



April 9, 2021

LaChone Dock  
Planning and Development Coordinator  
Development Coordination  
City of Tampa  
1400 N Boulevard  
Tampa, FL 33607

Dear LaChone,

Thank you again for the City's consideration of this privately-initiated amendment to the City of Tampa's Code of Ordinances, specifically concerning parking standards in the Central Business District and Channel District. The Tampa Downtown Partnership has advanced this effort on behalf of a broad group of community members and advocates for a more walkable and sustainable Tampa. We are presenting a revised version of our proposed changes based on the feedback and comments that City staff provided throughout the process, and we have taken care to note specific changes in this revised draft to facilitate staff and City Council consideration.

We reviewed all of staff comments but our changes have remained focused on the core intent of reducing minimum parking requirements. We appreciate all the thoughtful feedback and look forward to further conversation on code improvements.

We would like to reiterate the intent of these proposed code changes so that staff and Council may determine the best approach to advancing this desired code reform in a way that is balanced with other City concerns and priorities. In particular:

- **We don't propose an entirely new system for parking requirements before Tampa is ready for one.** The proposed changes work within the existing structure of the parking requirements of Chapter 27 and note specific places where these requirements would be reduced (or eliminated in limited cases). The Downtown Partnership believes keeping the framework of the system in place—something already familiar to the development community—is a more prudent starting approach than eliminating minimum parking requirements across the

board. Let us test out this moderated approach as a community and make further progress at a later date as appropriate.

- **Our collaboration with staff helped to find a balance in requested changes.** Staff comments helped to improve these requested changes. They also noted potential for the parking code to be further streamlined, pointing to an opportunity to continue thinking about these changes in future revisions to the code.
- **Our collaboration with community members seeking similar changes has allowed us to present one streamlined request to the City.** The Downtown Partnership led efforts to combine the desired changes of different interest groups and present them in a single, streamlined request to the City, saving staff and Council time and attention that might have come from multiple amendments to consider. This includes the addition of bicycle parking requirements into the equivalency table. Although some wanted to see a broader area of the City included, our organization felt compelled to stay within our Special Service District. We omitted Tampa Heights and Seminole Heights at this time as several other planning efforts are considering various planning tools and strategies.
- **The market is trending in this direction anyway.** Even before this amendment request, the Downtown Partnership had observed developer interest in delivering projects with no off-street parking, and we understand that more zero-parking proposals have come to the City since that time. Developers are increasingly burdened by the cost of building parking and, when conditions are right, may wish to provide less. Our zoning ordinance should not stand in the way of that trend. Especially with the City's aggressive affordable housing goals.
- **These changes position Tampa for a more resilient and multimodal future.** Tampa's strides toward expanding public transit are promising steps forward for the community, but they must be supported by similar progress in our public policy and regulations. Reducing minimum parking requirements in our most urban districts is an appropriate starting point for preparing the City for a different pattern of development, and will help to keep it competitive with its national peers making similar changes.

In addition to the package of ordinance language documents, you will find a summary table of changes *since our first draft submittal* attached to this letter. We have noted these new changes in response to staff's comments with highlighted text throughout these documents.

This effort builds on our comprehensive downtown parking plan, which looked at all aspects of parking, some of which have been recently implemented with Mobility staff and Council's support. We are pleased to submit this revised request to the City for its upcoming Code of Ordinances amendment cycle. You have our commitment to continued collaboration with you as this effort progresses.

Best regards,



Karen Kress, AICP  
Director of Transportation and Planning

## SUMMARY OF CHANGES v2

The table presented here summarizes changes made to these sections of the zoning ordinance. Since a first draft of proposed changes had been submitted for review and City staff responded with comments, any new parts of the proposal based on these comments have been indicated—both in this table and in the actual ordinance text—with highlighted typeface.

In general, the proponent has replaced previous references to a City Traffic Engineer, a position noted not to exist, with ‘zoning administrator’ and has noted where consultation with appropriate transportation staff may be required.

Page #	Description of Proposed Change	Notes
<b>2-34</b>	<b>Proposed Amendments to the Central Business District (27-181 – 27-195)</b>	
4	<ul style="list-style-type: none"> <li>i. Update term “handicapped” to “accessibility”</li> <li>ii. Capitalize “Riverwalk”</li> </ul>	<ul style="list-style-type: none"> <li>i. Use of more appropriate terminology</li> <li>ii. Make format consistent with related sections</li> </ul>
11-13	<ul style="list-style-type: none"> <li>i. Table 182.1A – Type “A” Street: add vehicle access section to clarify access requirements</li> <li>ii. Table 182.1B – Type “B” Street: add vehicle access section to clarify access requirements</li> <li>iii. Table 182.1C – Type “C” Street: add vehicle access section to clarify access requirements</li> </ul>	i.-iii. Vehicle access is prohibited to “A” Streets unless there is no other access to/permitted to the site. Vehicle access is permitted to “B” Streets and preferred on “C” Streets. These are the current code requirements, and by adding this section to each Street Type Table, it will be easier for the end user to locate the requirement.
19-22	<ul style="list-style-type: none"> <li>i. Table 183.1A – Capitalize “Riverwalk”</li> <li>ii. Table 183.1B – Capitalize “Riverwalk”</li> <li>iii. Table 183.1C – Capitalize “Riverwalk”</li> <li>iv. Table 183.1D – Capitalize “Riverwalk”</li> </ul>	i.-iv. Make format consistent with related sections
24-26	<p>Table 184-A:</p> <ul style="list-style-type: none"> <li>i. Update parking ratios including a general/average 50% reduction in required parking by use</li> <li>ii. Recalibrate certain ratios to align better with actual function/nature of use &amp; how it is parked</li> </ul>	<ul style="list-style-type: none"> <li>i. General reduction lowers the minimum requirement, while allowing market to dictate actual parking need by development. Reduction also captures recognized trends for use of alternative modes of transport.</li> <li>ii. Recalibration follows basic logic based on use function/operation and acknowledges that typical ‘neighborhood-serving’ uses would likely be frequented by non-automobile users in the CBD (most of these reduced to zero (0)).</li> <li>iii. <b>Based on staff comments through early 2021, requirements were eliminated entirely (reduced to zero) for all religious/special assembly uses and temporary special events.</b></li> </ul>
27	<ul style="list-style-type: none"> <li>i. New Table 184-B: Establishes equivalency ratios for different modes of transport (i.e. automobile vs. motorized scooter, etc.)</li> <li>ii. Table 185: Establishes dimensional standards for ‘parking space’ by each alternative mode of transport</li> </ul>	<ul style="list-style-type: none"> <li>i. Concept is to look at parking with a wider lens, not just parking of cars, but parking for any ‘vehicle.’ This concept recognizes that cars remain a major mode of travel, while integrating and recognizing newer modes and their need to be ‘parked’ as well. <b>Based on staff comments through early 2021, a</b></li> </ul>

