

ORDINANCE NO. 2016-\_\_\_\_\_

AN ORDINANCE OF THE CITY OF TAMPA, FLORIDA, **REPEALING AND REPLACING THE CENTRAL BUSINESS DISTRICT DEVELOPMENT REGULATIONS**, MAKING REVISIONS TO CITY OF TAMPA CODE OF ORDINANCES, CHAPTER 27 (ZONING AND LAND DEVELOPMENT); REPEALING AND REPLACING SECTIONS 27-181 THROUGH 27-190; REPEALING ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT THEREWITH; PROVIDING FOR SEVERABILITY; PROVIDING AN EFFECTIVE DATE.

**WHEREAS**, the City Council of the City of Tampa directed the Planning and Development Department to complete the following amendment to Chapter 27, Code of Ordinances; and,

**WHEREAS**, the Hillsborough County City-County Planning Commission conducted a public hearing on this ordinance and made a finding that it is consistent with the Tampa Comprehensive Plan; and,

**WHEREAS**, the City Council of the City of Tampa has determined that the following amendment promotes and protects the general health, safety and welfare of the residents of the City of Tampa; and,

**WHEREAS**, duly noticed public hearings as required by law were held by the City Council of the City of Tampa, at which public hearings all residents and interested persons were given an opportunity to be heard.

**NOW, THEREFORE,**

**BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAMPA, FLORIDA:**

**Section 1.** That “**Article III. Establishment of zoning districts and district regulations., Division 2. Special districts., Subdivision 3. Central Business District., Secs. 27-181 through 27-190**” are hereby repealed and replaced with that language set forth in “Exhibit A”, as follows:

“See Exhibit A”

**Section 2.** That should a court of competent jurisdiction declare any part of this Ordinance invalid the remaining parts hereof shall not, in any way, be affected by such determination as to the invalid part.

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**Section 3.** That all ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of any conflict.

**Section 4.** That this ordinance shall take effect on June 1, 2016.

PASSED AND ORDAINED BY THE CITY COUNCIL OF THE CITY OF TAMPA, FLORIDA, ON \_\_\_\_\_.

ATTEST:

\_\_\_\_\_  
CHAIRMAN/CHAIRMAN PRO-TEM  
CITY COUNCIL

\_\_\_\_\_  
CITY CLERK/DEPUTY CITY CLERK

APPROVED BY ME ON \_\_\_\_\_

\_\_\_\_\_  
BOB BUCKHORN, MAYOR

APPROVED AS TO LEGAL  
SUFFICIENCY BY:

\_\_\_\_\_  
E/S  
REBECCA M. KERT  
SENIOR ASSISTANT CITY ATTORNEY

K:\Debbie\Chapter 27\Cathy\Secs 27-180\_27-190\_v1

# EXHIBIT 'A'

**CENTRAL BUSINESS DISTRICT**  
**DRAFT Proposed Code**  
**April 4, 2016 DRAFT**



**Subdivision 3. - Central Business District (CBD) Districts**

Sec. 27-181. ~~Purpose and intent.~~ The Central Business District ["Downtown"]; establishment of district boundaries.

Sec. 27-181.1. Establishment of the Regulating Plan, zoning sub-districts, and general land development regulations.

~~Sec. 27-182. District and subdistricts established; procedures for rezoning.~~

~~Sec. 27-183. Official schedule of permitted principal, accessory and special uses.~~

~~Sec. 27-184. Official schedule of dimensional regulations.~~

~~Sec. 27-185. Development design approval and procedures.~~

~~Sec. 27-186. Development design regulations.~~

~~Sec. 27-187. Parking requirements.~~

~~Sec. 27-188. Surface parking regulations.~~

~~Sec. 27-189. Amortization schedule for adult uses; blood donor centers and temporary help agencies; waterfront principal use  
surface parking lots.~~

~~Sec. 27-190. Supplemental regulations.~~

~~Secs. 27-191—27-195. Reserved.~~

**Sec. 27-181. The Central Business District ["Downtown"]; establishment of district boundaries.**

- (a) *Description of area.* The established boundaries of the district are as follows:

An area within the Central Tampa Planning District (see Tampa Comprehensive Plan), which is generally located south of Interstate 275, west of Meridian Avenue, north of Garrison Channel, and east of the Hillsborough River, and more particularly described as follows: An area bounded on the west by the Hillsborough River; on the north beginning at the centerline of Hillsborough River and extending easterly along the southern boundary of Interstate 275 to Marion Street; thence south to the centerline of Scott Street; thence east to the western boundary of the Encore (PD) Development; thence easterly along the southern boundary of the Encore (PD) Development to the centerline of Nebraska Avenue; thence southeasterly to the southwest corner of Twiggs Street and Meridian Avenue; thence southerly along the centerline of Meridian Avenue to the centerline of Channelside Drive (Platt Street); thence westerly along the centerline of Channelside Drive (Platt Street), to the intersecting point with the centerline of Beneficial Drive; thence southwesterly along the centerline of Beneficial Drive to the centerline of Garrison Channel; thence along the centerline of Garrison Channel to the intersecting point with the centerline of Hillsborough River; thence north along the centerline of Hillsborough River to the point of beginning.

- (b) *Purpose.* The purpose and intent of this special district, commonly known and referred to as "Downtown" of "Center City," is to implement the Center City Plan and Tampa Comprehensive Plan; to create a public realm of high-quality through the regulation of the physical form of buildings, streets, and open spaces, the form and mass of buildings in relation to one another, and the establishment of a pedestrian-friendly relationship between building facades and the public realm.

The Downtown's Waterfront is integral to the District's identity and its development pattern. The purpose of the Waterfront Overlay District is to promote the city's downtown waterfront as a community resource; provide for the orderly development and redevelopment of the waterfront; ensure high quality design; ensure public access to and along the water's edge; and, create a pedestrian-oriented environment along the waterfront.

Furthermore, it is the purpose and intent of the Tampa Comprehensive Plan, and of this article, which aids in implementing it, to promote the public health, safety, comfort, amenities, prosperity, and general welfare of the city; and to provide, among other matters, a wholesome, serviceable, and attractive community; to help foster a more favorable environment in which to live, learn, work, and play; to ensure that there is a seamless integration between private property and the public realm; to regulate the use, construction, and maintenance of the public realm (including but not limited to streets, alleys, sidewalks, street lights); to regulate the use and development of land; to provide regulations, which allow and encourage creativity, effectiveness, and flexibility in the design and use of land while promoting traffic safety and avoiding an environment that encourages visual blight; to protect trees, wetlands, and natural resources by regulating the trimming or removing of trees, site clearing, landscaping, tree planting, and irrigation in the district.

- (c) *Center City Plan.* The land use pattern, growth, and economic development of the district are guided by the Center City Plan and Tampa Comprehensive Plan.

**Sec. 27-181.1. Establishment of the Regulating Plan, street types zoning sub-districts; off-street parking and fence zones; existing historic structures.**

The Regulating Plan derives its zoning and development authority through section 27-23. The base layer of the Regulating Map is the Zoning Atlas. Each additional layer represents a regulatory mechanism that directly relates to development layout, building form and/or design character, geographical location, and relationships of these development characteristics to the public realm. The Regulating Map shall be maintained in the City's geographic information systems (GIS) database. The layers of the Regulating Map are as follows:

- (a) Base Layer: Zoning Atlas (*refer to most current adopted Zoning Atlas*)

- (1) Sub-districts established. The following CBD zoning sub-districts shall be the only zoning districts permitted within the CBD:
  - a. CBD-1. This zoning sub-district is appropriate for a variety of residential, office, commercial, and mixed-use developments with an urban, pedestrian, and transit-oriented development pattern, typically in the northern areas of the District.
  - b. CBD-2. This zoning sub-district is appropriate for a variety of residential, office, commercial, and mixed-use developments with an urban, pedestrian, and transit-oriented development pattern, typically in the central and southern areas of the District.
- (2) Procedures for rezoning to CBD sub-districts:
  - a. Rezoning requests for CBD-1 shall be governed by the Euclidean parcel rezoning procedures set forth in Article II, Div. 7 of this chapter.
  - b. A property owner requesting a rezoning to CBD-2 shall be governed by the site plan district parcel rezoning procedures set forth in Article II, Divisions 6 and 7 of this chapter.
- (b) Map CBD 18.1: Street Types, Overlays, and View Corridors (*sec. 27-184*)
  1. Map CBD 18.1a: Northwest Quadrant
  2. Map CBD 18.1b: Northeast Quadrant
  3. Map CBD 18.1c: Southwest Quadrant
  4. Map CBD 18.1d: Southeast Quadrant
- (c) Map CBD 18.2: Off-Street Parking Zones (*sec. 27-1##*)
- (d) Map CBD 18.4: Fence Zones (*sec. 27-1##*)
- (e) *Existing Historic Structures.* The following standards are intended to maintain the heritage of Tampa's Downtown through adaptive reuse and sensitive rehabilitation of existing structures and districts that contribute to the character of the District.
  - (1) Compatible infill adjacent to existing significant structures is encouraged.
  - (2) The preservation of significant historic structures is encouraged. Refer to the Tampa Urban Design Preservation Plan for a current inventory of historic and architecturally- significant structures giving particular attention to categories 1 and 2.
  - (3) For information on protected historic properties in the Downtown District, see the city's current list of historic landmarks, landmark sites, historic districts and multiple property designations located within the Downtown District. Properties so designated by the city receive additional protections as described in Chapter 27- Article IX of the City of Tampa Zoning Code. See also sec. 27-43 for the definitions of historic property, landmark, landmark site, historic district, and multiple property designation.
  - (4) For an addition to roofs of historic buildings, the perceived building height of the main facade from the pedestrian view point shall be maintained.
  - (5) Designs that maintain the rhythm established by the repetition of standard facade widths in new development adjacent to significant buildings are encouraged.
  - (6) Character-defining architectural elements and features of historic structures being redeveloped shall be preserved.
  - (7) The restoration of a building's original architectural style where appropriate is encouraged.

In order to encourage the rehabilitation and redevelopment of designated historic properties as defined by ordinance, the City of Tampa established incentive programs including the Historic Ad Valorem Exemption program (Ordinance 93-137 as amended by Ordinance 97-4).

**Sec. 27-181.2. Compliance; administrative authority; general procedures.**

*Compliance.* All requests for zoning changes, new development, new construction, major renovation, change of use, and/or special use shall be required to comply with the applicable development standards set forth in this subdivision.

- (a) Determination of uses not listed in Table 18-1 shall only be reviewed according to the provisions of section 27-59 and shall not default to those uses listed in Table 4-1 (sec. 27-156).
- (b) For those development issues not specifically addressed in this subdivision, the underlying requirements of this chapter and other applicable land development regulations of the Tampa City Code shall apply.

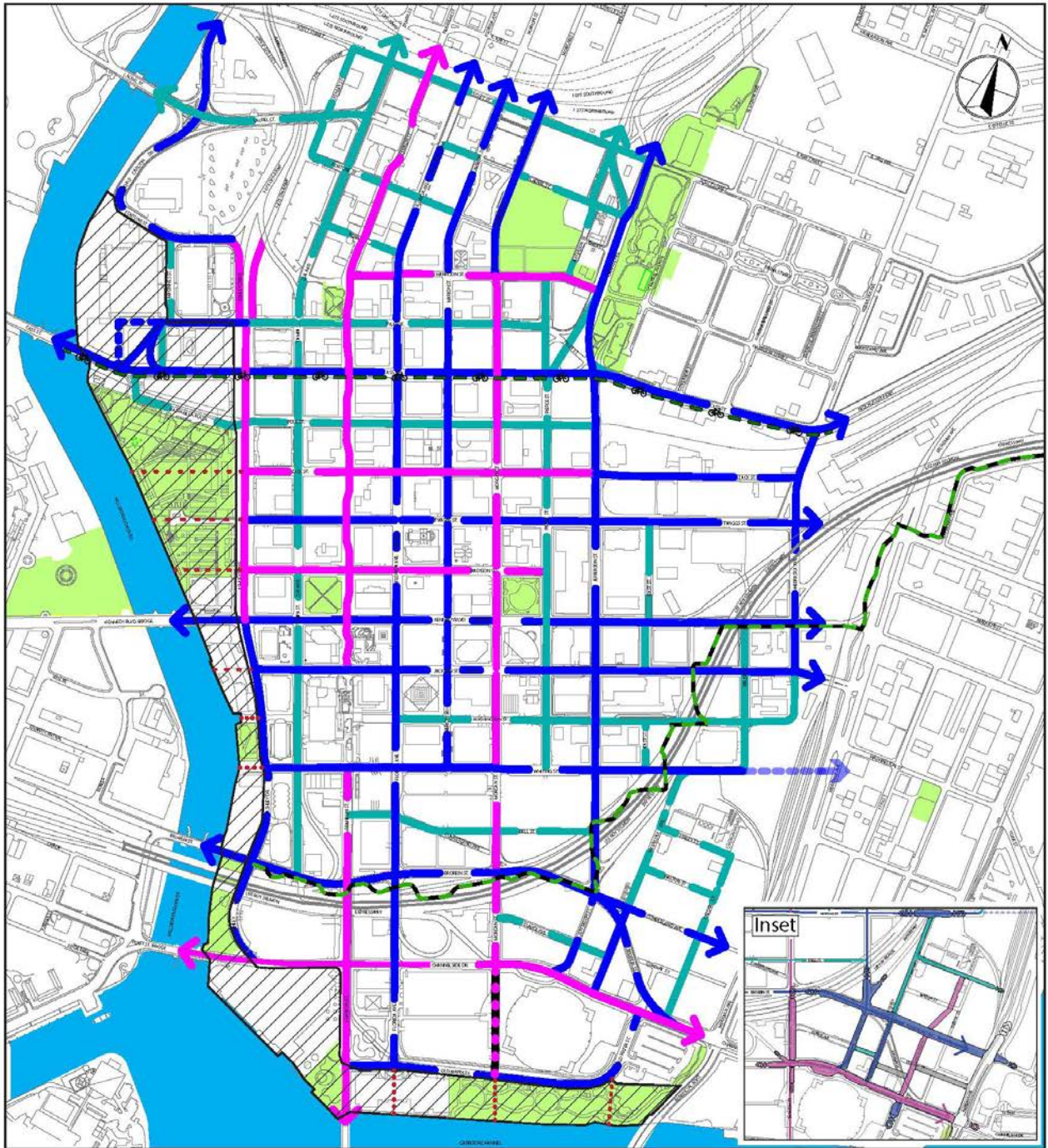
**Sec. 27-182. Design Standards for Streets and Blocks (New, Reconstructed, Expanded, Retrofitted)**

- (a) *Intent.* New development shall maintain and improve Downtown's walkable block and street pattern. The procedure for introducing new streets and blocks is intended to provide for the urban setting, consisting of small, walkable blocks and an interconnected, human-scale network of streets.
- (b) *New streets through development.* In all areas designated as part of the Regulating Map and depicted on Map CBD 18.1 and 18.1a-18.1d, new development that proposes new streets of any type, shall provide such (and related connections to existing streets) consistent with the street network alignment, right-of-way width, and public frontage type indicated on these maps.
- (c) *Variations in alignment; additional new streets.* Comparable street alignments which vary from the Regulating Plan alignment may be approved, subject to Subdivision Procedures set forth in Article II of this chapter, and review by and approval from the planning and urban design manager or designee, transportation design engineer or designee, and applicable infrastructure and utility agencies.

**Sec. 27-182.1. Public Realm and Public Realm Zone Standards.**

- (a) *Purpose and Intent.* Center City (CBD) streets are multi-faceted, civic spaces shared among many different types of users and serving many different functions. Within the Center City, walking is the fundamental mode of transportation. To promote pedestrian trips, streets must be designed foremost for pedestrians with shade, ample sidewalks, crosswalks, protection from automobiles, and must offer direct route options among all locations. Three (3) types of streets are hereby designated, based on a hierarchy of pedestrian accommodations, identified on **Map CBD-18.1, CBD-18.1a through CBD-18.1d: Street Types, Overlays, and View Corridors**, and regulated by the standards set forth in this subdivision (refer to Graphic 18.1 and Table 18.1).

