

Section 27-468. Kennedy Boulevard Corridor District Development Design Standards.

(A) Area description and boundaries. The Kennedy Boulevard Corridor District is unique in that it provides a scenic and direct transportation link between the Westshore Commercial District and the Central Business District. Historically, the uses ranged from residential to manufacturing. Currently the land use and zoning classifications designate the corridor for office, general commercial and higher density residential uses. Kennedy Boulevard is a divided highway, which lends itself to the potential for increased median landscaping, bicycle lanes, and wider and more inviting pedestrian paths. The boundaries for the purpose of this district are as follows:

The "district" or "corridor" consists of all parcels of land, or portions thereof that lie adjacent to the Kennedy Boulevard right-of-way, from the Hillsborough River west to the eastern boundary of the Himes Avenue right-of-way, abutting the Westshore Commercial Overlay District thereon.

(B) Purpose and Intent.

The Kennedy Boulevard Corridor District is unique in its history and social and economic lineages. It serves as a gateway corridor that connects diverse neighborhoods within the City and exhibits special scenic characteristics. The standards set forth in this district shall improve the aesthetic appearance of Kennedy Boulevard, connect roadways through the use of enhanced landscaping and buffering, and create form-based parameters to ensure compatible architectural elements are implemented throughout the corridor as a whole. Providing a form-based, aesthetic framework that promotes development that creates a sense of interest and promotes a physically attractive, functionally integrated environment is essential. Additionally, provisions are introduced that establish pedestrian and transit friendly design standards for this corridor. This district shall ensure that all types of new infill development, major renovations, and major additions thereto, are compatible in building and structural orientation, location, height, public safety, and other site specific relationships present within the corridor.

Generally, new development and redevelopment is vital to the future stability and vitality of the City of Tampa as a whole. Redevelopment and infill brings with it new homes, employment opportunities, and economic development, which in turn, helps to increase overall tax revenues to fund needed capital improvement projects and important government services, such as police and fire services. For development and safety purposes, the City of Tampa supports a Crime Prevention through Environmental Design (CPTED) philosophy as a way to reduce crime, advance neighborhood and business environments, and improve the overall quality of life of its citizens. These CPTED principles have also been incorporated throughout the regulatory review process within this district to ensure safe, quality development. Refer to the "Kennedy Boulevard Vision Perspective" incorporated herein.

(C) Compliance. Each application for new construction and/or major renovation as defined in Chapter 27, City of Tampa Code of Ordinances, shall comply with all applicable overlay district and underlying zoning district standards and, if applicable, those specific standards outlined in the City Council approved site plan. In cases of conflict, the more restrictive standard(s) shall apply. These are the minimum requirements that must be met in order to obtain design approval for non-residential or mixed-use projects. Please note that additional compliance standards may be stated within this document, which further restrict the permitting and/or construction process for various site elements.

Alternative design concepts may be considered and approved by the zoning administrator or designee, only if consistent with the stated purpose and intent. If denied, an applicant shall file an application for a site plan controlled zoning district with the land development coordination office, in accordance with the procedures set forth in this chapter. The City Council shall then make the determination as to whether the alternative design concept is consistent with the development standards of this section and with the above stated purpose and intent.

(D) Review Procedures.

(1) Compliance with all standards will be determined during the site plan review process. The regulations herein include graphics that shall be utilized to visually represent the intent of this section.

(2) Pre-application conference. It is recommended that any property owner, developer, or agent thereof required to obtain site plan and/or design approval, schedule a plan review with land development coordination division prior to the submission of any application for design approval. Final compliance with all design standards will be determined during residential or commercial plan review.

(3) Submission requirements

(a) Site Plan. Six (6) folded copies of a site plan conforming to the requirements listed below must be submitted as a part of the commercial site review application.

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 and scale (Scale: from one (1) inch = ten (10) feet up to one (1) inch = fifty (50) feet).
3. Property line boundaries 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 persons 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.
11. Plan or project details which are sufficient to demonstrate compliance with the standards set forth in this section.

(b) Landscape Plan. All sites within the boundaries of the Kennedy Boulevard Corridor District shall comply with the standards set forth in this section, in addition to tree, site clearing, and landscaping requirements set forth in Chapter 13, City of Tampa Code of Ordinances. The landscape plan shall be incorporated as part of the overall site plan submittal, and shall include the following:

1. The 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.

(c) Exterior Elevations. The exterior elevations must show each side of the onsite buildings and demonstrate their relationship both internal and external to the project site.