		<p>maximum of 25% of vehicle parking spaces that may be substituted has been added before Table 184-B.</p> <p>ii. Sets basic dimensional standards for parking each new mode of transport.</p>
32-33	<p>Updates methods of compliance by separating standard “options for compliance (Sec. 27-185.2)” from additional “alternative methods of compliance (Sec. 27-185.3)”:</p> <p>i. Standard options for compliance:</p> <ul style="list-style-type: none"> <li>- Comply with Sec. 27-184</li> <li>- Design/install Public realm improvement</li> <li>- Provide equivalent parking facilities following Sec. 27-185/Table 185</li> <li>- In-Lieu Parking Payment</li> </ul> <p>ii. Alternative methods of compliance: Perform a ‘Parking Demand Study’</p>	<p>Clearly states options for standard compliance and broadens options for alternative compliance, while recognizing accepted, current parking demand models from ULI and ITE, meeting the need to give clear direction to the applicant/developer.</p> <p>Based on staff comments through early 2021, the term ‘public realm portion of private property’ was substituted to refer to ‘parking on private property’ as no clear definition of ‘public realm on private property’ existed.</p>
<b>35-58</b>	<b>Proposed Amendments to the Channel District (27-196 – 27-210)</b>	
36-41	Minor updates to Table 19-1 “Use Table”	<p>i. Merged variations of certain like uses (i.e. ‘school’); deleted outdated ‘interim parking’ use; updated table related notes.</p> <p>ii. Based on staff comments through early 2021, requirements were eliminated entirely (reduced to zero) for all religious/special assembly uses and temporary special events.</p>
41-42	<p>Updates to Table 19-3 Parking Ratios by use:</p> <p>i. Similar to CBD updates for like uses</p> <p>ii. Add in the options for compliance &amp; alternatives for compliance like CBD</p> <p>iii. New Table 19-1B: Establishes equivalency ratios for different modes of transport (i.e. automobile vs. motorized scooter, etc. [like CBD])</p>	<p>Meets goal of viewing CBD and CD as part of the larger ‘City Center/Downtown’. Based on staff comments through early 2021, a maximum of 25% of vehicle parking spaces that may be substituted has been added before Table 19-1B.</p>
<b>59-66</b>	<b>Proposed Amendments to General Parking Regulations (27-283 – 27-283.15)</b>	
59	<p>Sec. 27-283.2: Merges 27-283.3 ‘Compliance’ and 27-283.2 ‘Off-street parking required’ (p 60)</p>	<p>Both sections address compliance with parking standards. Merging sections more clearly articulates what triggers parking compliance and when.</p>
60-61	<p>i. Sec. 27-283.3: Renumber (old 27-283.5)</p> <p>ii. Sec. 27-283.4: Merge ‘joint use of facilities’ with 27-283.6, and renumber whole section as 27-283.4</p> <ul style="list-style-type: none"> <li>▪ Update 1000’ off-site parking distance to 1320’ (i.e. ¼ mile)</li> <li>▪ Add annual recertification process for off-site parking</li> </ul>	<p>i. Simple renumbering</p> <p>ii. Merges related topics, as current 27-283.6 covers ‘methods of providing’ parking &amp; ‘joint use’ is one type of method</p> <ul style="list-style-type: none"> <li>▪ Changes to a typical planning standard for walking distance = ¼ mile (1320’)</li> <li>▪ Better tracking ability for City, which will also help future applicants identify what parking is already used and what may be available</li> </ul>
61-64	<p>i. Renumber Sec. 27-283.7 to 27-283.5</p> <p>ii. Updates to PKG Table 1</p>	<p>i. Simple renumbering</p>

	<ul style="list-style-type: none"><li>▪ Minor formatting changes</li><li>▪ Updates to specific uses and related parking ratios</li></ul>	ii. Simple reformatting for consistency; minor changes to few ratios/uses to update/modernize uses and rates in line with current practice/demands
64-65	<ul style="list-style-type: none"><li>i. Renumbers Secs. 27-283.6 through 27-283.15</li><li>ii. Minor clean up of process references and miscellaneous requirements</li><li>ii. Alternative methods of compliance: Perform a 'Parking Demand Study'</li></ul>	<ul style="list-style-type: none"><li>i. Simple renumbering</li><li>ii. Simple update to process references and applicable decision makers for consistency</li><li>ii. Clearly states options for alternative compliance, while recognizing accepted, current parking demand models from ULI and ITE, meeting the need to give clear direction to the applicant/developer</li></ul>

# JULY 2020 CODE AMENDMENT CYCLE

## CHAPTER 27 – ZONING & LAND DEVELOPMENT

### APPLICANT:



### INTRODUCTION:

As part of a multi-prong strategy for balancing parking management and use in Central Tampa, the Tampa Downtown Partnership’s Downtown Parking Study and Plan explored and recommended a series of approaches including changes to parking code requirements. This submittal is meant to be the first of several steps, both in the Code and in larger City policy, to right-size our approach to parking and make it more compatible with Tampa’s investments in multi-modal transportation and the continued vibrancy of its central districts and neighborhoods.

The proposed changes streamline the code for development, offer ways to reduce development costs, and achieve multiple objectives for Downtown Tampa’s neighborhoods. It offers a transitional step in the right direction with additional proposed changes intended for the near future.

### CONTENTS:

❖ Proposed Amendments to Central Business District (use/parking related, misc. clean-up)	27.181-27.195
❖ Proposed Amendments to Channel District (use/parking related, misc. clean-up)	27.196-27.210
<del>❖ Proposed Amendments to General Parking Standards</del>	<del>27.283-27.283-15</del>

## PROPOSED AMENDMENTS TO CENTRAL BUSINESS DISTRICT (SECS 27-181 – 27-195)

### Sec. 27-181. The Central Business District [“Center City”]; 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 “Center City” or “Downtown,” 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 Center City’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 sec. 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.* CBD-1 and CBD-2 shall be the only zoning districts permitted within the CBD. Both sub-districts are appropriate for a variety of residential, office, commercial, and mixed-use developments with an urban, pedestrian, and transit-oriented development pattern. Geographically, CBD-1 is typically located in the northern areas of the district, and CBD-2 is typically in the central and southern areas of the district.