MAP INSET - CBD 18.1



**MAP CBD 18.1 STREETS, OVERLAYS, VIEW CORRIDORS**

**STREET TYPES**

- **Type A** (Special Pedestrian Streets)
- - - **Type A** (Elevated Special Pedestrian Street)
- **Type B** (Transit & Mobility Priority Streets)
- **Type C** (Standard Pedestrian & Service Streets)
- Public/Private Shared Use Street

Date: 3/1/2016

**OVERLAYS**

Waterfront

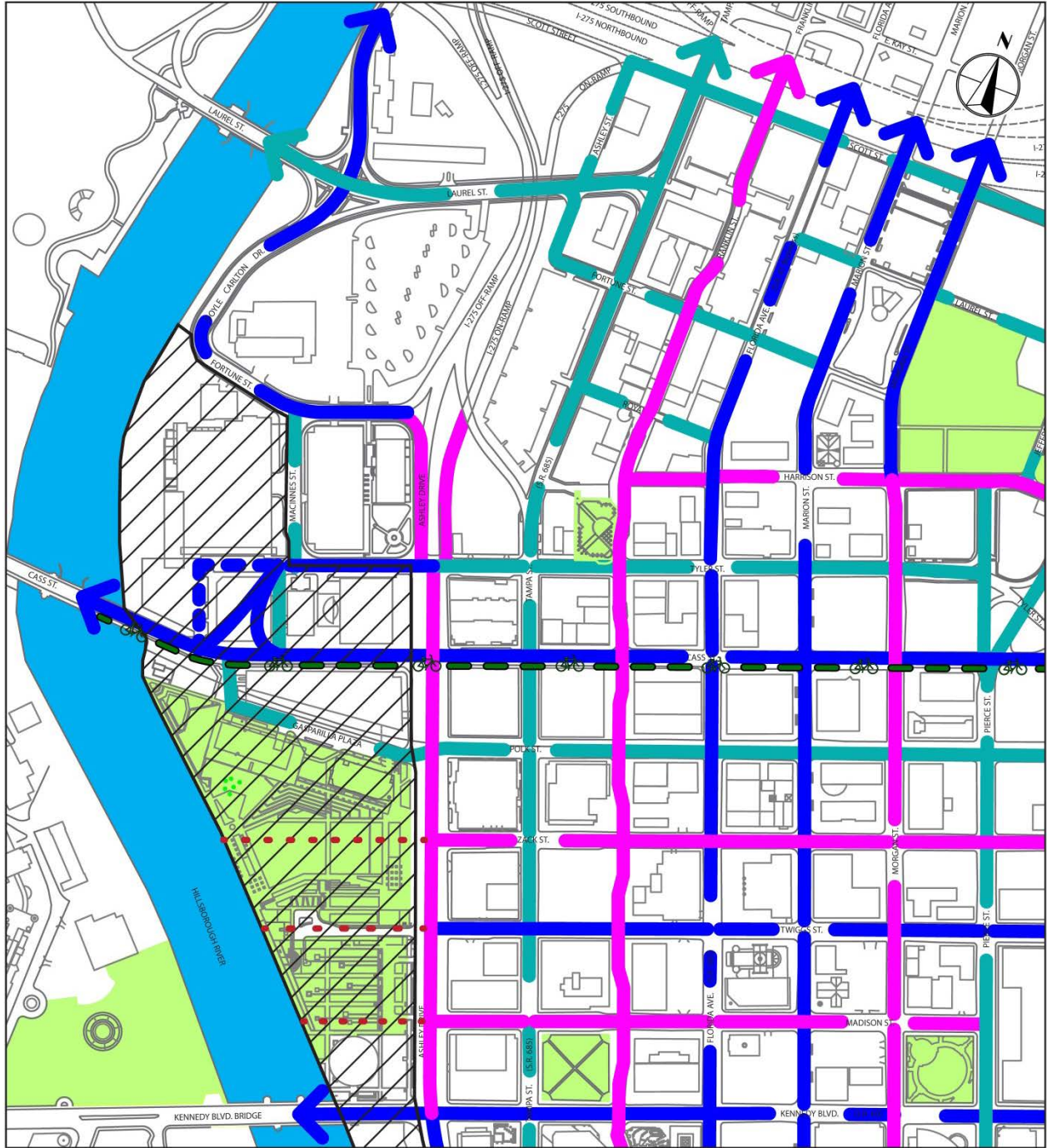
**VIEW CORRIDORS**

- - - Corridors
- - - Cass Street Cycle Track
- Selmon Trail





MAP INSET – CBD 18.1a



MAP CBD 18.1a NORTHWEST QUADRANT

**STREET TYPES**

- Type A (Special Pedestrian Streets)
- Type A (Elevated Special Pedestrian Street)
- Type B (Transit & Mobility Priority Streets)
- Type C (Standard Pedestrian & Service Streets)
- Public/Private Shared Use Street

Date: 3/1/2016

**OVERLAYS**

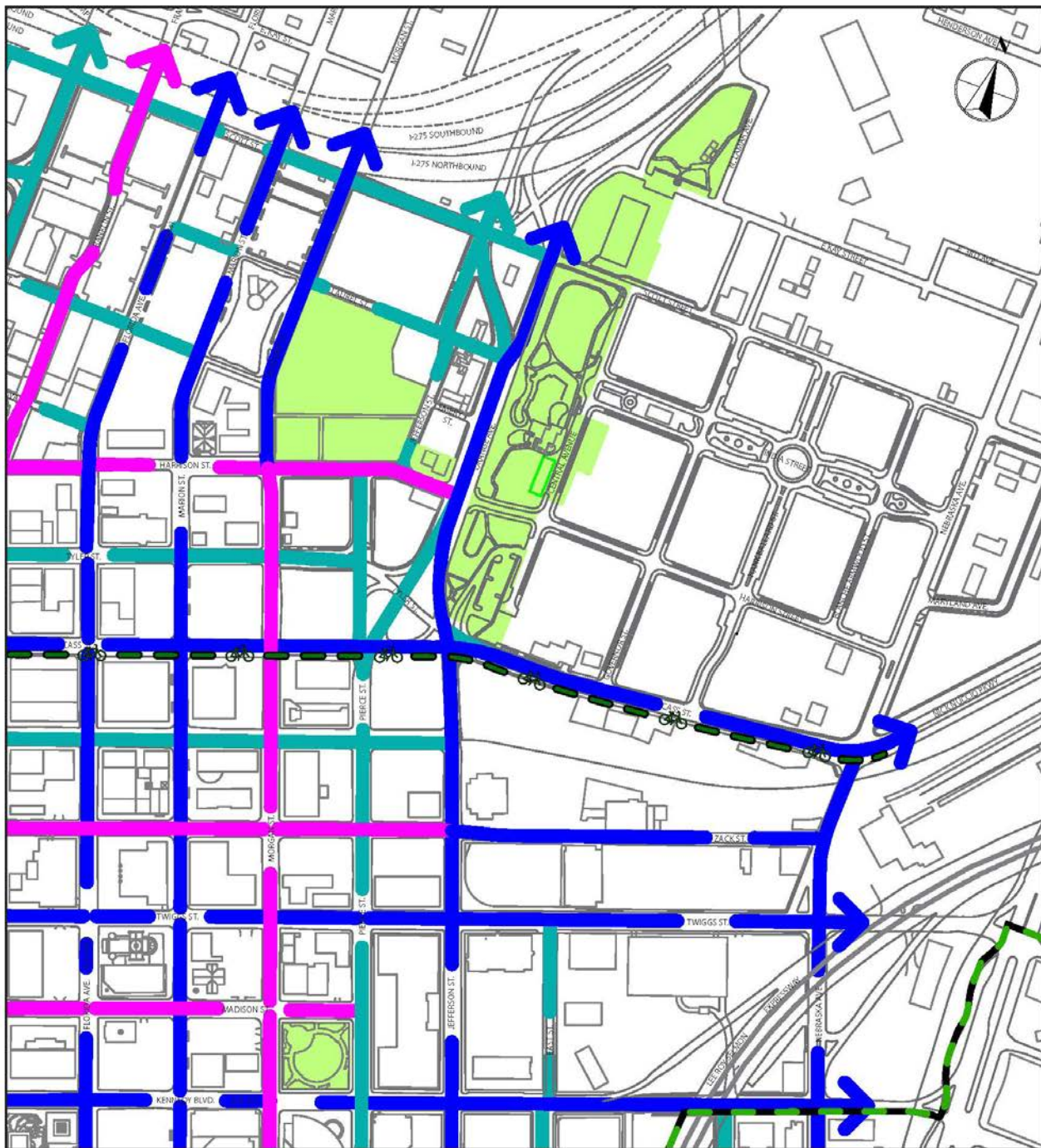
Waterfront

**VIEW CORRIDORS**

- Corridors
- Cass Street Cycle Track
- Selmon Trail



MAP INSET - CBD 18.1b



**MAP CBD 18.1b NORTHEAST QUADRANT**

**STREET TYPES**

- **Type A** (Special Pedestrian Streets)
- **Type A** (Elevated Special Pedestrian Street)
- **Type B** (Transit & Mobility Priority Streets)
- **Type C** (Standard Pedestrian & Service Streets)
- Public/Private Shared Use Street

Date: 3/1/2016

**OVERLAYS**

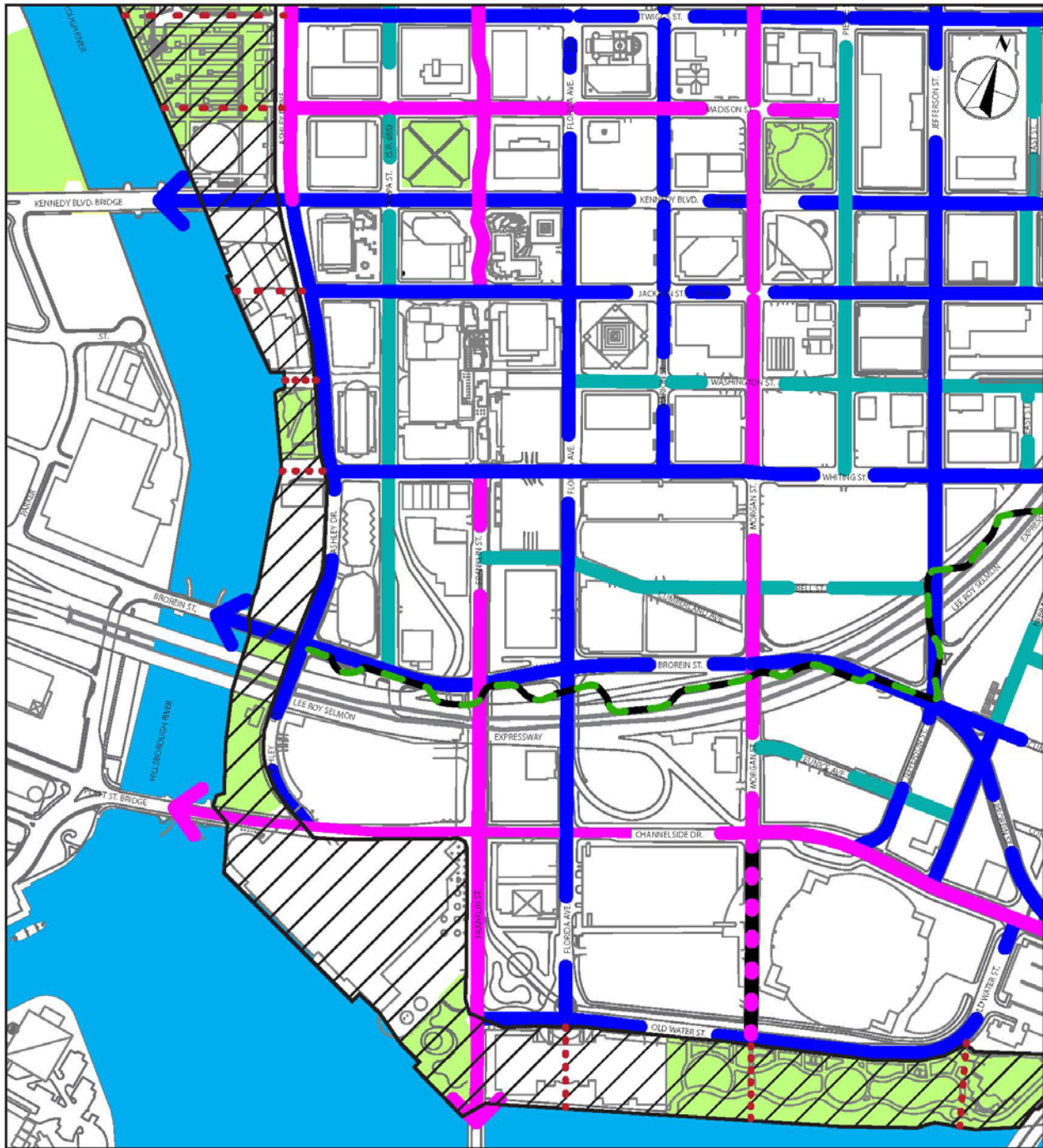
— Waterfront

**VIEW CORRIDORS**

- - - - Corridors
- Cass Street Cycle Track
- Selmon Trail



MAP INSET – CBD 18.1c



**MAP CBD 18.1c SOUTHWEST QUADRANT**

**STREET TYPES**

- **Type A** (Special Pedestrian Streets)
- - - **Type A** (Elevated Special Pedestrian Street)
- **Type B** (Transit & Mobility Priority Streets)
- **Type C** (Standard Pedestrian & Service Streets)
- Public/Private Shared Use Street

Date: 3/1/2016

**OVERLAYS**

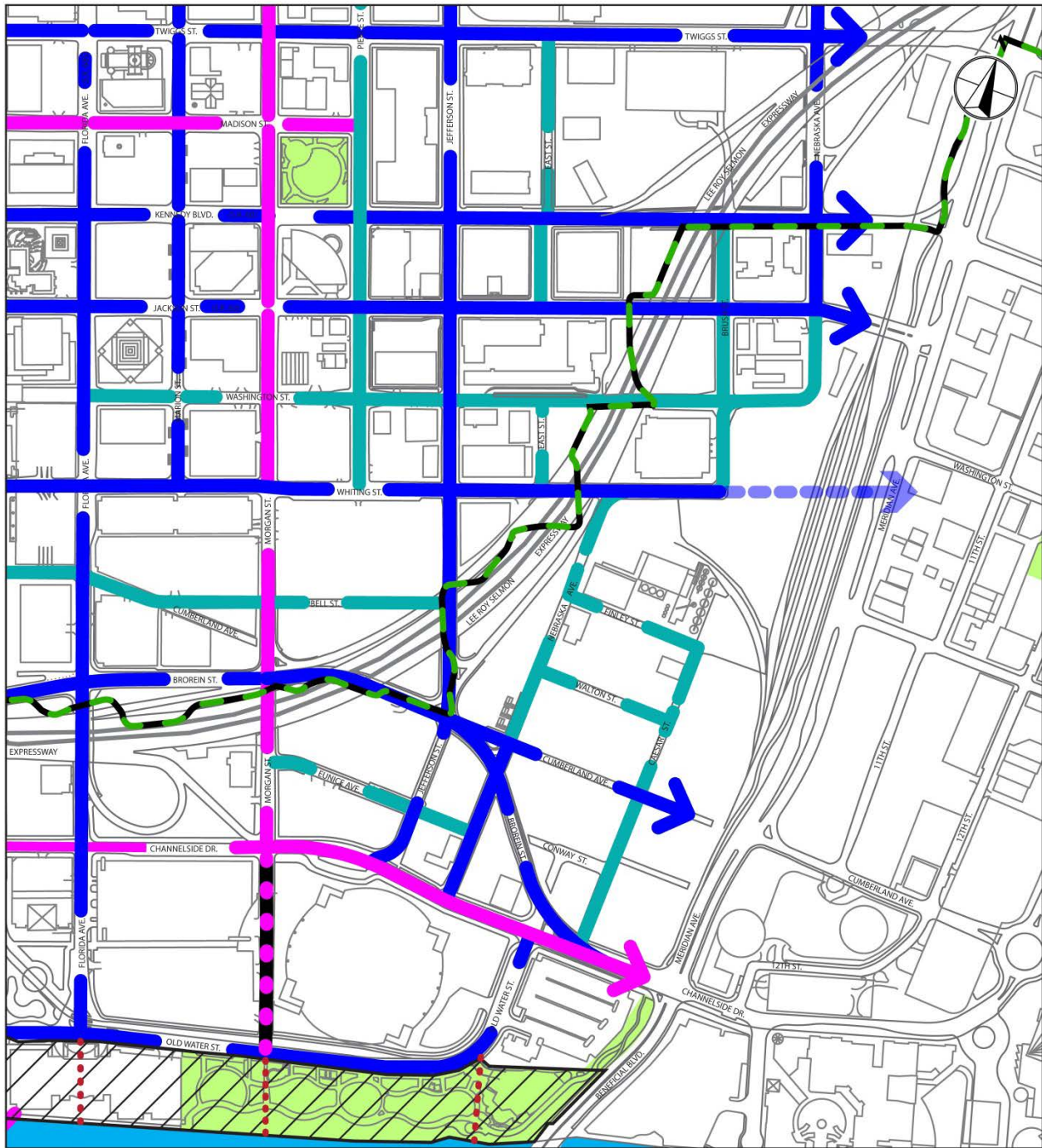
Waterfront

**VIEW CORRIDORS**

- - - Corridors
- - - Cass Street Cycle Track
- - - Selmon Trail



MAP INSET – CBD 18.1d



MAP CBD 18.1d SOUTHEAST QUADRANT

**STREET TYPES**




-  Type A (Special Pedestrian Streets)
-  Type A (Elevated Special Pedestrian Street)
-  Type B (Transit & Mobility Priority Streets)
-  Type C (Standard Pedestrian & Service Streets)
-  Public/Private Shared Use Street