(E) Design Standards (Building and Site Standards). The following specific design standards shall be used for all projects located within the boundaries of the Kennedy Boulevard Corridor District:

(1) General building design standards.

(a) The principal building façade and functional pedestrian entry to the building shall be oriented towards Kennedy Boulevard and shall maintain a direct pedestrian connection to the public sidewalk.

(b) A minimum of 30% of the ground floor level of the principal building façade shall be constructed of transparent materials. This required transparency must be equally distributed on the wall plane of the ground floor level.

(c) A maximum of 25% of any building façade that faces a public street right-of-way shall remain unembellished and/or without architectural detail or accent. Doors, windows, and other decorative architectural features or elements shall be used to break large wall planes into smaller components, thereby creating a more pedestrian friendly scale and mass.

(d) Rooftop equipment, including features such as stairwell accesses, elevator housing, etc., shall be screened from view of any adjacent public street right-of-way through use of parapet walls, screens, or other decorative building elements or features. These items shall be architecturally compatible with the principal structure.

(e) Parking structure standards.

1. The façade of freestanding or attached parking structures fronting Kennedy Boulevard shall incorporate commercial and/or residential uses on the ground level, and these uses must occupy 100% of the wall plane at ground level of the structure.

2. The façade of freestanding or attached parking structures fronting any other public street right-of-way shall incorporate commercial and/or residential uses on the ground level, and these uses must occupy a minimum of 50% of the wall plane at ground level of the structure. For purposes of this specific provision, the petitioner may use features such as window boxes and/or art displays, up to 50% of the area as required herein.

(f) Use specific building standards.

1. Drive-through window services, including pneumatic devices, other associated mechanical equipment, and any structural canopies or building elements, shall not be located between the front building façade and Kennedy Boulevard. These uses must be designed to have minimal impact on safe pedestrian movement.

2. The entrance to all vehicle service bays shall not be oriented directly towards Kennedy Boulevard. All vehicle repair and service shall take place within a fully enclosed area of the building in which such use is located.

3. All open storage areas, air-conditioning, and mechanical equipment must be screened with 100% opaque material, which is compatible with the materials used on the nearest façade of the principal structure. The screen shall reach a height necessary to fully screen the storage area and all equipment therein, as visible from a pedestrian level located on any adjacent public right-of-way.

(2) Accessory structure building standards. Accessory structures shall adhere to those design standards set forth in this section and those stated in this chapter; where design conflicts may occur, the most restrictive standard shall apply.

(3) General site layout standards. All site layouts shall adhere to Section 27-240, Visibility at Intersections.

(a) All developments shall be required to place any and all utility lines (e.g. electrical, cable, telecommunications, etc.) underground on the subject parcel and within adjacent right(s)-of-way.

(b) Build-to lines (setbacks) from all public street right(s)-of-way (at ground level): 5' minimum to 10' maximum.

(c) Ground level building façade setbacks may be increased to 30' from public street right(s)-of-way for areas created to provide courtyards, outdoor cafés, or similar pedestrian amenities. These features shall not occupy more than 50% of the building façade along any one street right-of-way.

(d) The 2nd floor level and above may be set back beyond 10' for design purposes.

(e) The zoning administrator or designee may consider alternative build-to (setback) lines for the principal structure, if clearly demonstrated to meet the purpose and intent of this overlay district.

(f) Onsite pedestrian circulation shall be provided between tenants and/or structures, for properties with multiple structures, through the use of a sidewalk, or other suitable, ADA compliant, pedestrian conveyance. Such interconnectedness shall be established through the use of consistent paving materials (i.e. textured or colored pavement, decorative paving blocks, or the like).

(g) For purposes of this district, refuse bins, containers, and compactors shall be setback a minimum of 30' from Kennedy Boulevard right of-way.

(h) Onsite surface parking shall maintain a minimum 30' setback from the property line located adjacent to Kennedy Boulevard right-of way.

(4) Vehicle access management.

(a) Vehicle access and flow shall be designed to have minimal impact on pedestrian circulation, and there must be continuity of sidewalk materials across the mouth of all curb cuts.

(b) Vehicle access standards.

1. Alley Access. Vehicular access may be provided from a contiguous, public alley. The portion of the alley adjacent to the subject site through to the closest

intersection shall be improved to meet city driveway design standards, as set forth in this Chapter and Chapters 22, 25, and the City of Tampa "Department of Public Works, Transportation Technical Manual," as amended.