(2) Procedures for rezoning to CBD sub-districts:

- a. Rezoning requests for CBD-1 or CBD-2 shall be governed by the Euclidean parcel rezoning procedures set forth in Article II, Div. 7 of this chapter.
    - 1. Rezoning requests to CBD-1 are limited to those lands within the Central Business District boundary lying North of the centerline of Jackson Street and West of the centerline of Jefferson Street.
    - 2. Rezoning requests to CBD-2 are limited to those lands within the Central Business District boundary lying South of the centerline of Jackson Street and East of the centerline of Jefferson Street.
  - b. Properties with CBD-2 site plan zoning (adopted with a site plan) can be developed by either of the following processes:
    - 1. Develop according to the adopted site plan, subject to the development activity time parameters described in sec. 27-138(6)b.; or,
    - 2. Develop according to the development procedures standards of this subdivision.
- (b) Map CBD 182: Street Types, Overlays, and View Corridors
- (1) Map CBD 182a: Northwest Quadrant
  - (2) Map CBD 182b: Northeast Quadrant
  - (3) Map CBD 182c: Southwest Quadrant
  - (4) Map CBD 182d: Southeast Quadrant
- (c) Map CBD 185: Off-Street Parking Zones and Fence Zones
- (d) *Designated Historic Structures.* The following standards are intended to maintain the heritage of Tampa’s Center City through adaptive reuse and sensitive rehabilitation of designated historic structures that contribute to the character of the Center City.
- (1) Structures, buildings, and/or properties, designated pursuant to sec. 27-114, that undergo major renovation, shall comply with all applicable procedures and requirements set forth in secs. 27-111 through 27-118 and all other provisions of the city code, only to the extent that they do not conflict with secs. 27-111 through 27-118.
  - (2) *Transfer of Development Rights.* Use of transfer of development rights method, set forth in sec. 27-141, shall be available to further encourage the rehabilitation and redevelopment of designated historic properties within the Center City.
  - (3) Other incentive programs, established by the city, including the Historic Ad Valorem Exemption program (Ordinance 93-137, as amended by Ordinance 97-4), shall be available to further encourage the rehabilitation and redevelopment of designated historic properties.

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

*Compliance.* All requests for new development, new construction, major renovation, special use, and/or rezoning shall comply with the applicable development procedures and standards set forth in this subdivision.

- (a) Prior to issuance of a building permit for new development, new construction, major renovation, building additions, signs, surface parking, fences, and/or any activities proposed within the public realm zone, an application and all required documents must be submitted to the city, in accordance with the design district review process set forth in sec. 27-60.1. Alternative design(s) may be considered and granted through this process. Any person aggrieved by any order, requirement, decision, or determination made with regard to these design standards, may petition for review of that order, requirement, decision, or determination, in accordance with sec. 27-61.
- (b) Determination of uses not listed in Table 182 shall only be reviewed according to the provisions of sec. 27-59 and shall not default to those uses listed in Table 4-1 (sec. 27-156).
- (c) 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. 27-181.3. Design Standards for Streets and Blocks (New, Reconstructed, Expanded, Retrofitted)

- (a) *Intent.* New development shall maintain and improve Center City’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 Maps CBD 182 and 182a through 182d, any 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 and in this subdivision.
- (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. Any such request must include review for compliance by the planning and urban design manager or designee, transportation design engineer or designee, and any applicable infrastructure and/or utility agencies. Alternative design(s) may be considered and processed concurrently with the subdivision application, through the design district review and/or transportation alternative design exception review process (as applicable). Any person aggrieved by any order, requirement, decision, or determination made with regard to this subparagraph, may petition for review of that order, requirement, decision, or determination, in accordance with the applicable review method set forth in citycode.

### Sec. 27-181.4. Public Art Requirements.

- (a) *Purpose.* The purpose of the public art requirements is to:
  - (1) Increase the presence of art in the Center City, visible to the general public;
  - (2) Ensure that art can be enjoyed by the general public; and,
  - (3) Support the promotion of the Center City as the cultural center of the region.
- (b) *Requirements.* Refer to sec. 27-183, Table 183.
- (c) *Public Art Fund.* A public art fund shall be created and shall consist of all payments for public art requirements within the Center City (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 Center City, unless otherwise agreed by mutual agreement of a private property owner and the city to be placed on private property (subject to section 27-181.6). Refer to chapter 4, City Code.
- (d) *Maintenance of Public Art on Private Property and Maintenance Covenant.* Refer to sec. 27-181.6.

### Sec. 27-181.5. Waterfront Overlay; Riverwalk Design Regulations.

*Requirements.* The following requirements shall apply to all property located in the Waterfront Overlay:

- (a) *Variations.* Variations of the Waterfront Overlay requirements for building setback, building design, off-street parking, loading, and/or Riverwalk improvements may be considered through the design district review process, subject to the procedure and review criteria set forth in sec. 27-60.1.
- (b) *Riverwalk.* 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. Refer to sec. 27-183, Table 183 for additional standards.
  - (1) Any property owner or authorized entity proposing to construct any portion of the Riverwalk or connection thereto, or to construct a building or structure on any property within the Waterfront Overlay, shall construct that portion of the Riverwalk (respective to the subject property) in compliance with the design standards set forth in the “The Tampa Riverwalk Masterplan,” completed in July 2006, herein adopted by reference. Previous standards for the Riverwalk, adopted by reference in this code (prior to June 1, 2016), were set forth in the “Riverwalk Design Standards,” June 1989 edition.
  - (2) *General.* The elevation along the ~~R~~Riverwalk shall be held to specifications to ensure ~~handicapped~~ handicapped accessibility requirements are met. Continuity of the ~~R~~Riverwalk across ownership parcels shall be maintained to facilitate public access use and enjoyment. The design of the ~~R~~Riverwalk shall be integrated with all intersecting streetscape designs.
  - (3) *Encroachments.* No construction, improvements, structures, decorations, signs, furniture, awnings and displays will be undertaken or placed on, in, under, or over the Riverwalk, without the written approval of the property

owner and the city or an authorized Riverwalk management association, if such entity lawfully operates and holds such authority.