Date: 3/1/2016

**OVERLAYS**

 Waterfront

**VIEW CORRIDORS**

-  Corridors
-  Cass Street Cycle Track
-  Selmon Trail



Planning & Urban Design

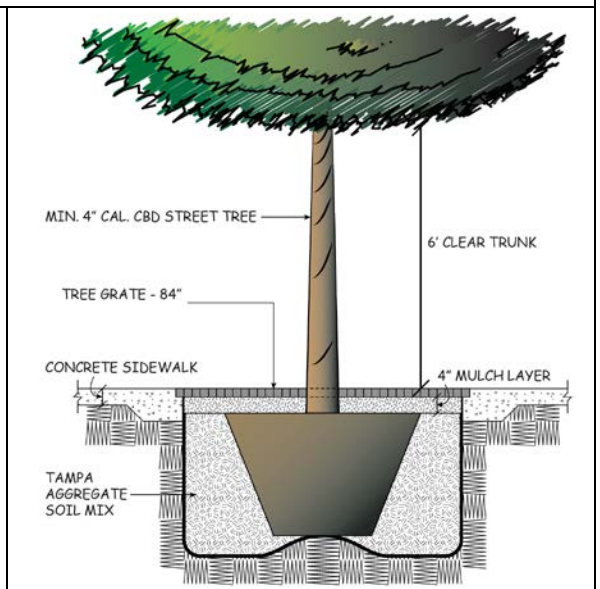
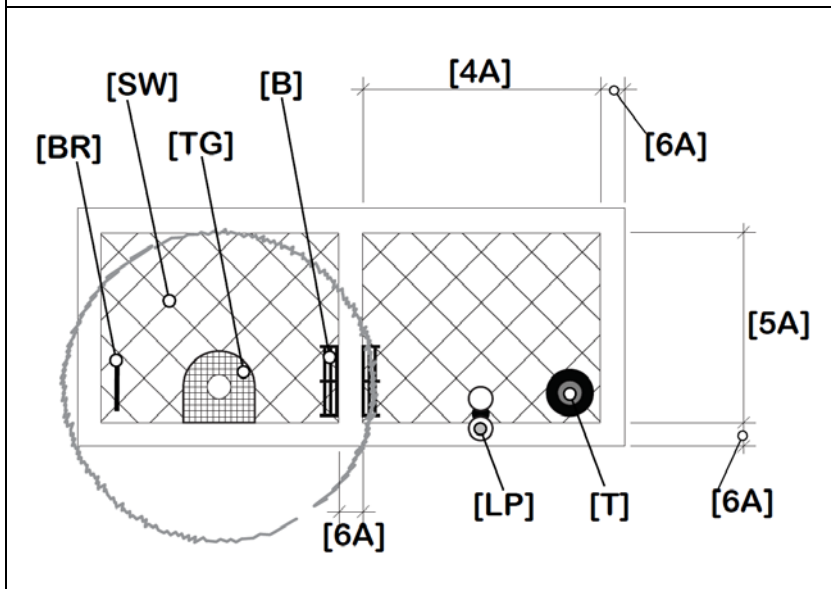
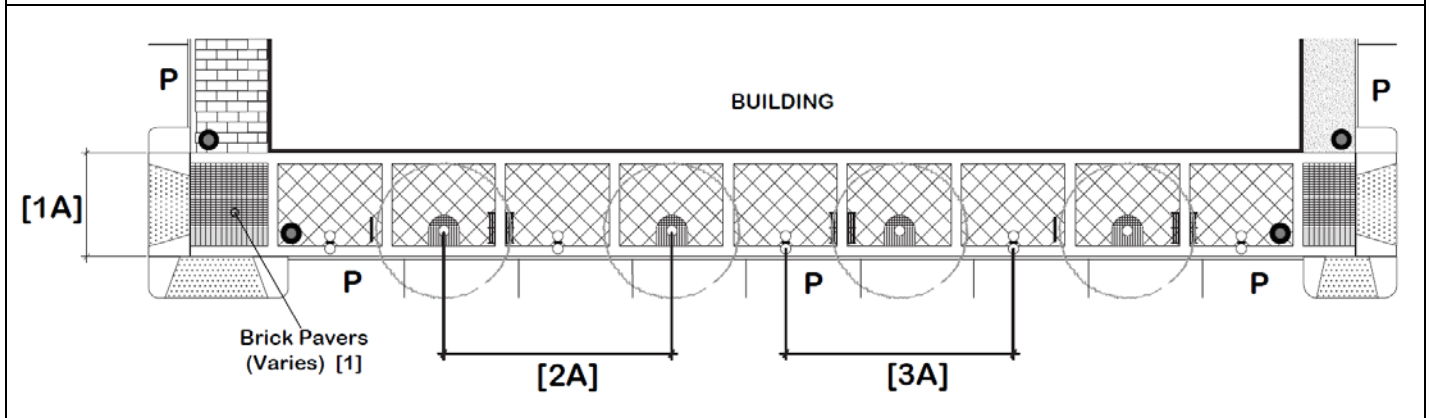
**TABLE 18.2 PUBLIC REALM ZONE [1, 9]:**  
*Requirements.* The Public Realm Zone consists of the portions of the street and adjacent development parcel between the existing back of curb (or edge of pavement if no curb exists) and the front (vertical plane) of buildings.

STREET TYPE / ORDER [3]	DESCRIPTION	SUB-ZONES [2] (MIN. DIMENSIONS)					TOTAL MIN. WIDTH [5X]	GRAPHIC 18.2 PUBLIC REALM ZONE (ALSO SEE GRAPHIC 18.3 & TABLE 18.3)
		CURBSIDE [1X]	FURNITURE / LANDSCAPE [2X]	WALKWAY [3X]	FRONTAGE [4X]			
A	<b>SPECIAL PEDESTRIAN STREETS:</b> Formal, axial connections between river, special civic places, districts within Downtown and to surrounding urban villages and neighborhoods; high activity level building frontages required [6]; streetscapes have highest level of design detail, with public amenities such as enhanced lighting, street furniture, and specialized paving.	1'	7'	10'	2'	20'		
B	<b>TRANSIT &amp; MOBILITY PRIORITY STREETS:</b> Provide for increased multi-modal access to and through Downtown; moderate to high activity level building frontages required [6]; streetscapes have moderate to high level design detail, with mix of standard and enhanced public amenities.	1'	6'	6'	2'	15'		
C	<b>STANDARD PEDESTRIAN &amp; SERVICE STREETS:</b> Local service streets within Downtown grid; serve adjacent buildings with primary vehicular and service access, loading areas, typical "back of house" activities; low activity level building frontages permitted [6]; basic/standard pedestrian features.	1'	3'	5'	1'	10'		

Refer to TABLES 18.2A-D for Public Realm Zone layout, dimensional, placement, and component standards.

TABLE 18.2A PUBLIC REALM ZONE [1, 9] (continued)

'A' - SPECIAL PEDESTRIAN STREET: STREETScape DETAILS BY STREET TYPE [#]



KEY:	[TG]: Tree Grate	[P]: Parking	[SW]: Sidewalk
	[B]: Bench	[BR]: Bike Rack	[LP]: Lamp and Post

PLACEMENT & LAYOUT STANDARDS [2]

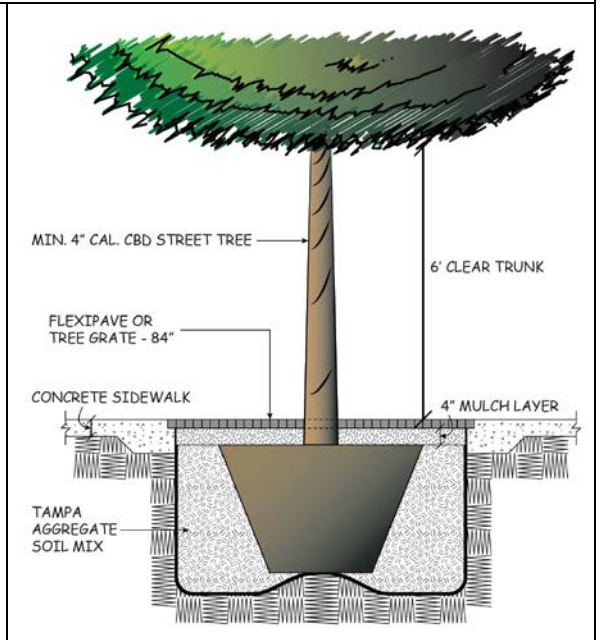
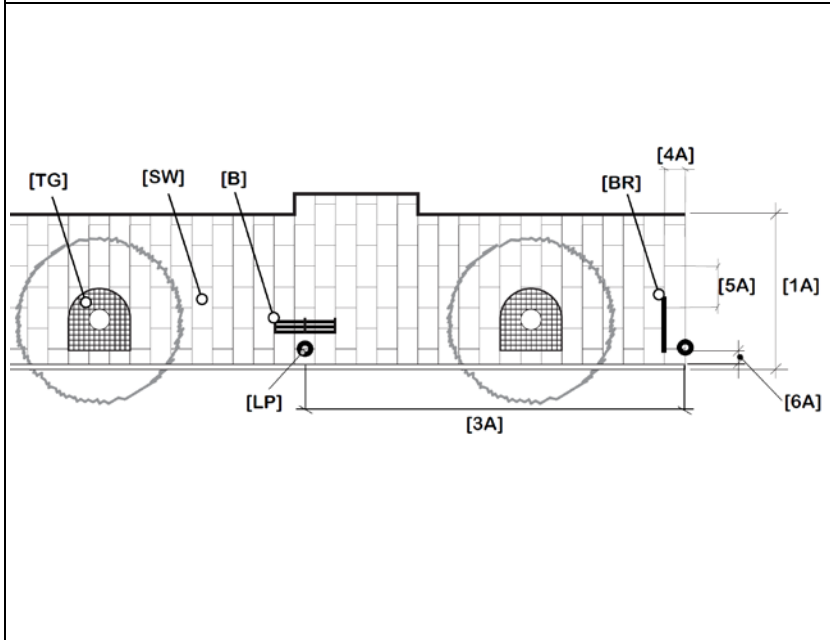
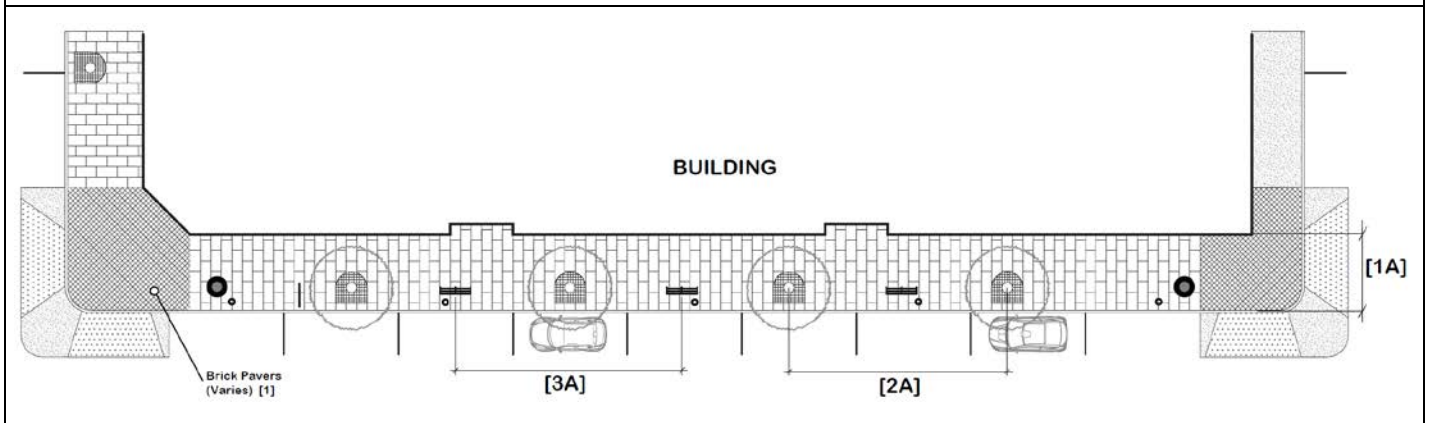
[1A]: Total Sidewalk Width	20'	[4A]: Sidewalk Pattern (Saw Cut) Width	20'
[2A]: Street Tree Placement/Spacing (On Center)	35' min-40' max	[5A]: Sidewalk Pattern (Saw Cut) Depth	16'
[3A]: Pedestrian Street Light Placement/Spacing	35' min-40' max	[6A]: Sidewalk Pattern Border Width	2'

FURNISHINGS, COMPONENTS, SPECS [3]: TYPICAL AESTHETIC

REFER TO TABLE 18.2D FOR SPECIFIC TYPES AND MATERIALS REQUIRED.

TABLE 18.2B PUBLIC REALM ZONE [1, 9] (continued)

'B' - TRANSIT & MOBILITY PRIORITY STREETS: STREETScape DETAILS BY STREET TYPE [#]



KEY:	[TG]: Tree Grate	[P]: Parking	[SW]: Sidewalk
	[B]: Bench	[BR]: Bike Rack	[LP]: Lamp and Post

PLACEMENT & LAYOUT STANDARDS [2]

[1A]: Total Sidewalk Width	15'	[4A]: Sidewalk Pattern - Width (3/8" width by 1/2" depth tooled 'V' joint, staggered rectangles)	2'
[2A]: Street Tree Placement/Spacing (On Center)	35'min-40'max	[5A]: Sidewalk Pattern - Depth (3/8" width by 1/2" depth tooled 'V' joint, staggered rectangles)	3'
[3A]: Pedestrian Street Light & Bench Placement/Spacing (when applicable)	35'min-40'max	[6A]: Required Space between Tree Grate and Curb (Inside edge)	16"

FURNISHINGS, COMPONENTS, SPECS [3]: TYPICAL AESTHETIC

REFER TO TABLE 18.2D FOR SPECIFIC TYPES AND MATERIALS REQUIRED.



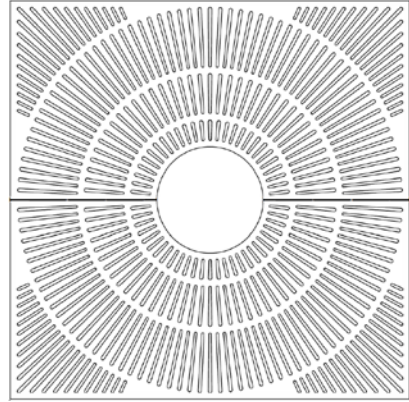
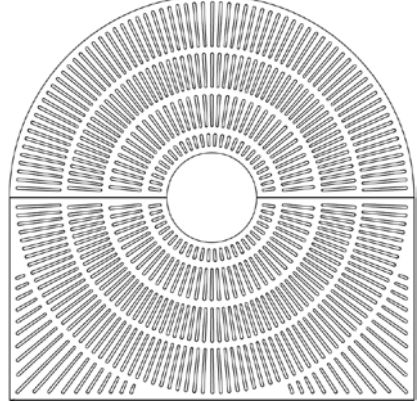
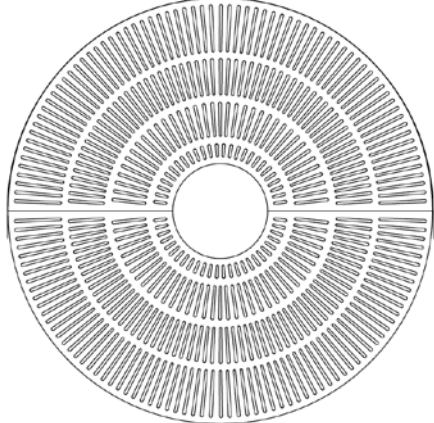
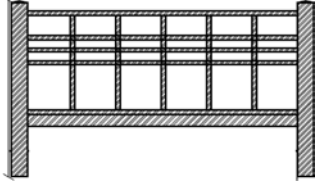
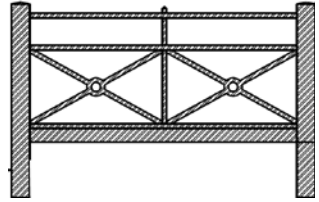
TABLE 18.2C PUBLIC REALM ZONE [1, 9] (continued)			
'C' - STANDARD PEDESTRIAN & SERVICE STREETS: STREETScape DETAILS BY STREET TYPE [#]			
<p>The diagram shows a cross-section of a street. On the left is a brick building with a sidewalk. A driveway apron with flares ([DWA]) is shown. A tree grate ([TG]) is placed on the sidewalk. A parking space ([P]) is marked with a 'P' and a tree grate. A bench ([B]) is shown. A bike rack ([BR]) is shown. A lamp and post ([LP]) is shown. Pavement markings ([PM]) are shown. The total sidewalk width is labeled [1A]. The spacing between tree grates is labeled [2A].</p>			
KEY:	[TG]: Tree Grate	[P]: Parking	[SW]: Sidewalk
	[B]: Bench	[BR]: Bike Rack	[LP]: Lamp and Post
PLACEMENT & LAYOUT STANDARDS [2]			
[1A]: Total Sidewalk Width (Standard Brushed Concrete)	10'	Street Tree Planting Detail	Refer to Table 18.2B
[2A]: Street Tree Placement/Spacing (On Center)	35'min-40'max	Pedestrian Street Light Placement/Spacing (when applicable)	35'min-40'max
[DWA]: Driveway Apron with Flares	COT Trans. Tech. Stnds.	[PM]: Pavement Markings (Striping)	COT Trans. Tech. Stnds.
FURNISHINGS, COMPONENTS, SPECS [3]: TYPICAL AESTHETIC			
REFER TO TABLE 18.2D FOR SPECIFIC TYPES AND MATERIALS REQUIRED.			



