - g. The surface area of all shapes, letters, numbers, symbols or illustrations on a marquee, canopy or awning sign shall not exceed twenty-five (25) percent of the marquee, canopy or awning sign surface. Only awnings and canopies constructed of opaque material may be illuminated.
 - h. Building signs shall not exceed more than one (1) square foot per one (1) linear foot of building frontage facing a public street. No wall sign shall extend more than twelve (12) inches out from the wall to which it is attached nor shall it extend more than eighteen (18) inches into the public right-of-way.
 - i. Multi-family residential dwelling identification signs must comply with section 20.5-13(b), and shall not exceed fifteen (15) feet in height.
 - j. Pylon signs are prohibited along Kennedy Boulevard, and shall be located no closer than one hundred (100) feet from the Kennedy Boulevard right-of-way.
 - k. Any sign deemed nonconforming per the sign standards set forth in this section or Chapter 20.5 shall not be enlarged or altered in a way which increases its degree of nonconformity. Such signs shall not be structurally altered as to prolong the life of the sign; however, reasonable repair and maintenance, including change of copy, is permitted. Reasonable repair and maintenance means the work necessary to keep the sign, including the sign structure, in a good state of repair, but does not include the replacement of structural materials, such as changing a metal sign to a wooden sign, or changing the overall height of the sign, or enhancing the visibility of the sign copy, or the addition of changeable sign faces, or the addition of artificial lighting apparatus.
- (h) *Transit stop provisions.* Wherever possible, development within the Overlay District shall be designed to maximize the efficiency of mass transit. The developer shall coordinate with the City of Tampa and the Hillsborough Area Regional Transit (HART line) system to determine if the site warrants transit stop improvements such as easement dedication or transit shelters. These improvements may be considered for justification for the reduction of up to ten (10) percent of the required parking spaces.
- (i) *Curb cuts/access management.* Requests for additional curb cuts, for existing development, will only be considered in instances of public safety issues. In cases where such a curb cut is approved, the applicant shall be solely responsible for any off-site or site specific improvements which are necessary to facilitate the design of the driveway or curb cut, including but not limited to signalization, turn lanes, and accel/decel lanes. These

transportation improvements are not creditable against transportation impact fees.

- (j) *Roadway landscaping standards.* All roadway improvements within the Overlay District plus SR 60, from the western city limits to Kennedy Boulevard, which serve as gateways into the Overlay District, shall dedicate a minimum of one (1) percent of the total cost of the improvement for landscaping and irrigation within or adjacent to the improvement area. The design of such landscaping and irrigation is subject to review and approval by the City of Tampa.