- (c) *Building design, off-street parking, and loading requirements.* All new construction and major renovations of properties/structures within the Waterfront Overlay, shall meet the requirements set forth in sec. 27-183, Table 183. Refer to section 27-184, Table 184 for requirements specific to off-street parking.

**Sec. 27-181.6. Maintenance agreements: Public Realm Zone; Waterfront Overlay; Riverwalk.**

- (a) For certain improvements made by and/or agreed to by a property owner, the property owner is required to execute a maintenance agreement and covenant for certain such improvements, within specific areas, as follows:
- (1) Construction/installation of Public Realm Zone improvement(s) within the public right-of-way (refer to section 27-182, Tables 182.1, and Tables 182.1A-182.1D).
  - (2) Construction/installation of Riverwalk and improvements thereon (refer to section 27-181.5(b) above).
  - (3) Public art funded by public art fund monies that are placed on private property (refer to sections 27-181.4 and 27-183, Table 183).
- (b) The maintenance agreement and covenant shall be executed and compliant with the following:
- (1) The document(s) shall be in a form acceptable to the city attorney;
  - (2) The property owner shall maintain and repair all elements of the improvement(s); and
  - (3) The document(s) shall be recorded in the public records of Hillsborough County and shall be binding on all successors in interest.
- (c) Maintenance of public art on located on private property and maintenance covenant.
- (1) Public art placed on private property and subject of/to a maintenance agreement and covenant executed prior to June 1, 2016, shall continue to be subject to all terms and requirements of such agreement and covenant, unless otherwise agreed to by the city.
  - (2) Public art placed on private property, subsequent to June 1, 2016, shall be subject to the maintenance agreement and covenant terms and requirements of this section, unless otherwise agreed to by the city.

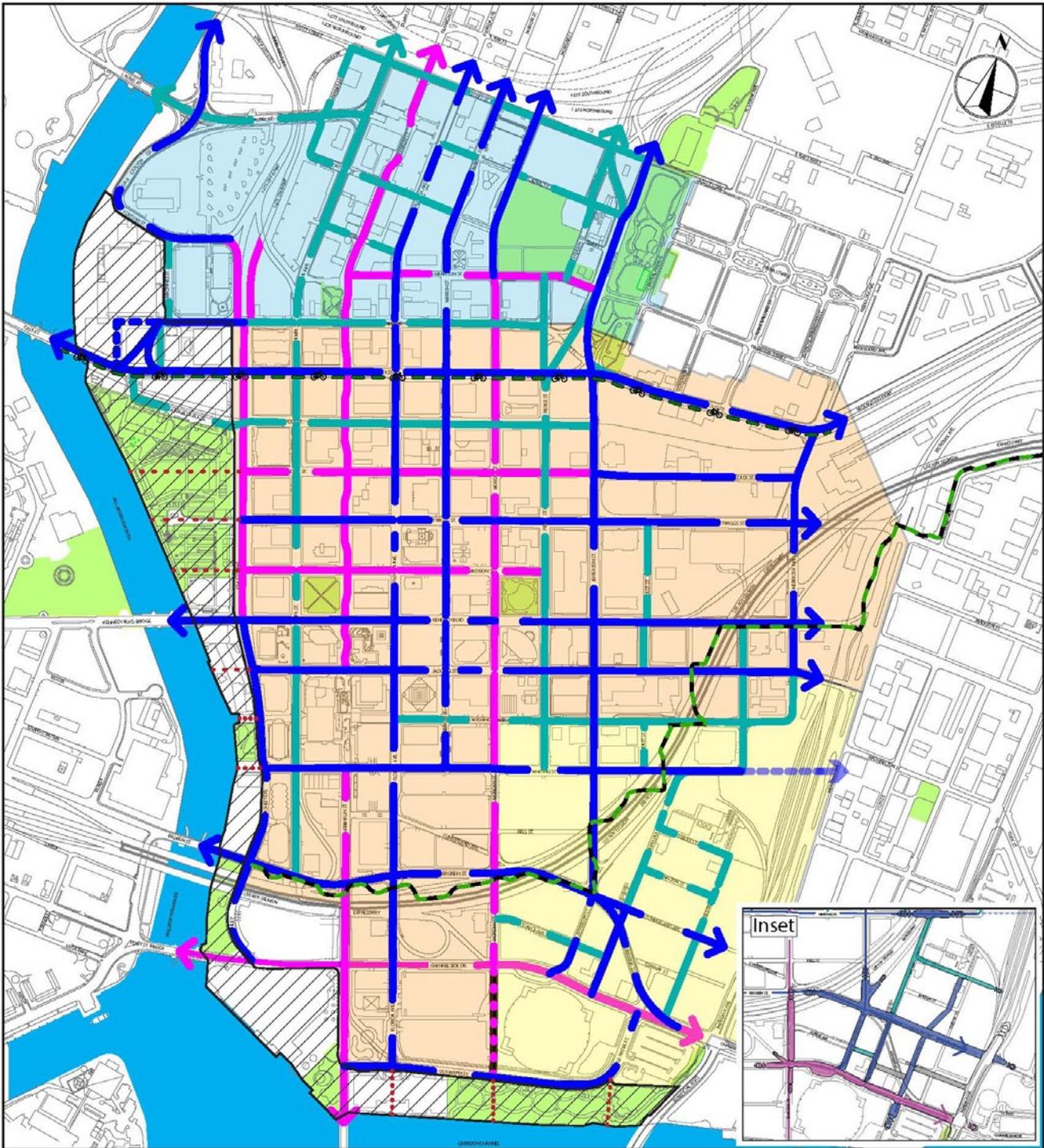
**Sec. 27-181.7. Miscellaneous.**

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:

- (a) 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.
- (b) Ordinances No. 88-139 and No. 88-306: Franklin Street Mall and Café Seating Regulations.
- (c) 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.

**Sec. 27-182. 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. The Public Realm Zone standards are established to enhance street level design that attracts pedestrian use and accentuates the Center City identity as Tampa's premiere district to live, learn, work, and play. Three (3) types of streets are hereby designated and identified on Maps CBD-182 and CBD-182a through -182d: Street Types, Overlays, and View Corridors, and based on a hierarchy of pedestrian accommodations are further regulated by the standards set forth in Tables 182.1 and Tables 182.1A through 182.1D in this subdivision.