**TABLE 18.2D PUBLIC REALM ZONE [1, 9] (continued)  
COMPONENTS AND SPECIFICATIONS [3,6]**

TYPICAL AESTHETIC			
COMPONENT		COMPONENT	
[BR]: Bike Rack		[B]: Bench	
TYPE		Plainwell Bench	
'Swerve Rack'		Manufacturer	
MANUFACTURER		Landscapeforms	
Dero Bike Racks		COLOR	
COLOR		Black Metal w/Wood Exterior Finish	
Black		STREET TYPE(S) PERMITTED ON	
STREET TYPE(S) PERMITTED ON		A, B, C	

TYPICAL AESTHETIC			
COMPONENT		COMPONENT	
[T]: Trash Receptacle		[BO]: Bollard	
TYPE		TYPE	
Receptacle 107-32-FTO (32 Gallon) with DM-Dome Top Lid		B-3 (6") Bollard	
MANUFACTURER		MANUFACTURER	
Dumor, Inc		Fairweather	
COLOR		COLOR	
Black		Black	
STREET TYPE(S) PERMITTED ON		STREET TYPE(S) PERMITTED ON	
A, B, C	A, B, C		

TABLE 18.2D PUBLIC REALM ZONE [1, 9] (continued) COMPONENTS AND SPECIFICATIONS [3,6]		
TYPICAL AESTHETIC		
COMPONENT	Required on Street Type 'A'	Required on Street Types 'B' and 'C'
[LP]: Lamp and Post	<p>Double Bracket Fixture Mount</p> 	
TYPE [7]		
Lamp: "Salem" Pole: "Franklin Post"		
PROVIDER		
TECO		
COLOR		
Black	TYPICAL AESTHETIC	
COMPONENT	Full Square Option: Street Type A, B, C	Semi-Circle/Square Option: Street Type A, B, C
[TG]: Tree Grate [9]		
TYPE		
'Bola Square to Round Grate'—or—'Sunrise Grate' (7'x7' / 7' diameter)		
MANUFACTURER	Full-Circle Option: Street Type A, B, C	Tree Bed Barrier Options: Street Type A, B, C
Canterbury International— or—Ironsmith		 <p>12" - 18" high</p>  <p>12" - 18" high</p>
Bed Barrier: Varies		
COLOR		
Black Powder Coat		

## TABLE 18.2A-D NOTES (continued)

- [1] All new construction and major renovation projects shall provide the Public Realm Zone elements, consistent with the applicable adjacent street types. Major renovations of an existing building(s) with existing zero-setback(s) to adjacent streets and no proposed alterations to the building footprint shall be required to comply with all public realm zone requirements that are physically feasible within the existing, adjacent public realm zone.
- [2] *Order.* There are three (3) types of streets in the district based on a hierarchy of pedestrian accommodations. These streets are shown on **Map CBD-18.1: Streets, Overlays, and View Corridors**. The street types are listed in this table, in order from highest pedestrian-oriented design to lowest.
- [3] The Public Realm Zone is divided into four (4) sub-zones, each with a particular purpose and size based on its role in the overall pedestrian network:
- Curbside [1X] – provides for a transition between vehicular and pedestrian areas;
  - Furniture/Landscape [2X] – the area containing street trees, utilities, street lights, benches, bus shelters, and other street furniture;
  - Walkway [3X] – the clear area dedicated to walking;
  - Frontage [4X] – the portion of the Public Realm Zone immediately adjacent to buildings or other vertical development providing a “shy zone” and pedestrian clearance.
- Total minimum dimension (width) of all Sub-Zones [5X]*
- [4] The public realm zone amenities and sidewalk width shall be provided regardless of the width of the public right-of-way. If necessary the required sidewalk may utilize any or all of the building setback area. An applicant may elect to either: (i) install the sidewalk and provide an easement to the City, (ii) dedicate such area to the City, if acceptable, with applicable Multi-Modal Transportation Impact Fee Credits to be provided, if approved, or (ii) pay the applicable in-lieu fee set forth in sec. 22-103.
- [5] Public realm trees shall be located every thirty (30) feet (on center), unless the actual available Furniture/Landscape Sub-Zone is less than six feet (6') in width.
- [6] Public realm furnishings, components, etc, shall be provided from the specifications and manufacturers set forth above, or approved design equivalent, subject to alternative design exception approval set forth in sec. 27-60.
- [7] Refer to TECO Outdoor Lighting Catalog for technical specifications and dimensions.
- [8] Double bracket fixture mount may be installed on Street Types B and C, only where a developer/permittee is improving a full block face or where installation of such is connecting/filling a gap(s) between existing double bracket fixture mount(s) locations.
- [9] Flexi-pave may be installed on Street Types B and C only. Color and pattern must match adjacent planter beds to maintain visual consistency.

Sec. 27-182.2. General District Development Standards.

TABLE 18.3 BUILDING PLACEMENT, HEIGHT, AND STREET ORDER STANDARDS

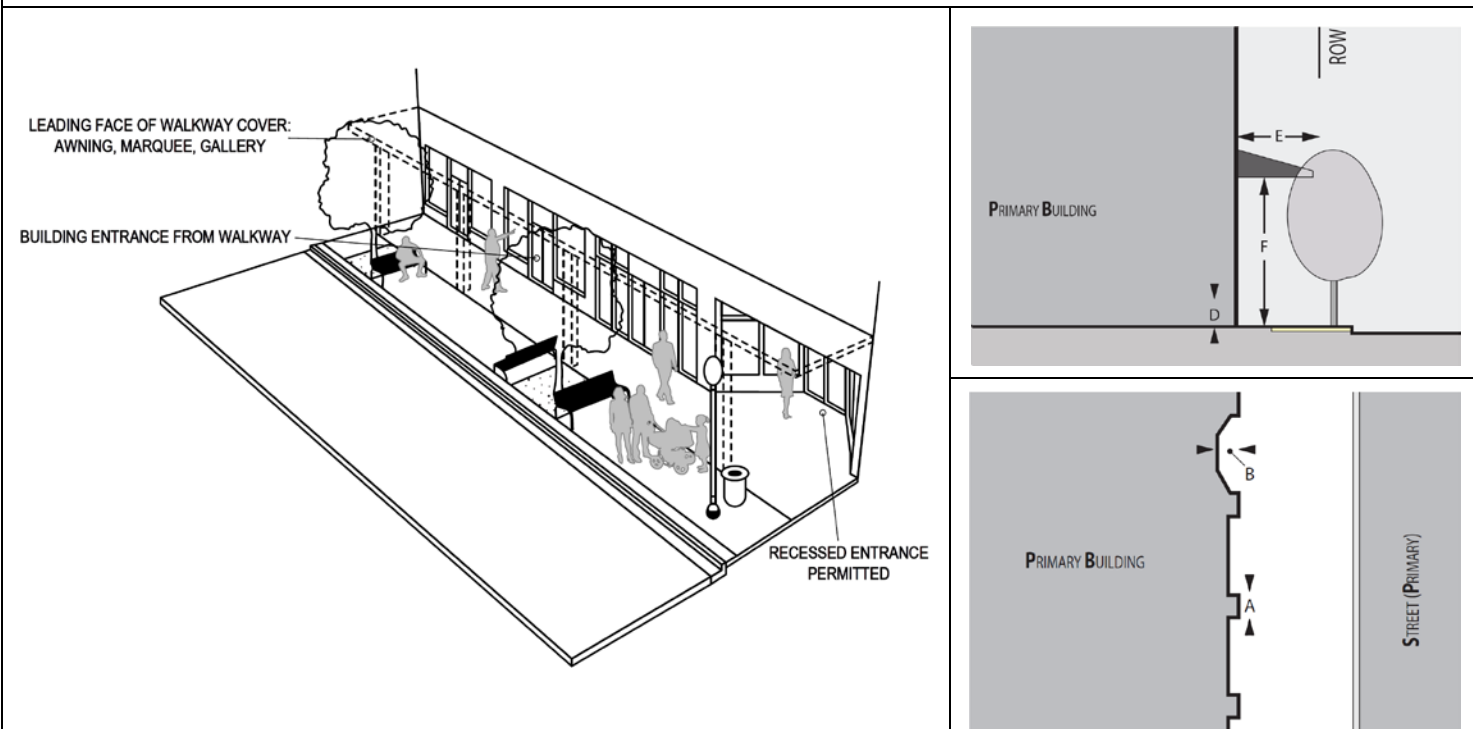
INTERIOR LOT		CORNER LOT		FULL BLOCK		WATERFRONT CORNER LOT		WATERFRONT INTERIOR LOT	
BUILDING PLACEMENT				BUILDING FACADES BY STREET TYPE [3, 4, 5]					
BUILD-TO ZONE (BTZ)				PRIMARY STREET [E]					
Build-to Zone [A]		0' min. – 6' max. [1]		Special Pedestrian Street			85% min.		
SETBACK [2]				Transit & Mobility Priority Street			60% min.		
Side Interior [B]		0' min.		Standard Pedestrian & Service Street			50% min.		
				SECONDARY STREET [F]					
Rear [C]		0' min.		Special Pedestrian Street			75% min.		
Alley [D]		3' min.		Transit & Mobility Priority Street			50% min.		
				Standard Pedestrian & Service Street			25% min.		
				TERTIARY / LOWER STREET [G]					
Waterfront [W] [5, 6]		23' min.		Transit & Mobility Priority Street			30% min.		
				Standard Pedestrian & Service Street			20% min.		
MAXIMUM HEIGHT [7]									
CBD-1				[7]					
CBD-2				[7]					
Parapet wall				5' above principal or accessory building height [7]					
Elevator/mechanical housing, steeples, flag poles, widow's walk, cupolas, other architecturally integrated design features				Exempt, except shall occupy no more than 30% of roof area [7]					
PUBLIC OPEN SPACE REQUIREMENTS									
Total Open Space to be Provided			Public Open Space Provided at Grade			Conditions for Open Space not at Grade			
<i>Minimum area required (SF): 10% of development parcel</i>			<i>Minimum 30% of Total Open Space must be placed at Grade and meet the definition of "Public Open Space" in sec. 27-43 [1]</i>			<i>Areas provided on the building podium, open to the sky, shall be counted towards the overall open space requirement, but not towards the "public open space"</i>			
Note: All area(s) provided on private property to meet the Public Realm Zone standards shall be counted towards the 30% "public open space" requirement.									

TABLE 18.3	NOTES (continued)
[1]	BTZ measured from edge of Required Public Realm or from parcel line if required public realm is accommodated within ROW ... Build-to-line: required line/location at which the building wall shall be placed... <i>Build-to Zone</i> . The ground floor facade of each building shall be placed within the Build-to-Zone (BTZ) for the percentage of the parcel frontage per the table at left.
[2]	Setback: the line/location that sets the minimum distance at which the building wall may be placed.
[3]	Minimum % of building façade (ground floor) shall be built within the BTZ.
[4]	All new building facades, including structured parking (standalone or otherwise) shall be designed consistent with the streetwall standards and frontage types, set forth in Table 18.4.
[5]	Waterfront building setback shall be measured from the water's edge, as measured from the waterside face of the bulkhead.
[6]	Refer to additional Waterfront Overlay Standards set forth in sec. 27-xxx.
[7]	Structure heights shall be controlled by Airport Zoning Regulations and Airport Height Zoning Map as adopted and administered by the Hillsborough County Aviation Authority under the provisions of Chapter 333, Florida Statutes and Chapter 2012-234, Laws of Florida, as amended.

TABLE 18.4		STREETWALL DESIGN [1], FRONTAGE TYPES, AND BUILDING HEIGHT
		BUILDING / STREETWALL DESIGN STANDARDS
Buildings / Streetwall shall:		Maintain the cornice line of adjacent existing buildings, where applicable, to continue the definition of the public realm
		Maintain the line of storefronts, stoops, or other frontages as required within the Build-to Zone.
		Protect the integrity of the existing street grid by prohibiting connections that promote a continuous level of retail above grade. This requirement shall not discourage tenant-serving retail on any level of a building
		Streetwall design shall visually clarify pedestrian passages or other mid-block pedestrian connections
		Within the Waterfront Overlay District, building design shall provide pedestrian access to and along the waterfront to encourage pedestrian linkages by considering designs that allow the pedestrian to "walk through" the structure to gain access to the waterfront when public access is not available immediately adjacent to the site
		Designed to provide architectural emphasis and reinforce the building's presence at corners, public entrances, or the terminus of significant views
		Maintain the distinction between the upper and lower levels of the building with treatments such as cornice lines, changes in material, color, or fenestration pattern
		Prohibit large expanses of opaque or blank walls. No blank walls of more than 25 feet in length are permitted without relief or protrusion of at least 6 inches
		Include door openings at no more than 200' between openings at all street fronts.
DISTRICT DEVELOPMENT STANDARDS: BUILDING FRONTAGE		
The frontage standards define the way in which buildings in the District address the street. The regulation of frontages ensures that the transition between the ground floor and the public realm occurs appropriately.		
The frontage standards shall be applied to at least the percentage of the ground floor facade required to be placed within the Build-to-Zone per sec. 27-## (c). An individual building may utilize multiple frontage types.		
All parking structures along Type A streets shall utilize the Shopfront frontage. In these cases, the first 20' of depth behind the frontage shall be activated space.		

**TABLE 18.4.1 BUILDING FRONTAGE STANDARDS – COMMERCIAL/OFFICE “SHOPFRONT” FRONTAGE**

*Description and General Standards.* A shopfront frontage is facade placed at the edge of the Public Realm Zone with an entrance from the adjacent public sidewalk. This frontage type is typical for retail or office frontage. The façade is located within the Build-to-Zone per applicable requirements with the entrance at sidewalk grade. The façade may include an awning, shed roof, or gallery (a lightweight colonnade with no habitable building space above it) that covers the sidewalk and may extend into the right-of-way with an approved encroachment. The facade has a substantial amount of glazing/transparency at the sidewalk level. Streetwall design shall include door openings at no more than 125’ between openings along all street fronts. This shall include a minimum of one (1) door opening per property, to the primary street. Recessed entrances are acceptable. Encroachment into right-of-way by awnings, marquees, or galleries requires an encroachment permit. This frontage is mandatory for all structural parking garage frontages along Type A streets. All shopfront frontages shall comply with development standards set forth below:

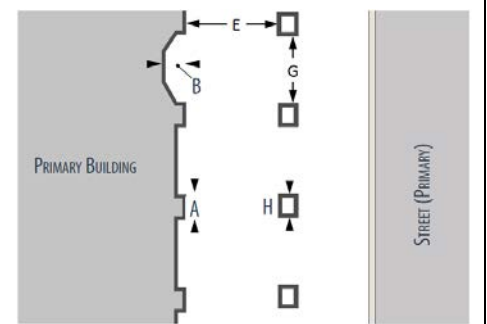
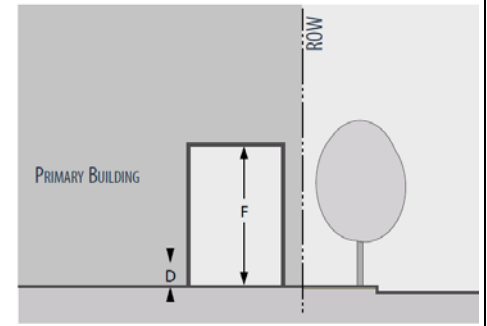
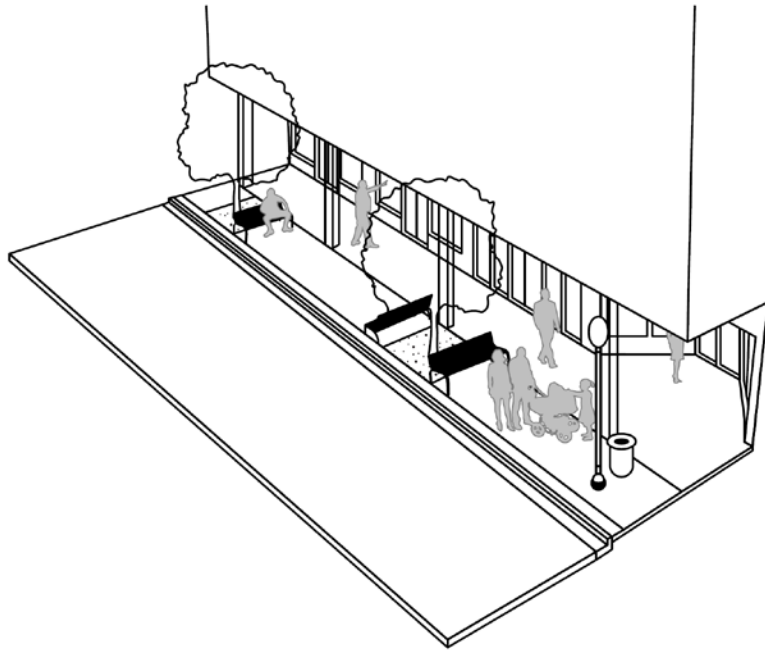


"SHOPFRONT" FRONTAGE BY STREET TYPE		REQUIREMENTS	MINIMUM	MAXIMUM
<i>Street Types</i>	<i>Status</i>	Distance between Openings [A]	-	30'
		Door Recess [B]	-	10'
A	Permitted; Preferred	Transparency [1]	70%	-
		Height to Bottom of Window [D]	-	2'
B	Permitted	OPTIONAL ELEMENTS	MINIMUM	MAXIMUM
		Awning or Marquee Depth [E]	4'	10'
C	Permitted	Gallery Depth (clear) [E]	8'	10'
		Awning, Marquee, Gallery Height (clear) [F]	12'	-

NOTES: [1] Transparency measured horizontally from edge to edge of wall plane and vertically between 2' and 15' above finished grade.