2. Local street access. In all cases, efforts should be made to provide vehicular access that promotes safe pedestrian movement along Kennedy Boulevard. Access to local streets from commercial uses, subject to review by the transportation manager or designee, and the zoning administrator or designee, may be granted. However, all new access points must adhere to the applicable city driveway design standards, as set forth in this chapter and chapters 22, 25, and the City of Tampa "Department of Public Works, Transportation Technical Manual," as amended, and not create any unnecessary hazards or impacts to pedestrians or adjacent neighborhoods. In no case shall a driveway be granted, at a distance greater than one hundred (100) feet from the intersection of the local street and Kennedy Boulevard, without approval by City Council through the site plan controlled rezoning process.

(5) General onsite lighting standards.

(a) Projects shall provide a lighting design for open (surface) parking, covered (garage/parking structure) parking, internal sidewalks and grounds, garbage receptacles, and all pedestrian, open, and public areas, for all uses. All onsite lighting must be designed to be directed away from any abutting residential use.

(b) Overhead light poles shall not be placed within interior vehicular use area islands planted with shade trees or other canopy producing specie, nor within the canopy drip-line of an onsite or offsite tree.

Only basic ground cover shall be used, including but not limited to hedges and shrubs. All onsite overhead light poles shall be limited to a twelve (12) feet maximum height as measured from grade. The light fixtures must be shielded and directed away from all adjacent properties

(c) Lighting design shall adhere to the standards for required minimum onsite illumination as shown below in the "Required Minimum Illumination" table, from the Illumination Engineering Society, IES Lighting Handbook, 2000.

	Required Minimum Illumination	
	Horizontal	Vertical
Public Space	1-5 fc	.5 -.8 fc 5' above
Parking Facilities		
<i>open parking</i>	minimum 3 fc on pvmnt	.3 fc at 5' above ground
<i>covered</i>	minimum 6 fc on pvmnt	.6 fc at 5' above ground
<i>sidewalks, grounds</i>	minimum 6 fc on pvmnt	.6 fc at 5' above ground

Fast food restaurants				
<i>parking lot, sidewalks</i>	minimum 3 fe	g-l		3 fc at 5' above ground
<i>drive-up window</i>	minimum 6 fe	g-l		3 fc at 5' above ground
Convenience stores				
<i>parking lots</i>	minimum 6 fe	g-l		minimum 1.2 fc at 5'
<i>sidewalks, refuse area</i>	minimum 3 fe	g-1		minimum 1.2 fc at 5'
<i>storefront exit</i>	minimum 5 fe	g-l		minimum 1.2 fc at 5'
fc = footcandle pvmnt = pavement a.l. = around level (Source: IES Lighting Handbook,				

(6) General fence and wall standards.

(a) Accepted fence materials: masonry, decorative stone, wrought-iron (aluminum) style, PVC (picket or lattice style), decorative combination style made of masonry or stone with metal or PVC, as described above. Chain link fences are strictly prohibited on any property or development within the Kennedy Boulevard Corridor District, except during any permitted construction activity. Such construction fencing shall be removed prior to obtaining any certificate of occupancy.

(b) Unpainted or unfinished block fences or walls are prohibited. All sides and elevations of block walls or fences visible from a public right-of-way shall be architecturally finished (i.e. brick, stucco, or textured concrete masonry units).

(c) Maximum fence or wall height adjacent to Kennedy Boulevard right-of-way: 2' above finished grade. The 2' fence or wall may be designed to accommodate public seating.

(d) Maximum fence or wall height adjacent to other public street right(s)-of-way: 4' above finished grade.

(e) Maximum fence or wall height adjacent to a public alley: 4' above finished grade. If the public alley separates the subject property from any residential use, the maximum allowable height shall be increased to 6' above finished grade.

(f) Maximum fence or wall height adjacent to any residential use: 6' above finished grade.

(7) General Sign Standards.

(a) The provisions are intended to allow the creation of unique and informative signs that give a distinct flavor to the corridor, while maintaining a non-intrusive, pedestrian environment. They are not intended to prohibit the design of unusual signs that may enhance the character of the building or district, or reflect the nature of the business. Refer to Chapter 20.5, City of Tampa Sign Code, for any additional sign requirements beyond those noted herein.

1. Freestanding sign standards.

i. Pylon signs are prohibited in the Kennedy Boulevard Corridor District.

ii. Ground signs for single-occupant sites: Signs shall be a maximum of 32 square feet in area, four (4) feet in height, and may be placed at the property line subject to Section 27-240, Visibility at Intersections.

iii. Ground signs for multi-occupant sites: Signs shall be a maximum of 100 square feet in area, 6 feet in height, and may be placed at the property line subject to Section 27-240, Visibility at intersections

iv. Each ground sign must be numbered with the property address displayed in a conspicuous manner from the street right-of-way. Said numbers shall consist of dark numerals on a light background or light numerals on a dark background and shall be at least four (4) inches in height.

iv. Billboards and/or off-site signs, as defined in Chapter 20.5, City of Tampa Sign Code, of Ordinances, are prohibited. Only on-site signs, as defined in Chapter 20.5, City of Tampa Sign Code, shall be permitted.