**MAP CBD 182 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

**OVERLAYS**

- Waterfront
- North Parking Zone
- Core Parking Zone
- South Parking Zone

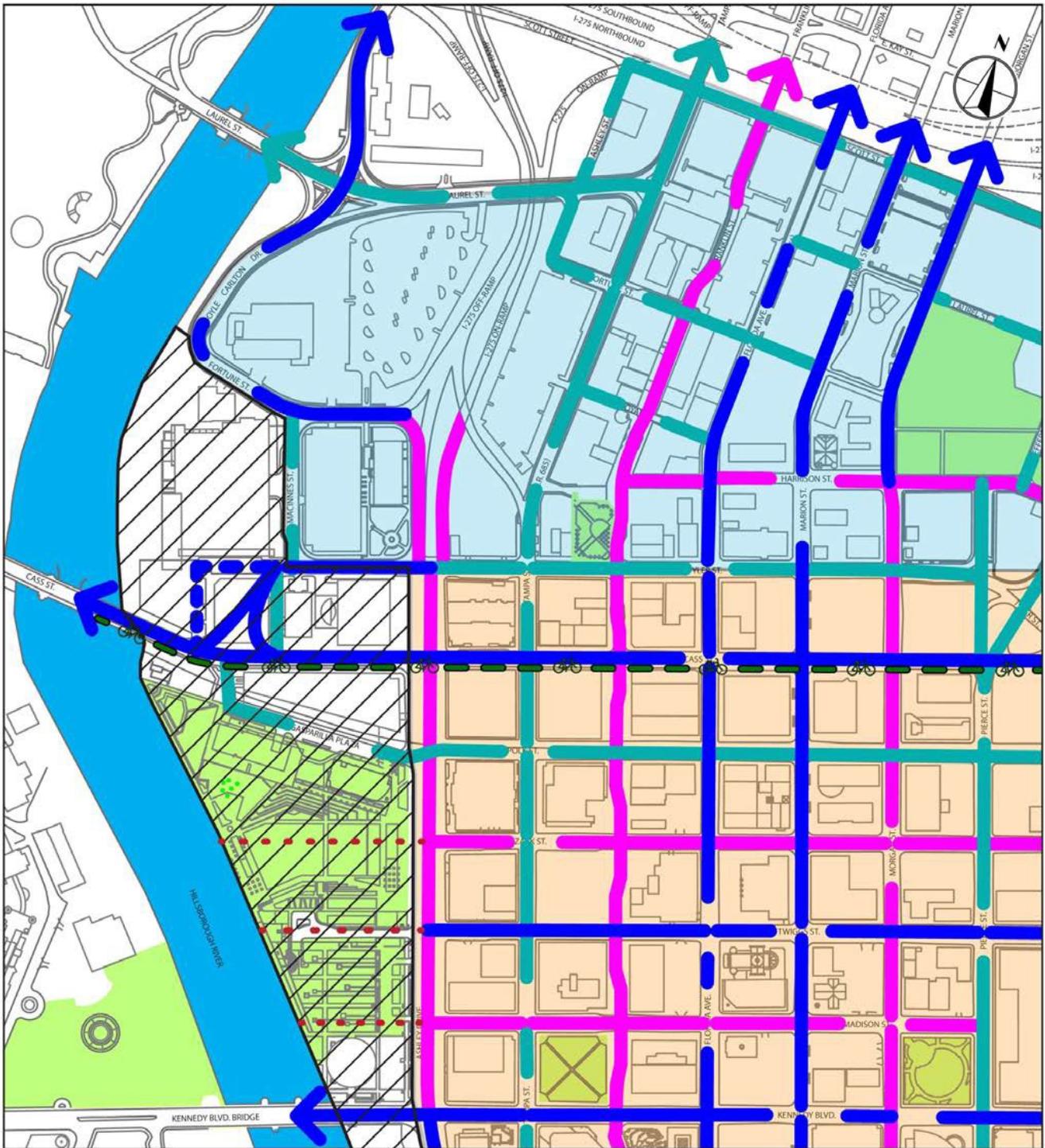
**VIEW CORRIDORS**

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

Date: 4/12/2016



MAP INSET – CBD 182a



MAP CBD 182a (NORTHWEST QUADRANT) 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

**OVERLAYS**

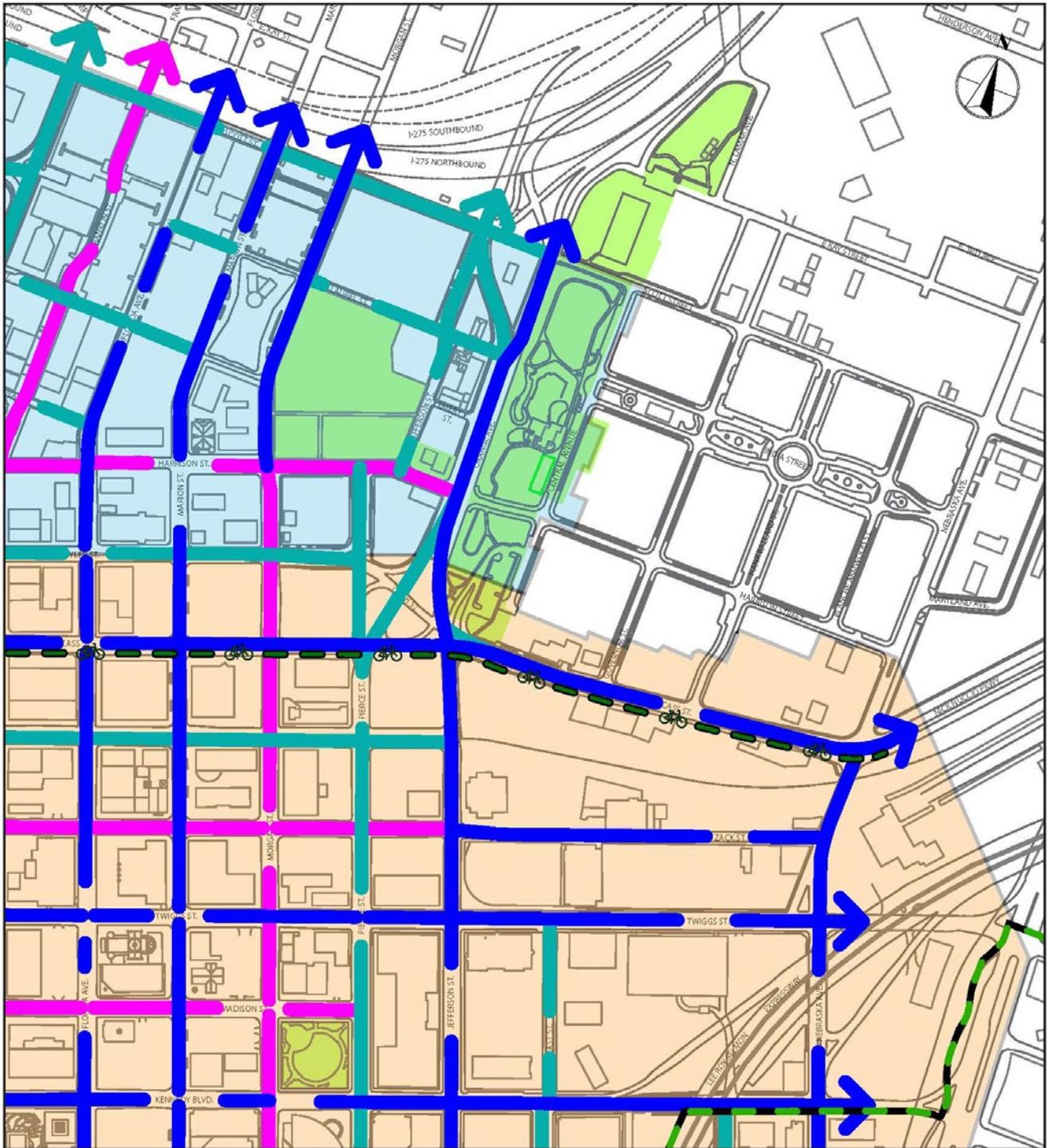
- Waterfront
- North Parking Zone
- Core Parking Zone
- South Parking Zone