TABLE 18.4.2 BUILDING FRONTAGE STANDARDS – “ARCADE” FRONTAGE

*Description and General Standards.* An arcade frontage is shopfront facade with an attached colonnade with habitable building space above placed adjacent to the right-of-way. This type is appropriate for retail or office frontage. The shopfront and/or walkway is/are located within the Build-to-Zone per applicable requirements to provide the required Public Realm Zone dimension. The facade has a substantial amount of glazing/transparency at the sidewalk level. Streetwall design shall include door openings at no more than 125' between openings along all street fronts. This shall include a minimum of one (1) door opening per property, to the primary street. All arcade frontages shall comply with development standards set forth below:

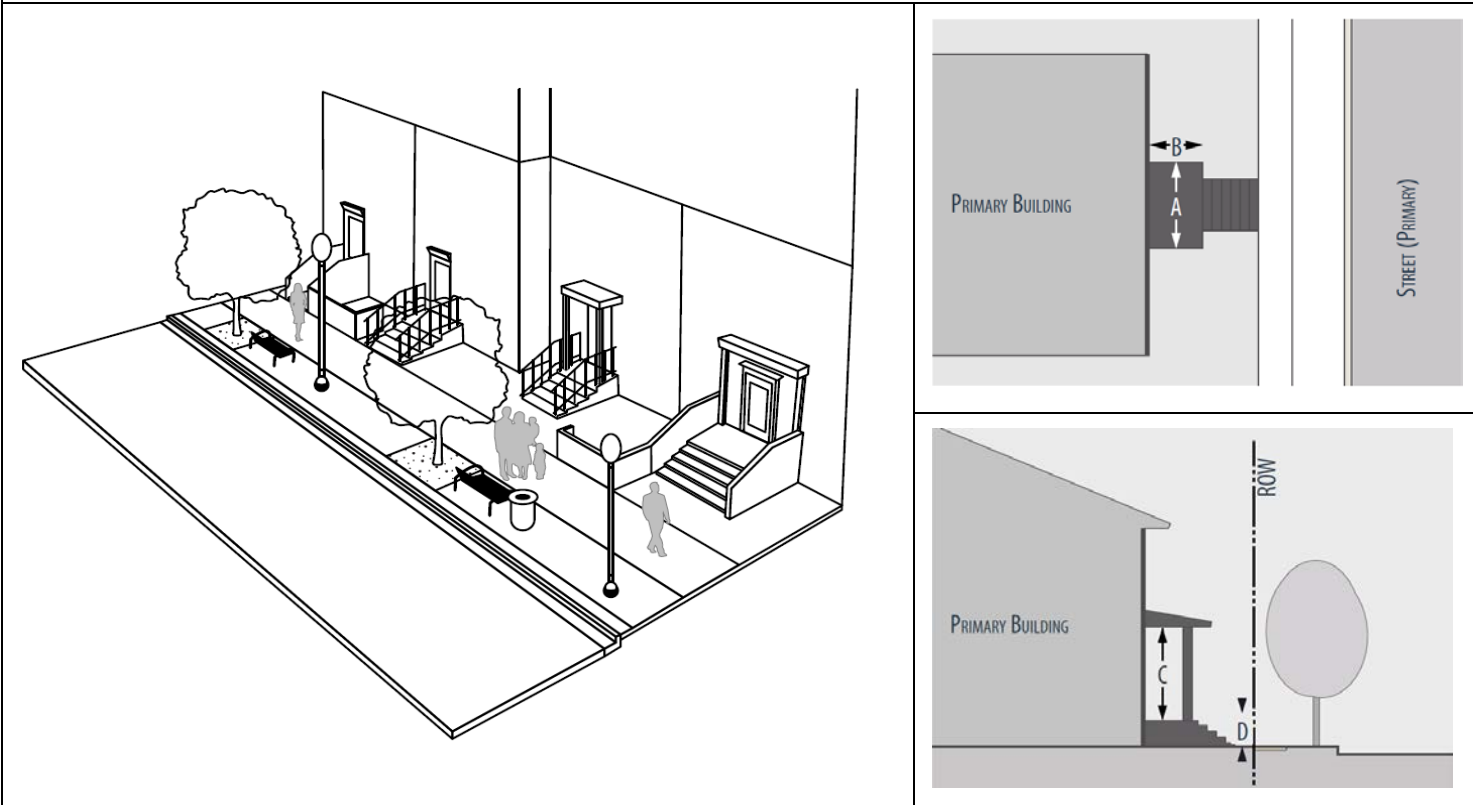


"ARCADE" FRONTAGE BY STREET TYPE		REQUIREMENTS	MINIMUM	MAXIMUM
Street Types	Status	Distance between Openings [A]	-	10'
		Door Recess [B]	-	5'
A	Permitted; Preferred	Transparency [1]	70%	-
		Wall Height to Bottom of Window [D]	-	2'
B	Permitted	Arcade Depth (clear) [E]	10'	-
		Arcade Height (clear) [F]	12'	-
C	Permitted	Spacing Between Columns (clear) [G]	10'	-
		Column Width [H]	-	3'

NOTES: [1] Transparency measured horizontally from edge to edge of wall plane and vertically between 2' and 15' above finished grade.

TABLE 18.4.3 BUILDING FRONTAGE STANDARDS – “STOOP” FRONTAGE

*Description and General Standards.* A stoop is an elevated entry placed close to the Public Realm Zone typically suitable for residential and/or live-work uses with small front yard setbacks. For a stoop, the façade is located within the Build-to Zone, subject to applicable requirements. The façade includes an elevated landing with stairs, that is placed at or near the edge of the sidewalk, and that is accessed by a walk of no more than 5' in width. The ground floor is elevated to provide privacy. The stoop may include a cover for weather protection (i.e. roof, awning). All stoop frontages shall comply with development standards set forth below:



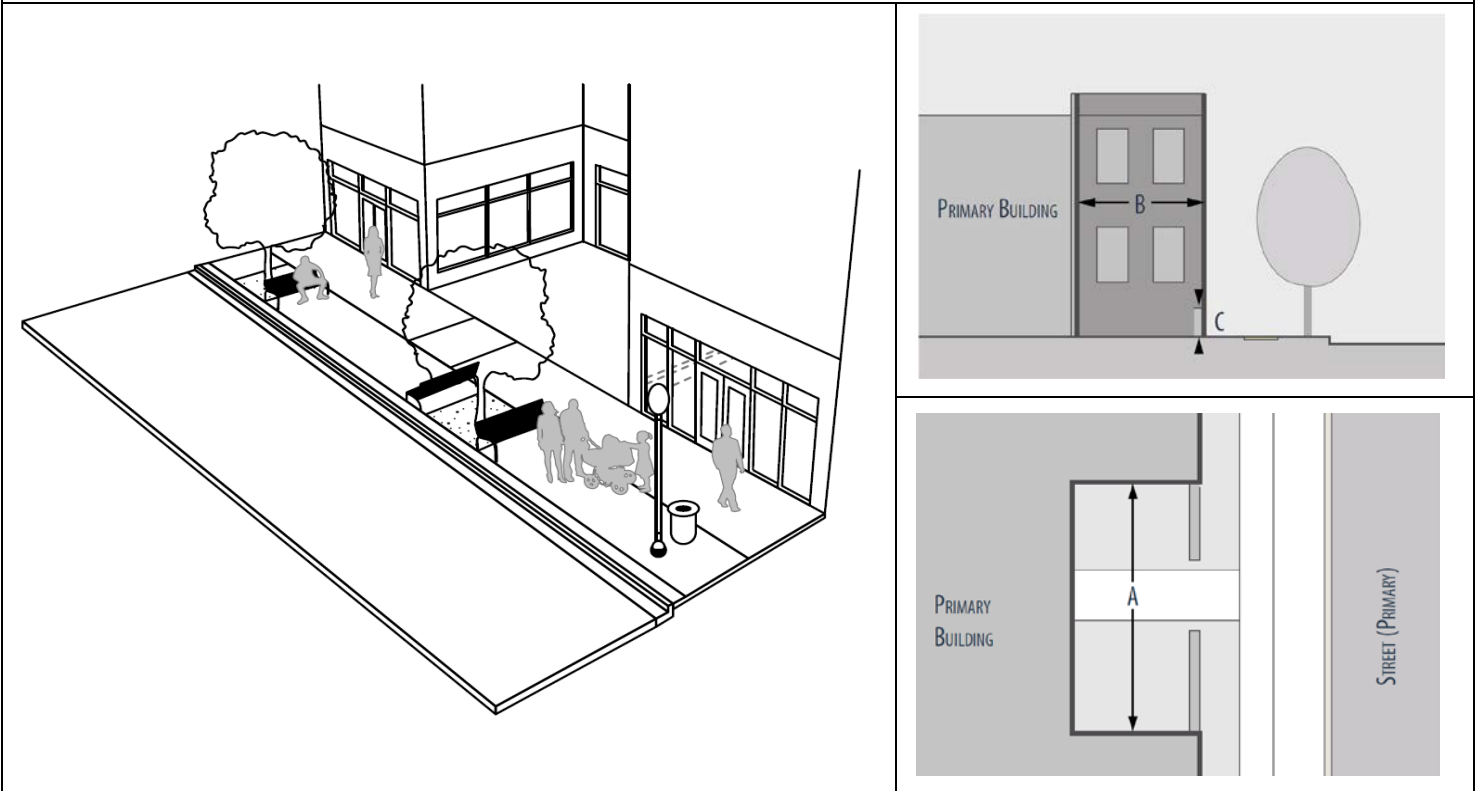
"STOOP" FRONTAGE BY STREET TYPE		REQUIREMENTS	MINIMUM	MAXIMUM
<i>Street Types</i>	<i>Status</i>	Stoop Width (clear) [A]	6'	10'
		Stoop Landing Depth (clear) [B]	3'	8'
A	Permitted; Preferred	Transparency [1]	30%	-
B	Permitted	Stoop Height (clearance above landing) [D]	8'	-
C	Permitted	Stoop Landing Elevation [2] [E]	1.5'	-

NOTES: [1] Transparency measured horizontally from edge to edge of wall plane and vertically between 1.5' and 15' above finished grade.  
 [2] As measured from and above finished grade of adjacent Public Realm Zone.



**TABLE 18.4.4 BUILDING FRONTAGE STANDARDS – “FORECOURT” FRONTAGE**

*Description and General Standards.* A forecourt is a recessed court with street-facing edges providing a moderate degree of transparency. For a forecourt frontage, the façade is located within the Build-to Zone per applicable requirements. (The courtyard space is counted as frontage.) A portion of the façade is recessed to form an uncovered court. The court is suitable for outdoor dining, gardens, formal entries, etc. A seatwall of no more than 3’ in height may be used to define the space of the court at the edge of the Public Realm Zone. The court may be elevated behind a retaining wall at or near the front lot line with entry steps to the court. All forecourt frontages shall comply with development standards set forth below:

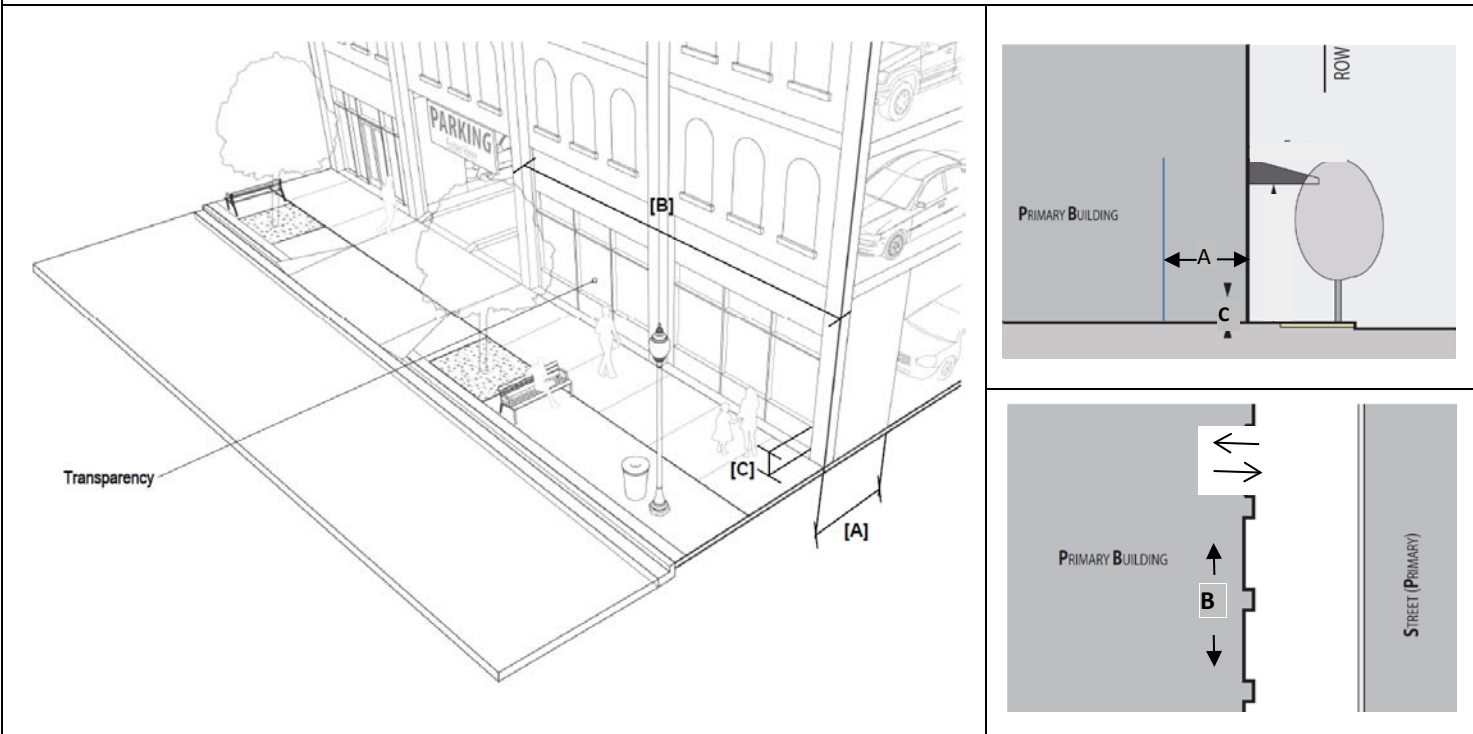


“FORECOURT” FRONTAGE BY STREET TYPE		REQUIREMENTS	MINIMUM	MAXIMUM
Street Types	Status	Forecourt Width (clear) [A]	12’	1/3 of corresponding building length
		Forecourt Depth (clear) [B]	12’	50’
A	Permitted; Preferred	Wall Height to Bottom of Window [C]	-	2’
B	Permitted; Preferred	Interior Courtyard Wall Transparency [1]	50%	-
C	Permitted	Street Wall Transparency [1]	30%	-

NOTES: [1] Transparency measured horizontally from edge to edge of wall plane and vertically between 2’ and 15’ above finished grade.

TABLE 18.4.5 BUILDING FRONTAGE STANDARDS – “GARAGE” FRONTAGE

*Description and General Standards.* A garage frontage includes active commercial/office space along the majority of the building length, with a minimum depth of 25’, which appears as shopfront façade placed adjacent to the right-of-way. This type is appropriate for retail or office frontage, standard vehicle access, and ‘back of house’ services, and loading/unloading. The facade has a substantial amount of glazing/transparency at the sidewalk level. Streetwall design shall include at least one (1) door opening on all street fronts. All garage frontages shall comply with development standards set forth below:



“GARAGE” FRONTAGE BY STREET TYPE		REQUIREMENTS	MINIMUM	MAXIMUM
<i>Street Types</i>	<i>Status</i>	Active Space Depth [1,2] [A]	25’	-
A	Not Permitted	Active Space Width [1] [B]	1/2 of corresponding building length	-
B	Permitted	Height to Bottom of Window [C]	-	2’
C	Permitted; Preferred	Transparency [1]	70%	-

NOTES: [1] Transparency measured horizontally from edge to edge of wall plane and vertically between 2’ and 15’ above finished grade.  
 [2] Minimum depth required on “B” street type, not on “C” street.

Sec. 27-##. Official schedule of permitted principal, accessory and special uses.

- (a) Except as otherwise specifically stated in this chapter, the use of and required parking count for land, water, and structures within the central business district shall only be permitted in accord with Table 18-1 below. All other uses of land, water, and structures in the CBD which are not expressly listed in Table 18-1 are prohibited uses and shall not be established in the CBD.