2. Standards for signs attached to buildings.

i. Wall signs shall not exceed more than one-half (1/2) square foot per one (1) linear foot of building frontage facing Kennedy Boulevard, for structures standing 2-stories or less.

ii. Wall signs shall not exceed more than one (1) square foot per one (1) linear foot of building frontage facing Kennedy Boulevard, for structures possessing more than 2-stories. No wall sign shall extend more than twelve (12) inches out from the wall to which it is attached.

iii. Parcels permitted to have more than one (1) wall sign per Chapter 20.5, City of Tampa Sign Code, may not have those signs abut at the corner of a building. A minimum separation of ten (10) feet shall be required between such signs. A minimum separation of four (4) feet shall be maintained between signs on the same façade.

iv. One non-illuminated marquee sign with a maximum dimension of 12" height, 36" length, and 6" thickness, may be located at the main entry of each business. The sign must be located completely under the awning, canopy, or overhang, at least 7' above the sidewalk, at a perpendicular angle to the exterior wall. Text may be located on both faces of the sign.

(F) Streetscape Design Standards. The following specific streetscape design standards shall be required for all projects located within the boundaries of the Kennedy Boulevard Corridor District. Refer to the "Streetscape Plan View," "Sidewalk Adjacent to Road Cross Section," "Streetscape Lighting," and "Sidewalk Design Specification" exhibits depicted herein for dimensional, placement, materials, and planting requirements.

(1) Streetscape-sidewalk standards (Kennedy Boulevard right-of-way only).

Minimum public sidewalk width shall be 10' feet adjacent to Kennedy Boulevard right-of-way.

(a) The sidewalk shall be made with scored concrete and textured paving bricks. The bricks shall be laid perpendicular to Kennedy Boulevard right-of-way in a banded pattern at 12' intervals, and parallel to Kennedy Boulevard right-of-way in a 2' wide strip located adjacent to the curb line.

(b) Site plans shall depict adjacent portions of sidewalk to demonstrate design consistency in layout and pattern.

(2) Streetscape landscape standards (along all street right(s)-of-way).

(a) Streetscape trees shall be planted within planting beds measuring a minimum of 4' by 6' located on private property, immediately adjacent to the public right-of-way. A decorative border fence, no taller than 18" in height, shall be placed around the perimeter of the planting bed. The property owner and/or developer shall be responsible for all costs associated with design, permitting, installation, replacement, irrigation, pruning, and general maintenance of the streetscape trees and any decorative materials related streetscape plantings.

(b) Streetscape trees shall be live oak, *Quercus virginiana* (*Quercus virginiana*), East Palatka holly, (*Ilex X attenuate*), or Chinese elm, (*Ulmus parvifolia*). The zoning administrator or designee shall consult the city's Urban Forester on any alternative selections.

(c) Streetscape trees shall possess the following minimum specifications at time of planting: 4" caliper, 100 gallon, 8'-10' spread.

(d) Streetscape trees shall be planted in direct alignment with the perpendicular brick bands that lie within the public sidewalk, and at an interval of 28' on-center based on that brick band pattern.

(3) Streetscape lighting standards (Kennedy Boulevard right-of-way only).

(a) The property owner and/or developer shall be responsible for all costs associated with design, permitting, installation, replacement, and general maintenance of the streetscape lighting.

(b) The property owner and/or developer shall select lighting fixtures, poles, and related equipment of a style as depicted in the "Streetscape Lighting" exhibit or design equivalent, as approved by the zoning administrator or designee.