**VIEW CORRIDORS**

- Corridors
- Cass Street Cycle Track
- Selmon Trail

Date: 4/12/2016

MAP INSET – CBD 182b



MAP CBD 182b (NORTHEAST QUADRANT) 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

**OVERLAYS**

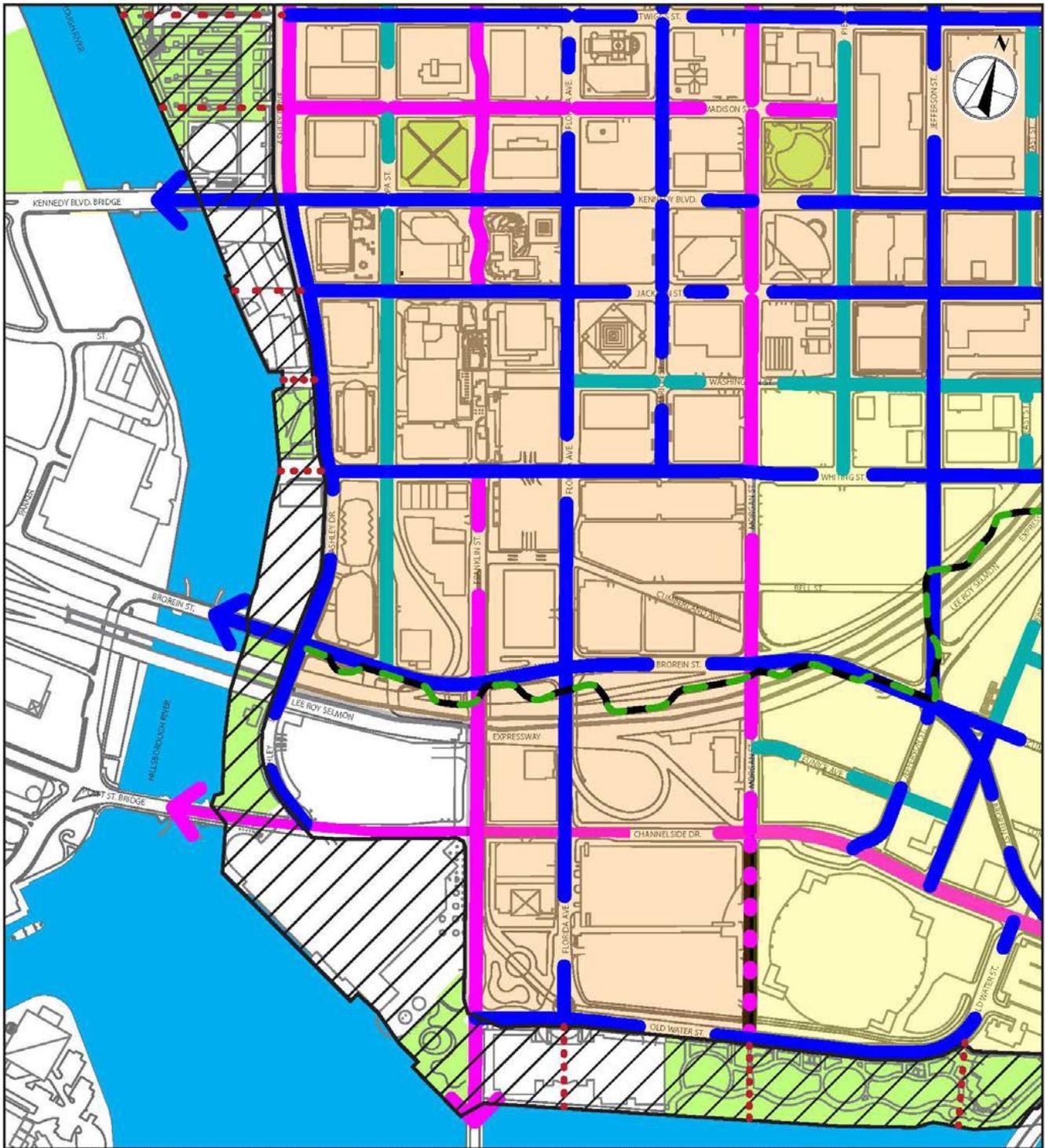
- Waterfront
- North Parking Zone
- Core Parking Zone
- South Parking Zone

**VIEW CORRIDORS**

- Corridors
- Cass Street Cycle Track
- Selmon Trail

Date: 4/12/2016

MAP INSET – CBD 182c



MAP CBD 182c (SOUTHWEST QUADRANT) 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