TABLE 18-1: TABLE OF USES; PERMIT REQUIREMENTS; REQUIRED PARKING RATIOS BY USE			
KEY:	X – Permitted principal use	S1 – Special use--Zoning administrator review	Blank – Prohibited use
	A – Permitted accessory use	S2 – Special use--City council review	N/A – not applicable
Use (listed by subcategory)	District		Required Off-Street Parking Spaces (minimum ratios by use) [A-M]
	CBD-1	CBD-2	
<b>RESIDENTIAL USES</b>			
Adaptive reuse	X	X	Provide for Ratio(s) for new adapted use(s) as below
<i>Congregate living facility:</i>			
Large group care facility	X	X	1 / 5 occupants
Small group care facility	X	X	
Dwelling units, single-, two-, or multi-	X	X	1 / unit 0.5 / unit [K]
Home occupation	A	A	N/A
Hotels and motels	X	X	1 / 4 lodging units
Private pleasure craft	S1	S1	N/A
<b>OFFICE USES</b>			
Dental/Medical/Veterinary	X	X	1.25 / doctor, dentist, veterinarian
Business/Professional	X	X	1 / 1000 SF (UFA)
<b>PRIVATE INSTITUTIONAL USES</b>			
Club	X	X	2 / 1000 SF (UFA)
Day care and nursery	X	X	1 / employee on largest shift Plus 1 / vehicle operated by facility
Hospital or Clinic	X	X	1 / patient bed Plus 1 / exam room
Place of religious assembly or general assembly	X	X	0.10 / seat (fixed)
Private school: elementary, middle (junior high), secondary (senior high), all post-secondary (business, vocational, trade, college or university)	X	X	1 / classroom (elementary/middle) 0.10 / student (secondary) 0.50 / student (all post-secondary)
Private cultural facility	X	X	3 / 1000 SF (GFA)
<b>PUBLIC INSTITUTIONAL USES</b>			
Public cultural, service, or use facility	X	X	3 / 1000 SF (UFA) (cultural) 1 / employee on largest shift (service) 0.50 / 1000 SF (GFA)
Public school: elementary, middle (junior high), secondary (senior high), all post-secondary (business, vocational, trade, college or university)	X	X	1 / classroom (elementary/middle) 0.10 / student (secondary) 0.50 / student (all post-secondary)

RECREATIONAL, ASSEMBLY USES			
Community garden, private	S1[7]	S1[7]	N/A
<i>Recreation facility:</i>			
Private or commercial	X	X	2 / 1000 SF (UFA)
Temporary special events	S1[7]	S1[7]	0.10 / participant (including event staff) [M]
OTHER COMMERCIAL AND NON-RESIDENTIAL USES			
<i>Alcoholic beverage sales [5]:</i>			
Bar and lounge	S1/S2	S1/S2	[H]
Convenience retail (package only)	S1/S2	S1/S2	
Hotel w/100+ rooms (on premises only)	S1/S2	S1/S2	
Large venue (on premises/package)	S1/S2	S1/S2	
Restaurant (on premises only)	S1/S2	S1/S2	
Shopper's goods retail (package only)	S1/S2	S1/S2	
Small venue (on premises/package)	S1/S2	S1/S2	
Sidewalk café	S1	S1	
Special restaurant (on premises only)	S1/S2	S1/S2	
Specialty retail (package only)	S1/S2	S1/S2	
Temporary (on premises only)	S1	S1	
Air-conditioned storage	S2[7]	S2[7]	1 / 100 storage units
Bank	X	X	2 / 1000 SF (UFA)
Bank, drive-in	S1[7]	S1[7]	2 / 1000 SF (UFA) Plus queuing – 92' min length
Catering shop	X	X	1 / delivery vehicle
Dry cleaning plant, small	X	X	1 / delivery vehicle
Heliport/helistop	X	X	N/A
Kennel, small [6]	X	X	1 / employee on largest shift
Marina	X	X	1 / employee on largest shift Plus 0.25 / slip or berth
Microbrewery ( <i>Production Limits: up to 60,000 barrels annually</i> )	X	X	0.50 / employee on largest shift Plus 0.10 / seat for on-site beverage consumption (fixed or unfixed)
Personal services	X	X	1 / 1000 SF (GFA)
Pharmacy	X	X	1 / 1000 SF (GFA)
Printing: Light and publishing	X	X	1 / 1000 SF (GFA)
Radio/TV studio	X	X	1 / 1000 SF (GFA) (non-assembly area) Plus 0.10 / seat (fixed)
Research activity	X	X	1 / employee on largest shift
Restaurant	X	X	N/A
<b>Restaurant, drive-in</b>	<b>S1[7]</b>	<b>S1[7]</b>	<b>4 / 1000 SF (UFA) Plus queuing – 92' min length</b>

Retail sales: bakery, specialty, convenience, shopper's	X	X	N/A – bakery, specialty, convenience 1 / 1000 SF (UFA) – Shopper's
Special event parking [3]	X	X	As provided on the lot
Temporary film production [4]	X	X	N/A
Transportation service facility	S1[7]	S1[7]	1 / employee on largest shift
Vehicle repair, minor	X	X	1 / employee on largest shift Plus adequate on-site vehicle storage [L]

**TABLE 18-1 NOTES**

**GENERAL NOTES:**

- [1] Off-street surface parking, regardless of specific use-type (i.e. principal, accessory, temporary, special event, interim, commercial, etc.), is prohibited in the Waterfront Overlay District (refer to sec. 27-##; also see sec. 27-43 definition for "temporary waterfront surface parking lot").
- [2] Off-street structured parking as a principal use (i.e., freestanding parking structure) is prohibited in the Waterfront Overlay District (refer to sec. 27-##). All other structured parking use-types (i.e. accessory use) may be permitted in the Waterfront Overlay, subject to the placement standards above.
- [3] See section 27-##(b) for special event parking regulations.
- [4] See Section 27-150 for regulations applicable to Temporary Film Production.
- [5] Refer to Articles XI Special Use Permits and XXII Alcoholic Beverages for applicable provisions. Requests may process as an administrative special use permit (S-1) only when sales meet the specific use standards in sec. 27-132(a). If any waivers are needed, the request shall process as an (S-2), per applicable requirements of sec. 27-132(a) and (b). *[Does not apply to sidewalk café or temporary sales permit applications; S2 process is not applicable to either of these permit types.]*
- [6] Refer to sec. 27-282.25 for applicable provisions.
- [7] Refer to specific use standards in sec. 27-132.

**PARKING-RELATED NOTES:**

- [A] UFA means 'usable floor area'.
- [B] Reuse of existing structures with no change of use shall not be required to provide additional parking to meet the standards set forth in this table above
- [C] Any building within the District that is erected, expanded, increased in floor area or seating capacity or is deemed a change of use shall meet the applicable parking requirements as set forth above.
- [D] Compact spaces may be utilized for up to one hundred (100) percent of the required parking.
- [E] Parking stalls for motorcycles may be provided for up to twenty (20) percent of the required off-street parking, in lieu of required standard or compact vehicle parking stalls.
- [F] No parking allowed forward of or to the side of building on Primary Order Street Frontage.
- [G] A parking structure may be considered for use as shared parking and counted towards meeting the required parking ratios of this table, for multiple buildings/developments, regardless of distance separation, when: (1) such parking structure is located within CBD boundary; (2) such multiple buildings/developments and parking structure are under common ownership or control.
- [H] To calculate required parking, refer to parking ratio for principal use(s) with which the alcoholic beverage sales is(are) associated. For 'bar or lounge,' use parking ratio for
- [I] Loading. Refer to Table 18-1.1 below.
- [J] Up to 20% of required parking may be off-set with the installation of on-site bicycle racks at a rate of 1 vehicle stall = 2 bicycle slots.
- [K] Development must qualify for applicable HUD funding/assistance and be for persons fifty-five (55) and older to use this parking ratio.
- [L] Public lands and/or public rights-of-way shall not be used to park, stage, queue, or otherwise store vehicles waiting for repair.
- [M] 'Participant' shall include event attendees, volunteers, and staff/workers. Event parking shall be provided in addition to the required parking for the underlying use(s) on the subject property(-ies). If the underlying uses(s) will not be operating at any time during the event, then those required spaces for such use(s) may be included in the event's parking count.

Sec. 27-##. **Parking layout, general design and materials.**

Table 18-2 Parking Layout [1]			
Parking Space & Drive Aisle Dimensions	Perpendicular spaces (90°)	Angled spaces (Varied degrees)	Parallel spaces (0°)
Standard parking space	8' x 18'	Adhere to Compact Spaces dimension standards (Refer to Art. VI)	8' x 22' (interior spaces) 8' x 20' (end spaces) 4' X 8' (motorcycle)
Drive aisle	24' (2-way w/90° cars on each side)		Adhere to Compact Spaces dimension standards (Refer to Art. VI)
<b>Miscellaneous Standards</b>			
Materials	Alternative materials may be considered pursuant to the procedure set forth on sec. 27-60.		
Loading	Required loading shall adhere to sec. 27-283.14. Off-street loading and delivery space plus area or means for maneuvering and ingress/egress shall be provided. Backing from a public right-of-way into the loading area is permitted.		
<b>NOTES:</b> [1] Within parking structures, tandem parking stalls may be utilized for residential uses only.			

Sec. 27-##. **Parking compliance; alternative compliance; in-lieu calculation and payment.**

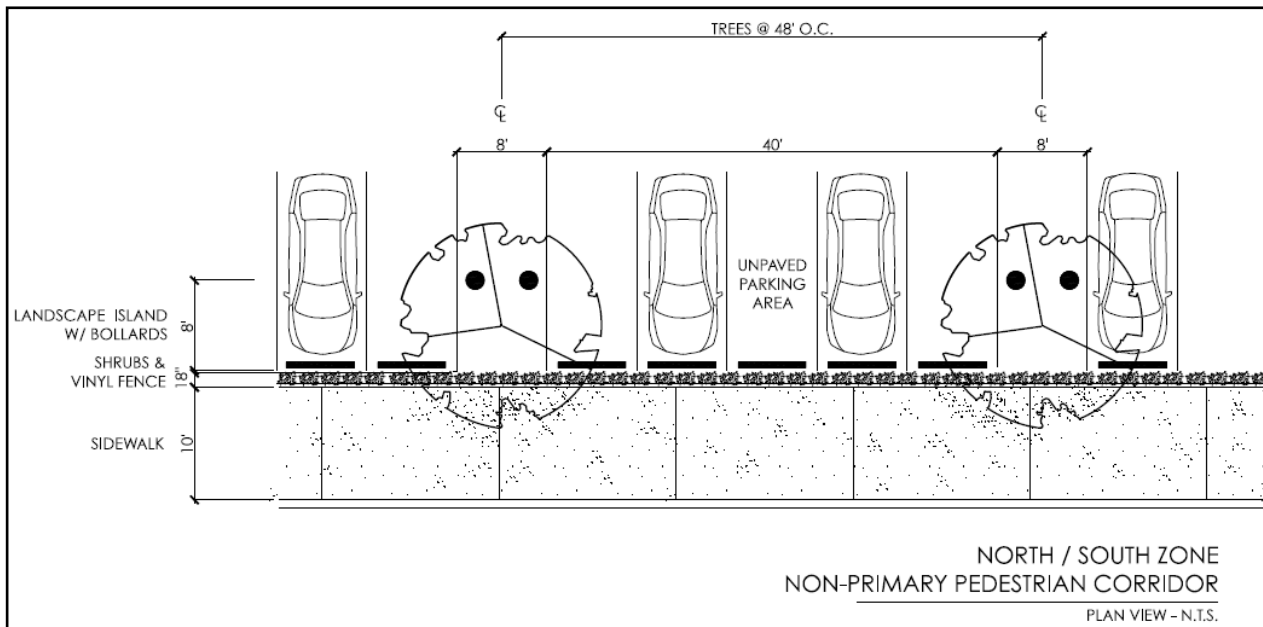
- (a) New developments, renovations, rehabilitations or building improvements in Downtown, which do not provide the required onsite parking spaces established in this subdivision, may opt to comply with the parking requirements through an in-lieu payment to the central business district parking revenue trust fund, established by chapter 15 of this Code. All funds collected through the in-lieu payment process shall be utilized for the express purpose of capital improvement parking projects in the central business district.
- (b) *Calculation of in-lieu parking payment.* The in-lieu payment shall be calculated in accordance with the following method/formula:
  - (1)  $\text{Total Assessed Value}^* \text{ of all land in CBD} \div \text{Total Land Area of all land in CBD (in sq. ft.)} = \text{Total Average Assessed Value per SF}$   
 $\text{Total Average Assessed Value per SF} \times 144 \text{ SF}^{**} = \text{In Lieu Rate (per Parking Space)}$   
 $\text{In Lieu Rate} \times \text{Number of Parking Spaces not to be provided} = \text{Total Parking In Lieu Payment to be paid pursuant to this section}$   
 \* Assessed value of land according to current Hillsborough County Property Appraiser's records  
 \*\*144 SF = One (1) standard parking space (8'x18')
  - (2) For all other renovation, rehabilitation or building improvement, the in-lieu parking payment space credit shall be calculated in accordance with the following formula:
- (c) *Parking space credit conditions and rights.* The following conditions and rights apply to all parking space credits purchased through the in-lieu parking payment:
  - (1) Parking space credit may be transferred only with the property that is legally desired on the parking space credit form. A restrictive covenant, in a form and with conditions approved by the city attorney, must be recorded with the clerk of the court.
  - (2) Parking space credit will continue to run with the land, regardless of change in use or redevelopment.
  - (3) Parking space credit may not be transferred to meet the parking requirements of buildings or structures on other property.
  - (4) It is the developer's responsibility to maintain a copy of the parking space credit and to provide the copy with the permit application whenever a new renovation, rehabilitation, building improvement or new construction is planned for the site.
  - (5) No money shall be refunded by the city for parking space credit.

Sec. 27-. **Off-Street Surface Parking Design Standards.**

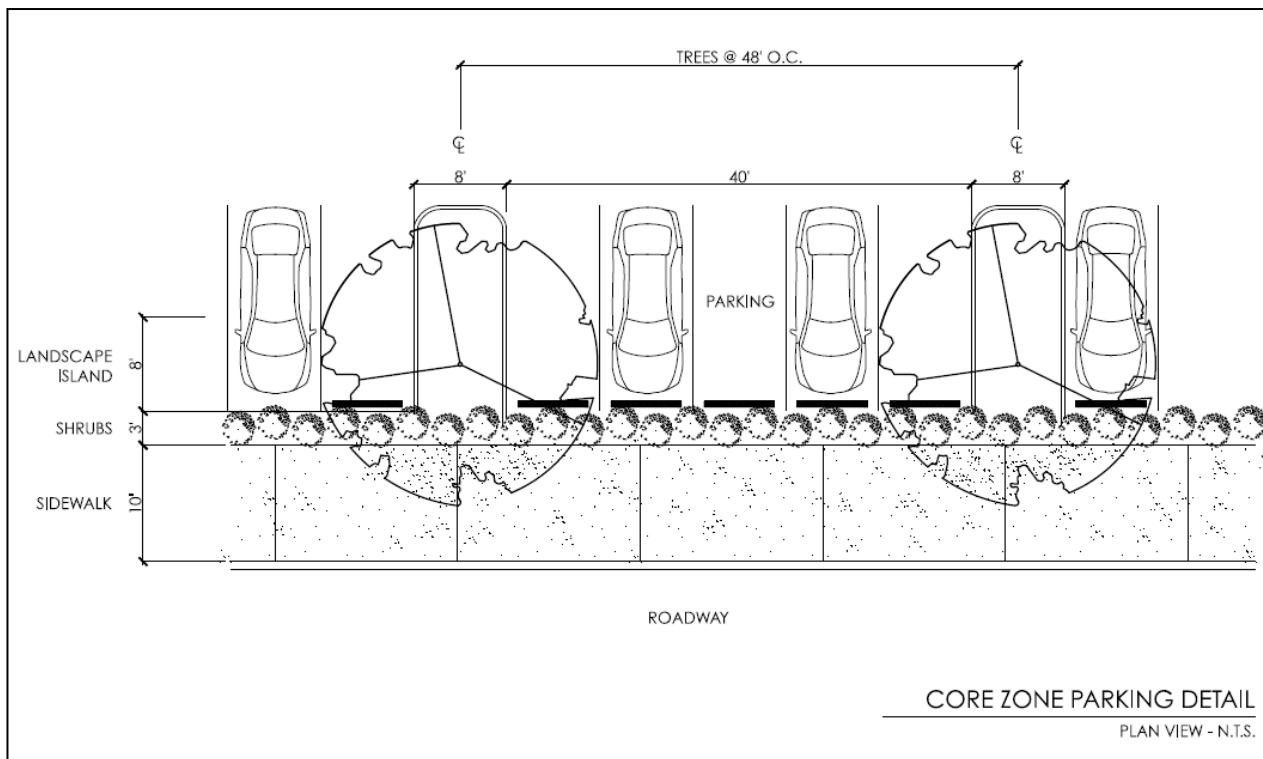
- (a) Off street surface parking zones and surface parking lot design standards.