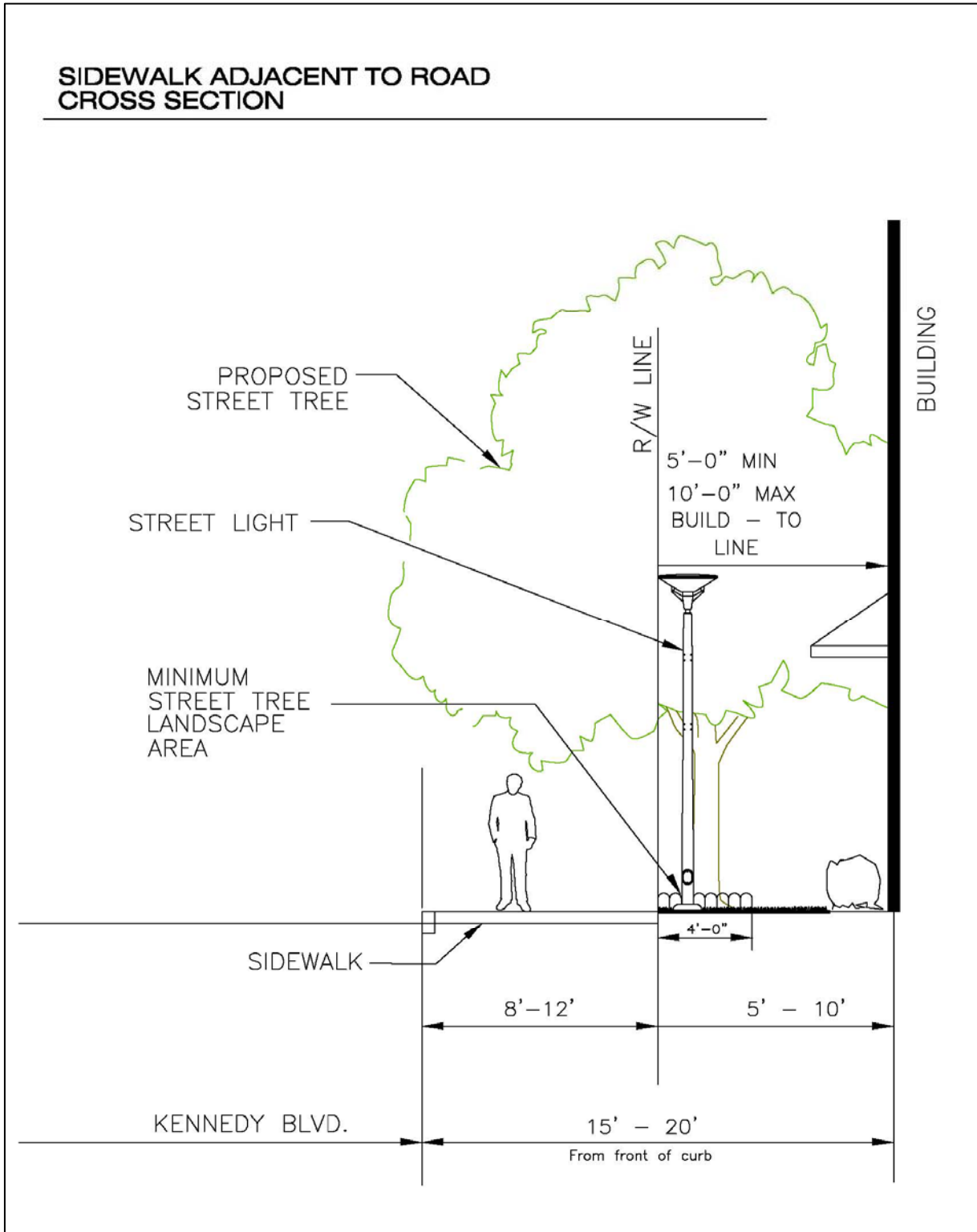
(c) Light poles shall be placed on private property immediately adjacent to the public right-of-way/public sidewalk in direct alignment with the perpendicular brick bands that lie within the public sidewalk, and at an interval of 56' on-center based on that brick band pattern.

(d) Light poles shall stand approximately 13' in height, as measured from finished grade, and shall be designed to provide safe pedestrian scale lighting.

Note: The illustrations above depict the style of lighting required for the Kennedy Boulevard Corridor District. Per the Zoning Administrator's approval (or designee),

design equivalents may be accepted. Please refer to Section 27-468(F)(3) for lighting placement, spacing, and maintenance standards. STREETScape LIGHTING

“Sidewalk Adjacent to Road Cross Section”:



(G) Encroachments. Encroachments into public right(s)-of-way under the City of Tampa's jurisdiction for awnings, awning signs, architectural features, streetscape features, or street furniture may be authorized after an administrative review by the Department of Business and Housing Development, Department of Public Works, and any other applicable jurisdictional agency, as required. Encroachments into Kennedy Boulevard right-of-way require a separate encroachment application and additional approval from the Florida Department of Transportation.

(H) Transit Stops. Development within the Kennedy Boulevard Corridor 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 (HARTline) system to determine if the site warrants decorative, architecturally compatible transit stop improvements, such as easement dedication, transit shelters, or other related features.