**OVERLAYS**

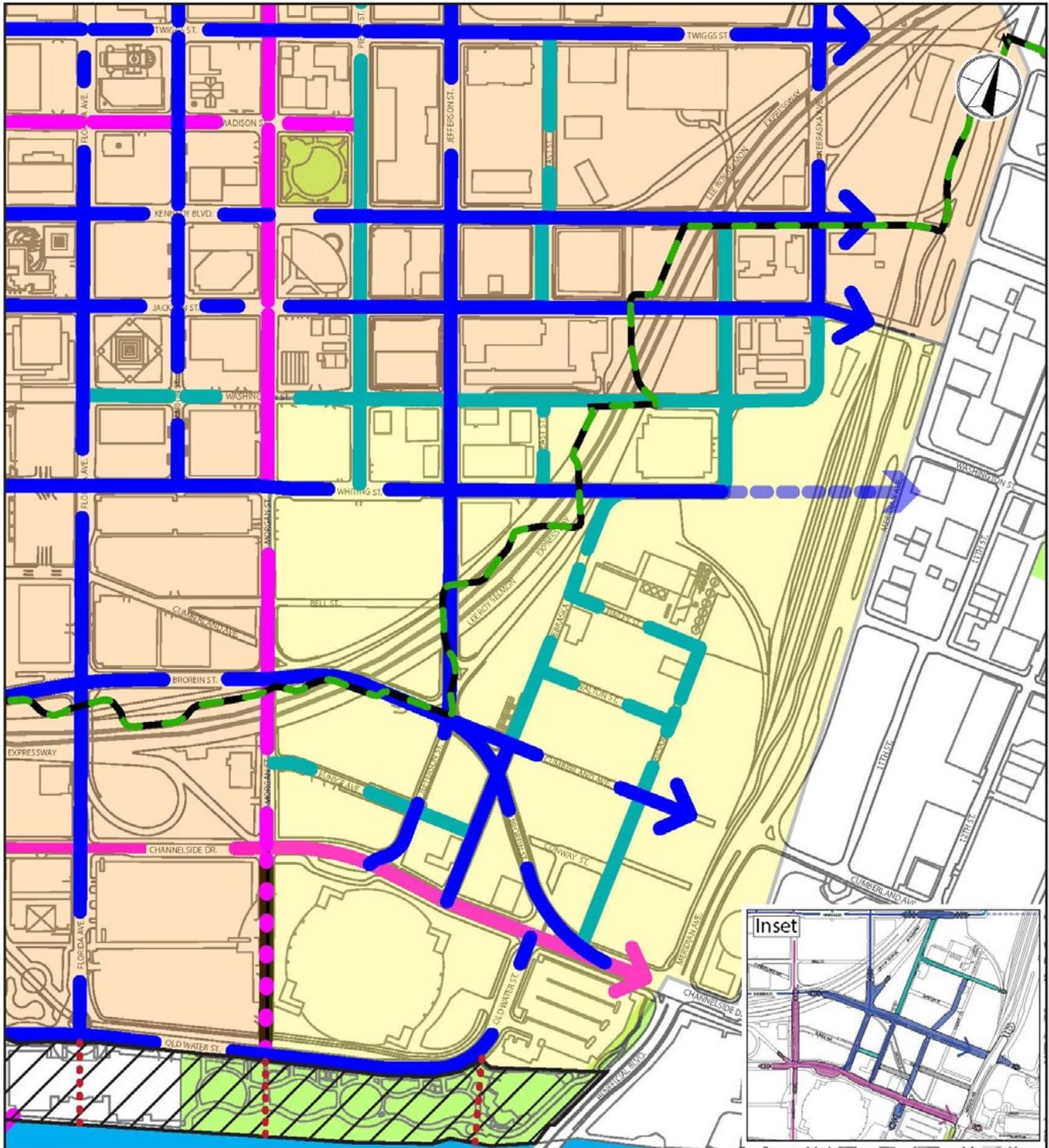
- Waterfront
- North Parking Zone
- Core Parking Zone
- South Parking Zone

**VIEW CORRIDORS**

- Corridors
- Cass Street Cycle Track
- Selmon Trail

Date: 4/12/2016

MAP INSET – CBD 182d



MAP CBD 182d (SOUTHEAST QUADRANT) 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

**OVERLAYS**

- Waterfront
- North Parking Zone
- Core Parking Zone
- South Parking Zone

**VIEW CORRIDORS**

- Corridors
- Cass Street Cycle Track
- Selmon Trail

Date: 4/12/2016

**TABLE 182.1 PUBLIC REALM ZONE [1-10]:**

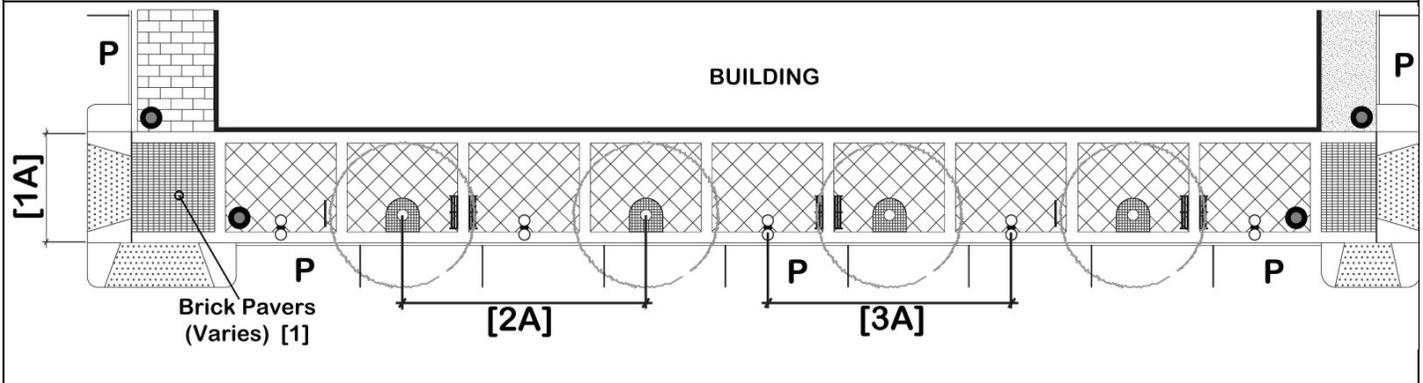
*Requirements.* The Public Realm Zone consists of the portions of the street and adjacent development parcel between the existing back of curb (or edge of pavement if no curb exists) and the front (vertical plane) of buildings.