- (1) All off-street surface parking lots within Downtown shall comply with the applicable requirements of this section by parking zone, and as depicted in Map CBD 18.2 and further described in Tables 18.2a through 18.2d, Diagrams 18.2a through 18.2f, and the City of Tampa Code.
- (2) Furthermore, the use of tandem parking spaces may be allowed, so long as the surface parking lot has a live attendant(s) onsite, to perform activities such as monitoring the parking lot and maneuvering vehicles in a safe and orderly fashion. Said attendant(s) shall be onsite at all times when the surface parking spaces are used in a tandem formation.
- (3) Any existing, legally established, permanent surface parking lot (paved with concrete or asphalt) shall not be required to comply with the following requirements, until such time a change of use, major renovation, or new construction of the surface parking lot occurs.

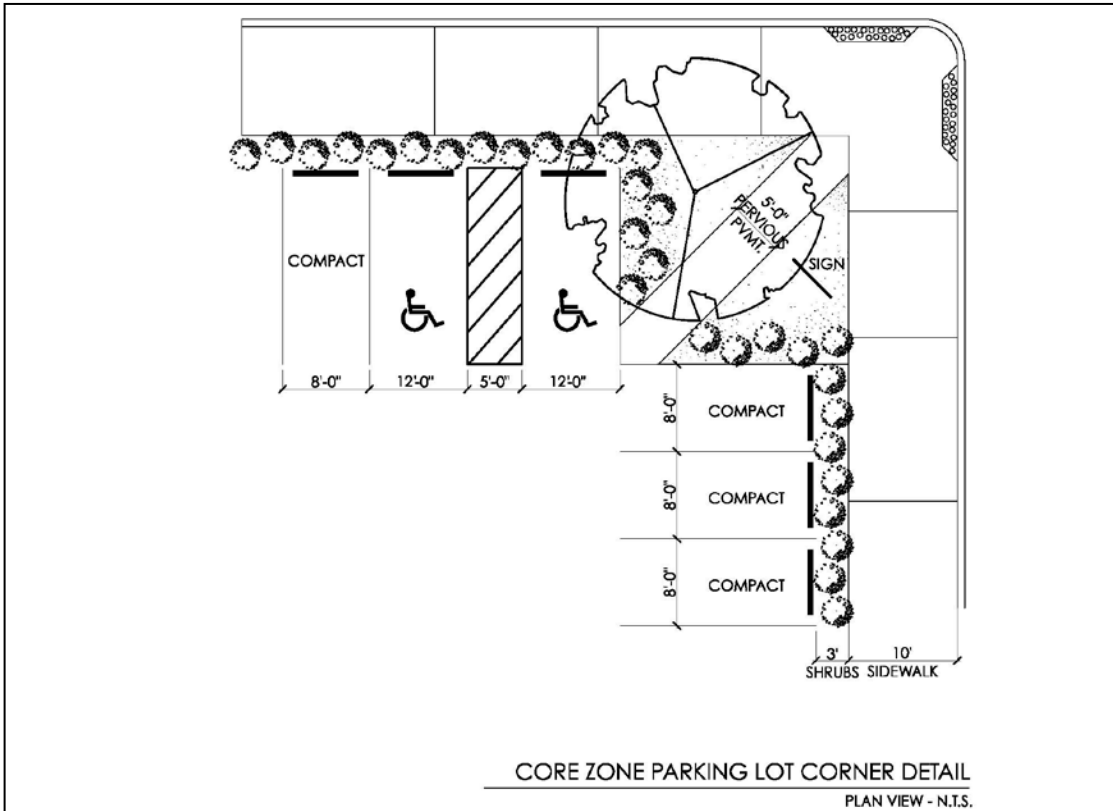
Graphic Inset – Graphic 18.2a:



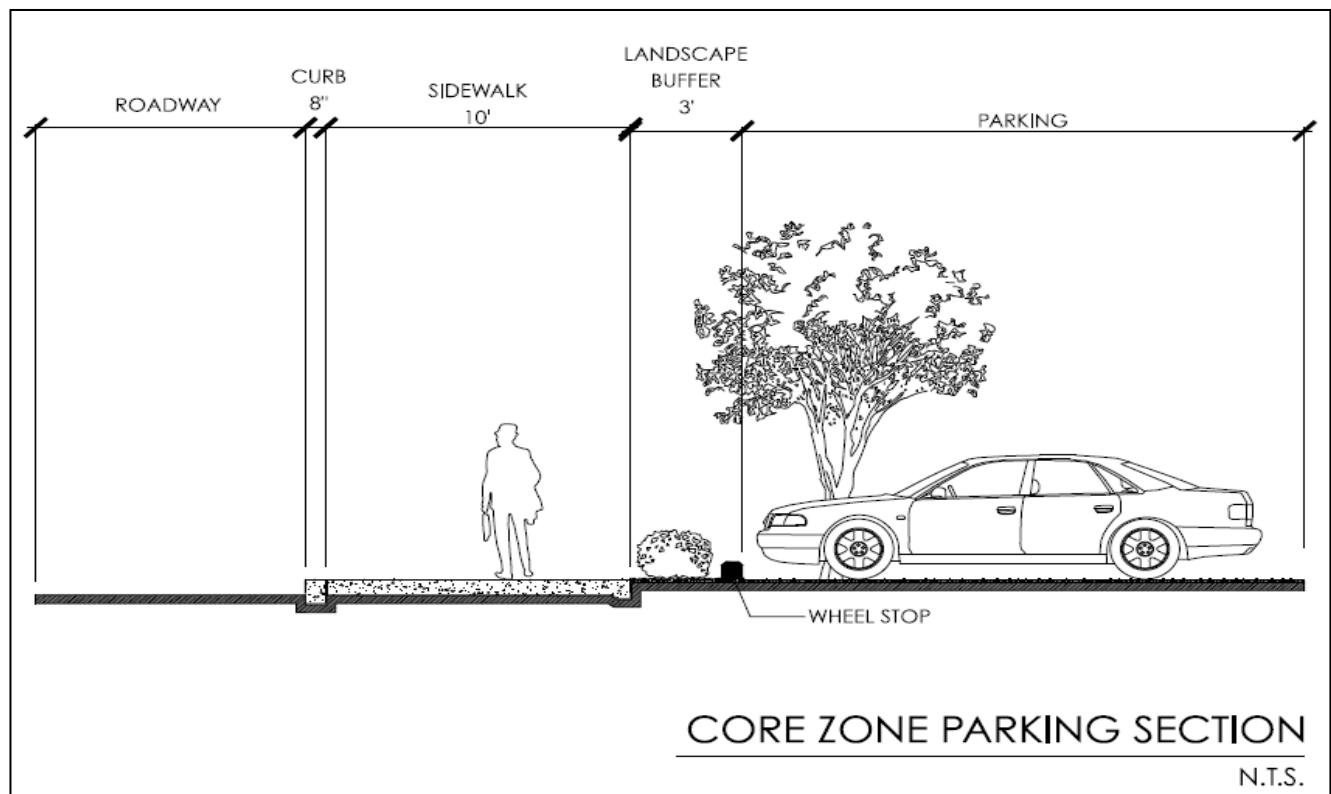
Graphic Inset – Graphic 18.2b:



Graphic Inset – Graphic 18.2c:

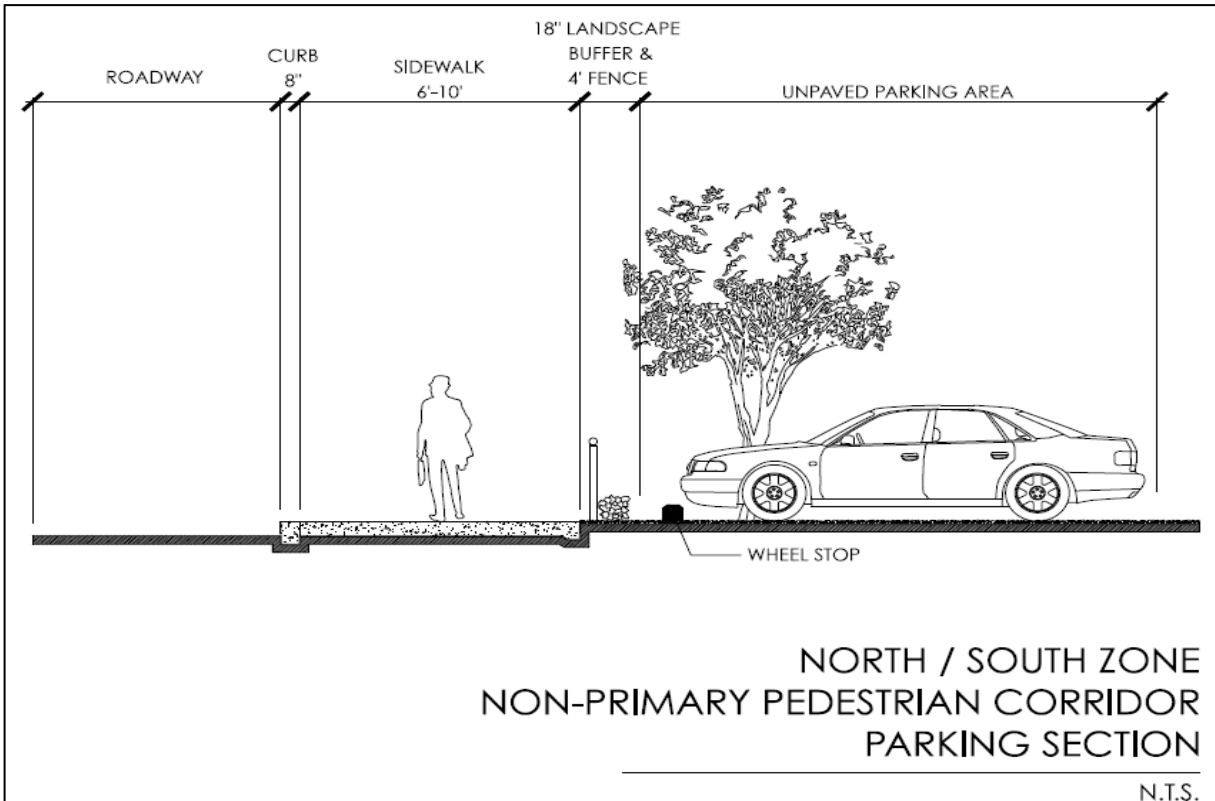


Graphic Inset – Graphic 18.2d:





Graphic Inset – Graphic 18.2e:



Graphic Inset – Graphic 18.2f:

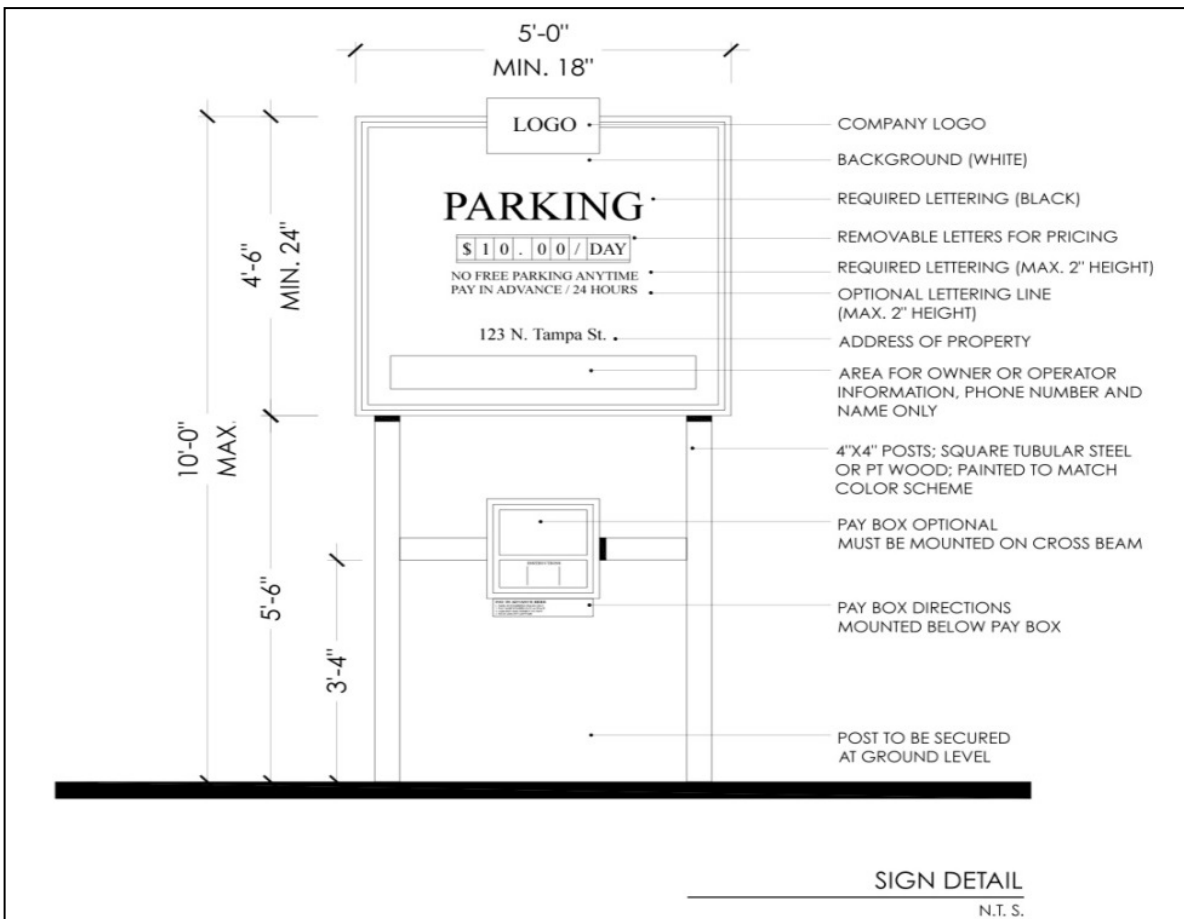


Table 18.5a: Off Street Surface Parking Design Standards			
Key	LF: linear feet	W: Width	N/A: not applicable
	HT: Height	o.c. : On Center	min.: Minimum
Requirement	Parking Districts		
	Core – All Streets ( <i>Graphics 18.2a-18.2c</i> )	North/South – A, B Streets	North/South – C Streets
<b>Required Landscaping[1]</b>			
Perimeter streets	<p><i>Landscape buffer:</i> 3'W with landscape islands for tree planting, spaced at min 48' o.c. interval (min. landscape island dimension 8'x 8')</p> <p><i>Planting materials:</i></p> <ul style="list-style-type: none"> <li>i. Trees: min. 4" caliper and placed at 48' o.c. (planted within landscape island)</li> <li>ii. Shrubs: min. 3-gal (24" HT x 18" spread) and placed at 3' o.c.</li> <li>iii. Groundcover: min. 1-gal and placed @ 15" o.c.</li> </ul>	<p><i>Landscape buffer:</i> 3'W w/landscape islands for tree planting, spaced at min 48' o.c. interval (minimum landscape island dimension 8'x 8')</p> <p><i>Planting materials:</i></p> <ul style="list-style-type: none"> <li>i. Trees: min. 3" caliper and placed at 48' o.c. (planted within landscape island)</li> <li>ii. Shrubs: min. 3-gal (24" ht x 18" spread) and placed at 3' o.c.</li> <li>iii. Groundcover: min. 1-gal and placed @ 15" o.c.</li> </ul>	<p><i>Landscape buffer[2]:</i></p> <ul style="list-style-type: none"> <li>i. Option 1: min. 18" width; planting area for tree, spaced at min 48' o.c. interval (minimum planting area dimension 8'x 8'); installation of fence (<i>see fence requirements below</i>), planted w/vine at 10' o.c.</li> <li>ii. Option 2: min. 3' width; planting area for tree planting spaced at min 48' o.c. interval (minimum planting area dimension 8'x 8')</li> </ul> <p><i>Planting materials:</i> Trees shall be min 3" caliper, placed at 48' on center (planted within landscape island)</p>
Interior	N/A	N/A	N/A
Irrigation	Pursuant to sec. 27-285.1	Pursuant to sec. 27-285.1	Pursuant to sec. 27-285.1
Tree Preservation	Pursuant to Chapter 13	Pursuant to Chapter 13	Pursuant to Chapter 13
<b>Fences</b>			
All CBD	Pursuant to Table 18.4	Pursuant to Table 18.4	Pursuant to Table 18.4

Table 18.2b: Off Street Surface Parking Design Standards			
Key	LF: linear feet	W: Width	N/A: not applicable
	HT: Height	o.c. : On Center	min.: Minimum
Requirements	Parking Districts		
	Core – All Streets ( <i>Graphics 18.2a-18.2c</i> )	North/South – All Streets ( <i>Graphics 18.2d-18.2e</i> )	
<b>Paving, parking lot &amp; space surface</b>			
Access aprons	COT Transportation Tech Manual		
Drive aisles	Per sec. 27-283.12(k) or accepted engineering standard		
Parking stalls	<ul style="list-style-type: none"> <li>• Shall be delineated; wheel stops or bollards shall be used in cases where parking stalls cannot be marked or painted</li> <li>• May remain unpaved, so long as installed materials remain dustless and durable</li> </ul>	All parking stalls along the outside perimeter only shall be delineated with wheel stops or bollards	
ADA / accessibility	Per Florida Accessibility Code, as revised		
Pedestrian access	<ul style="list-style-type: none"> <li>• Paved with ADA accessible material</li> <li>• Must provide connection from parking area to all adjacent public sidewalks</li> <li>• Placed on a diagonal through perimeter landscaped area on each corner of the lot and connecting to the public sidewalk</li> </ul>	Pedestrian connection (paved with ADA accessible material) from parking area to public sidewalks with spacing at no less than 100 LF	

Table 18.5c: Off Street Surface Parking Design Standards			
Key	LF: linear feet HT: Height	W: Width o.c. : On Center	N/A: not applicable min.: Minimum max.: Maximum
Requirement	Parking Districts		
	Core – All Streets	North/South – All Streets	
<b>Lighting[3]</b>			
<i>Required illumination for Surface parking</i>			
Horizontal	minimum 3 fc on pavement		N/A
Vertical	.3 fc at 5' above ground		N/A

Table 18.5d: Off Street Surface Parking Design Standards			
Key	LF: linear feet HT: Height	W: Width o.c. : On Center	N/A: not applicable min.: Minimum max.: Maximum
Requirement	Parking Districts		
	All Zones - All Streets ( <i>Graphic 18.2f</i> )		
<b>Signage[4]</b>			
Minimum setback	0', however visibility standards must be met pursuant to sec. 27-283.5		
Maximum height	10'		
Maximum copy area	24 SF per street face		
Minimum display requirements [4]	<ul style="list-style-type: none"> <li>• If fee is collected/paid, the cost of parking shall be stated within sign copy area; lettering to be a minimum 6" in height</li> <li>• Name and contact information (phone number and address) for contact person shall be stated within the copy area; lettering to be a minimum of 3" in height</li> <li>• Physical address of the parking lot shall be stated within the sign copy area; lettering to be a minimum 3" in height</li> </ul>		

**Notes for Tables 18.2a through 18.2d:**

- [1] All tree and landscape planting, protection, and removal shall adhere to the City of Tampa Tree and Landscape Technical Manual.
- [2] Trees may be planted within public right-of-way immediately adjacent to the subject property in-lieu of on-site plantings, due to physical constraints of the land, subject to City of Tampa tree planting technical standards and execution of a streetscape maintenance agreement according to sec. 27-##.
- [3] Where onsite lighting is not required but is provided, said lighting must be maintained in a manner to provide a safe parking and pedestrian environment, in accordance with the lighting standards above.
- [4] Sign copy shall be legible and neat in appearance and shall not be handwritten or hand marked.

**Sec. 27-##. Supplemental Regulations.**

Secs. 27-##.1 – 27-##.4 include additional, supplemental regulations for the District.

**Sec. 27-##.1. Public Art Requirements.**

- (a) *Purpose.* The purpose of the public art requirements is to:
- (1) Increase the presence of art in the Downtown, visible to the general public;
  - (2) Ensure that art can be enjoyed by the general public; and,
  - (3) Support the promotion of the Downtown as the cultural center of the region.
- (b) *Requirements.* A property owner shall be required to contribute to the public art fund (“public art fee”) in the amount of 0.75 percent of the total project development cost, for new construction, with a maximum fee of two hundred thousand dollars (\$200,000.00). The public art fee shall be paid prior to the issuance of a certificate of occupancy for each development project.
- (c) *Public Art Fund.* A public art fund shall be created and shall consist of all payments for public art requirements within the Downtown District (CBD). The public art fund shall be used solely for the selection, acquisition, installation, maintenance, and insurance of public art to be displayed on public property in the Downtown District.
- (d) *Maintenance of Public Art on Private Property and Maintenance Covenant.* Subject to mutual agreement between the City and a property owner, public art placed on private property shall be maintained by the owner of the property. Prior to or concurrent with the issuance of a certificate of completion for the permit related to the installation/placement of said public art, the property owner(s) shall be required to execute a maintenance agreement and covenant, in a form acceptable to the city attorney, in which the property owner agrees to maintain and repair all elements of the public art. The covenant shall be recorded in the public records of the county and shall be binding on all successors in interest.

**Sec. 27-##.2. Waterfront Overlay and Riverwalk Design Regulations.**

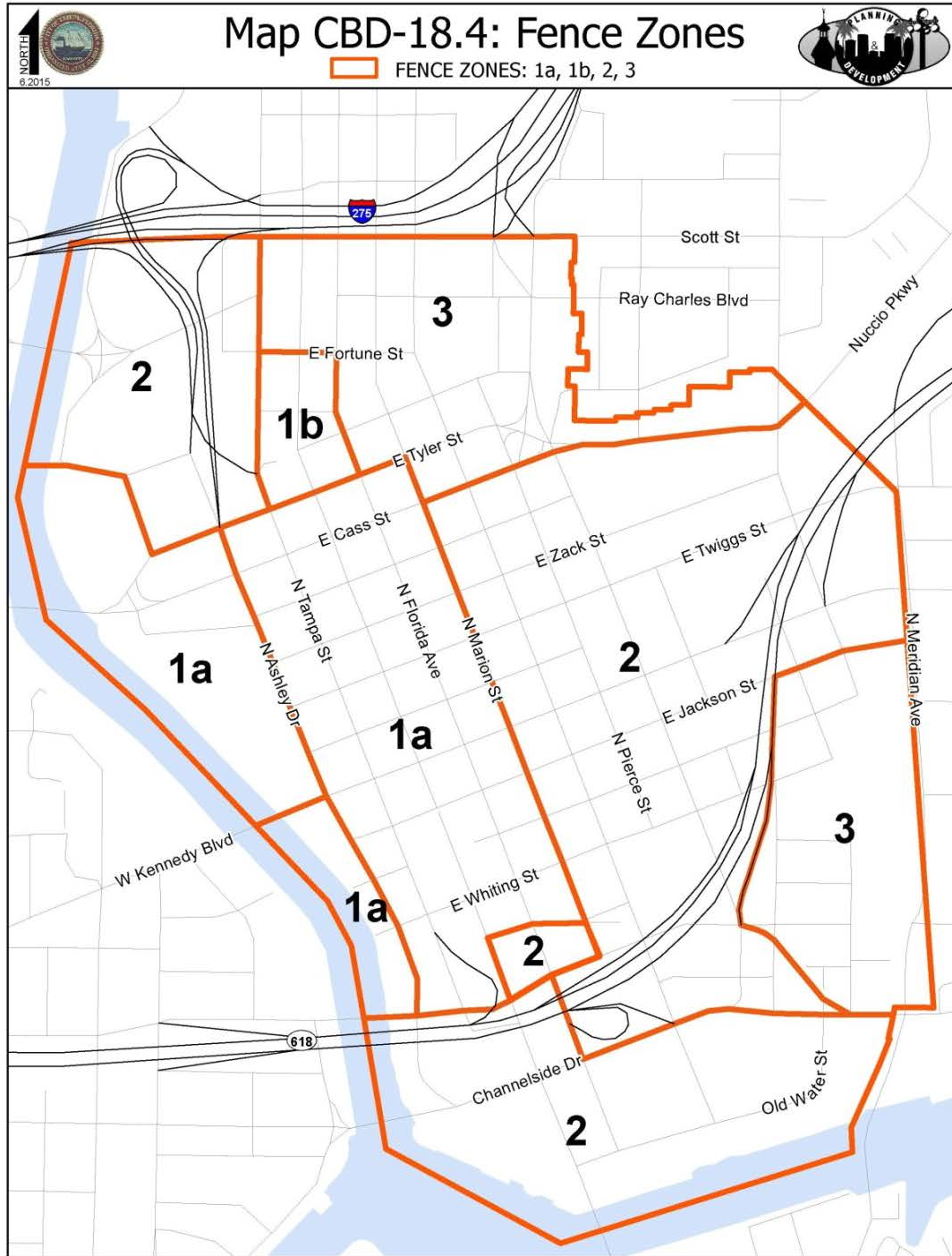
- (a) *Requirements.* The following requirements shall apply to all property located in the waterfront overlay district:
- (1) *Riverwalk.* Any property owner proposing to construct a riverwalk in the waterfront district or any property owner or agent thereof proposing to erect a building or structure on any site in the waterfront overlay district shall construct a riverwalk in accord with the following provisions:
    - a. The riverwalk shall be constructed within the boundaries of the twenty-three-foot-wide waterfront building setback area where it has been provided.
    - b. Within the waterfront building setback area, a minimum of seventeen (17) feet shall be paved (includes two (2) feet for bulkhead wall) with the remaining space to be used for landscaping (trees, shrubs, ground cover, etc., flower bowls/planting beds, seating, signage, etc.) appropriate to each project (paving plan and landscape plan to be approved by the city). This does not preclude construction of boardwalks, overlooks, etc., in addition to the riverwalk.
    - c. The elevation along the riverwalk shall be held to specifications to ensure handicapped requirements are met.
    - d. Continuity of the riverwalk across ownership parcels shall be maintained to facilitate public access use and enjoyment.
    - e. The design of the riverwalk shall be integrated with all intersecting streetscape designs.
  - (2) *Riverwalk Design Standards.* The riverwalk design standards are established to provide a design framework which requires a certain level of quality, enhances the water’s edge to attract pedestrian use, and provides a continuity of pedestrian scale and rhythm between ownership parcels. Any property owner or agent thereof proposing to construct a riverwalk shall comply with the provisions of this subsection and the design standards set forth in the “Tampa Riverwalk Masterplan,” herein adopted by reference.
  - (3) *Maintenance Provisions and Covenant* At the time of issuance of a certificate of occupancy all property owners constructing a riverwalk shall be required to execute a maintenance agreement and covenant in which the property owner agrees to maintain and repair all elements of the riverwalk. The covenant shall be recorded in the public records of the county and shall be binding on all successors in interest.
  - (4) *Encroachments* No construction, improvements, structures, decorations, signs, furniture, awnings and displays will be undertaken or placed into or over the riverwalk without the written approval of the property owner and the city or a riverwalk management association.
  - (5) *Emergency Vehicle Access.* A minimum clearance of twelve (12) feet in width shall be maintained on the riverwalk pedestrian circulation area (sidewalk) at all times. If fire protection systems are not provided (fire sprinkler systems within the building, standpipes on the waterside of buildings, approved on-site fire hydrants, etc.), a minimum clear width for emergency vehicles shall be increased to twenty (20) feet. The design and construction of the expanded zone for emergency vehicles shall be integrated with the riverwalk.
- (b) *Waterfront Building Setback and Riverwalk Variations.* Variations of the riverwalk or waterfront building setback requirements may be considered through the alternative design exception review process, subject to the following additional criteria:

- (1) *Applicable Situations* A property would be eligible for variations of the requirements of this article if:
    - a. The site is less than twenty thousand (20,000) square feet in size; or
    - b. The site, due to size and configuration, cannot provide the on-land riverwalk or waterfront building setback and a twenty-thousand-square-foot buildable area.
  - (2) *Variations Permitted.* A property owner that meets the provisions above may receive the following variations through the review process:
    - a. The property owner may be permitted to locate the riverwalk or a portion thereof over the water.
    - b. The property owner may be permitted to vary the width of the waterfront building setback and the riverwalk.
    - c. The property owner may be permitted to construct the riverwalk under the structural portion of a building (i.e., building overhangs and arcades).
    - d. Any property owner in the waterfront overlay district may also apply to the city council for a variation from the waterfront building setback requirement and/or the on-land riverfront location requirement set forth herein. Application for such a variation shall be submitted, and may be approved by city council, through the CBD-2 site plan controlled rezoning process.
  - (3) *Applicability of Other Provisions.* To the extent that a variation is permitted under the provisions of this subsection, a property owner shall continue to comply with all provisions of the public open space requirements, as well as all remaining provisions of this section.
- (c) *Off-street Parking and Loading Requirements.* All new construction and major renovations of waterfront parcels located within the boundaries of the waterfront overlay district, as defined by this chapter, shall meet the following requirements:
- (1) *Parking Provisions.* Within the Waterfront Overlay District, the following parking requirements shall apply. These provisions shall supersede any conflicting standards.
    - a. No structure shall have parking access on the waterside of the project.
    - b. Surface parking lots on waterfront parcels is prohibited.
    - c. The number of on-site parking spaces shall not exceed the minimum parking spaces required by this Code.
    - d. Freestanding parking structures are prohibited, public or private.
    - e. Parking structures as an accessory use may be permitted in the waterfront overlay district providing the following conditions are met:
      1. The design of the parking structure and/or the design of the façades of parking structures which are incorporated in the building footprint or which extend from the principal building component shall be architecturally integrated.
      2. The design of the parking structure conceals vehicles from grade-level views.
      3. The design of the parking structure utilizes landscaping elements or design features to soften the appearance of the exterior façade.
  - (2) *Off-Street Loading Provisions.* Within the Waterfront Overlay District, the following off-street loading requirements shall apply. These provisions shall supersede any conflicting standards.
    - a. Service and loading areas and related access drives shall be located to minimize their visibility from public streets, pedestrian areas and adjacent riverwalk.
    - b. All service and loading areas shall be effectively screened from pedestrian view.
    - c. The city may approve service and loading areas and related access drives which do not comply with subsections (c)(2)(a) and (c)(2)(b) above, if no feasible alternative exists.
- (d) *Building Design, General.* Within the Waterfront Overlay District, the following general building design requirements shall apply. These provisions shall supersede any conflicting standards.
- (1) There shall be a public entrance oriented towards or placed on the riverwalk.
  - (2) All rooftop mechanical equipment shall be screened from pedestrian view through the use of architectural enclosures designed as an integral part of the building architecture. To present an attractive roofscape, special consideration shall be given to the design treatment of all roof components, including terraces, or portions of the building.

Sec. 27-##.3. Fence Regulations.

(a) *Applicability.* The requirements set forth herein shall apply to all fences built in the Downtown District. The requirements are based on the location of each fence installation in one of the zones indicated on Map CBD-18.4 (see below). These are minimum standards, and if the applicant desires the quality of the fencing material may be upgraded, subject to city planning division design approval. All development shall comply with development standards set forth in Table 18.4 below:

Map CBD-18.3 Fence Zones



<i>Table Inset – Table 18.4</i>		
	Maximum Height [3]	Material [3]
<b>Zone 1</b>		
1a. Improved Property	Not allowed	Not allowed
Unimproved Property		
Screened fencing [1]	4 feet	Ornamental fence* [4]
Unscreened fencing	Not allowed	Not allowed
1b. Improved and unimproved property [1]	4 feet** [5]	Ornamental fence* [4]
<b>Zone 2 [2]</b>		
Improved Property		
Screened Fencing	4 feet	Black Vinyl Chain Link
	4 feet	Ornamental fence* [4]
Unscreened Fencing	4 feet	Black Vinyl Chain Link
Unimproved property		
Screened fencing	4 feet	Black Vinyl Chain Link
	4 feet	Ornamental fence* [4]
Unscreened fencing	4 feet	Black Vinyl Chain Link
	4 feet** [5]	Ornamental fence* [4]
<b>Zone 3 [2]</b>		
Improved Property		
Screened Fencing	4 feet	Black Vinyl Chain Link
Unscreened Fencing	4 feet	Black Vinyl Chain Link
Unimproved		
Screened Fencing	4 feet** [5]	Black Vinyl Chain Link
Unscreened Fencing	4 feet** [5]	Black Vinyl Chain Link
<b>NOTES:</b>		
<p>[1] Screened Fencing: Zone 1 shall consist of a five- foot wide (minimum) landscaped buffer between the property line and the fence. The landscape buffer shall consist of trees planted thirty (30) feet on center, shrubs at three (3) feet on center and ground cover at one foot on center. (The land development coordination shall designate plant material)</p> <p>[2] All other zones shall consist of a three-foot wide (minimum) shrub hedge between the property line and the fence. Shrubs placed three (3) feet on center and approved by the planning division.</p> <p>[3] The planning &amp; urban design manager or designee may grant an alternative method of compliance with the required screening if there are site constraints existing on the property making it impractical to meet the above stated requirements or if there are visibility and safety concerns at intersections, per Section 27-283.5.</p> <p>[4] Ornamental fencing: Must utilize an acceptable ornamental fence manufacturer listed on the "City Approved List of Ornamental Fence Manufacturers" which list is on file in the office of the city clerk and is herein adopted by reference, or approved equals. The planning &amp; urban design manager or designee shall review all fences for design appropriateness.</p> <p>[5] Requests for fence height exceeding six (6) feet shall be and reviewed through the alternative design exception process.</p> <p><i>NOTE: All chain link fences shall be black vinyl and have a top rail.</i></p>		

**Sec. 27-##.4. Misellaneous.**

- (a) All property located and all activities conducted in the central business district shall also be subject to the provisions of the following ordinances and resolutions, where applicable:
- (1) Ordinances No. 8249-A, No. 8838-A, No. 9675-A and No. 88-76, and Resolution No. 2148-I: Downtown Tampa CBD DRI Development Order and amendments thereto, Downtown DRI Anti-Stockpiling Ordinance and Downtown DRI Trade-off methodology.
  - (2) Ordinances No. 88-139 and No. 88-306: Franklin Street Mall and Café Seating Regulations.
  - (3) Resolutions No. 2119-H, No. 2871-H, No. 4912, No. 8421-G, No. 88-2, No. 88-4, No. 88-957 and No. 88-1163 and Ordinance No. 88-198: Community Redevelopment Plan for the CBD CRA Areas and Establishment of the CRA Trust Fund.