STREET TYPE / ORDER [3]	DESCRIPTION	SUB-ZONES [3] (MIN. DIMENSIONS)				TOTAL MIN. WIDTH [5X]	PUBLIC REALM ZONE GRAPHIC
		CURBSIDE [1X]	FURNITURE / LANDSCAPE [2X]	WALKWAY [3X] [4]	FRONTAGE [4X]		
<b>A</b>	<b>SPECIAL PEDESTRIAN STREETS:</b> Formal, axial connections between river, special civic places, districts within Center City and to surrounding urban villages and neighborhoods; high activity level building frontages required [see Tables 183.1A and B]; streetscapes have highest level of design detail, with public amenities such as enhanced lighting, street furniture, and specialized paving.	2'	7'	9'	2'	20'	
<b>B</b>	<b>TRANSIT &amp; MOBILITY PRIORITY STREETS:</b> Provide for increased multi-modal access to and through Center City; moderate to high activity level building frontages required [see Tables 183.1A–C]; streetscapes have moderate to high level design detail, with mix of standard and enhanced public amenities.	16"	6'	5'8"	2'	15'	
<b>C</b>	<b>STANDARD PEDESTRIAN &amp; SERVICE STREETS:</b> Local service streets within Center City grid; serve adjacent buildings with primary vehicular and service access, loading areas, typical "back of house" activities; low activity level building frontages permitted [see Tables 183.1D and E]; basic/standard pedestrian features.	-	6'	4'	-	10'	

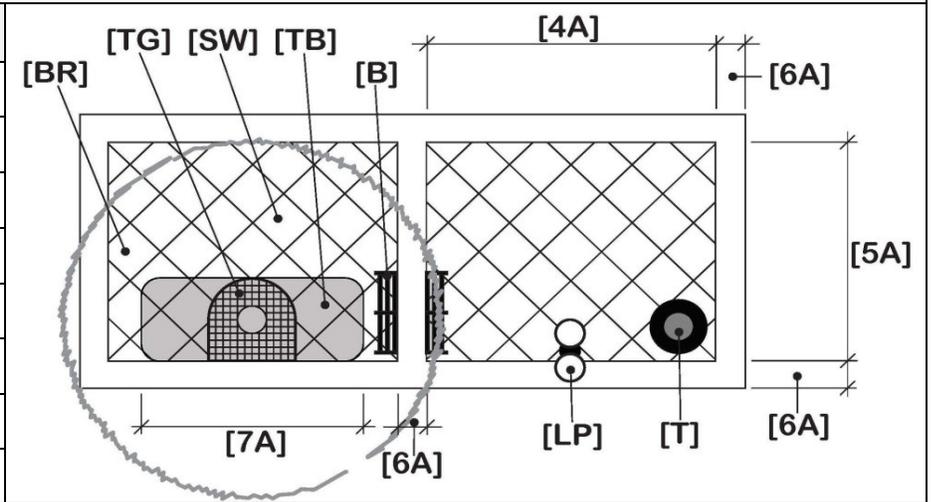
Refer to **TABLES 182.1A-182.1D** for Public Realm Zone layout, dimensional, placement, and component standards, and all Table Notes below.

**TABLE 182.1A PUBLIC REALM ZONE [1-10] (continued)**

**'A' – SPECIAL PEDESTRIAN STREET: STREETScape DETAILS BY STREET TYPE**



KEY
[B] Bench
[BR] Bike Rack
[LP] Lamp and Pole
[P] Parking
[SW] Sidewalk
[TG] Tree Grate
[TB] Tree Bed (Pit)
[T] Trash Receptacle



**PLACEMENT & LAYOUT STANDARDS**

[1A]: Total Sidewalk Width	20'	[5A]: Sidewalk Pattern (Saw Cut) Depth	16'
[2A]: Street Tree Spacing (On Center)	35' min – 40' max	[6A]: Sidewalk Pattern Border Width	2'
[3A]: Lamp and Pole & Bench Spacing	35' min – 40' max	[7A]: Tree Bed (Pit) Option (Options in Table 182.1D)	7' x 7' min up to 7' x 16' max
[4A]: Sidewalk Pattern (Saw Cut) Width	20'		

**VEHICLE ACCESS**

Vehicle access is prohibited on/to/from Type 'A' Streets, unless all other vehicle access option(s) is(are) prohibited and/or the development has no other street frontage. [DWA]: Driveway Apron with Flares (refer to COT Trans. Tech. Manual)

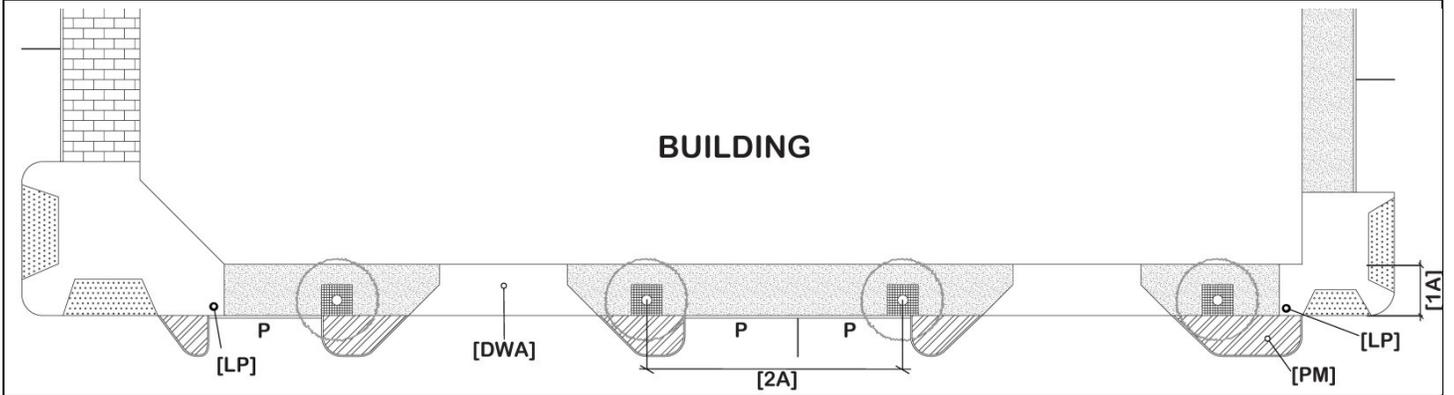
**FURNISHINGS, COMPONENTS, SPECS [6]: TYPICAL AESTHETIC**

**REFER TO TABLE 182.1D FOR SPECIFIC TYPES AND MATERIALS REQUIRED, AND APPLICABLE TABLE NOTES BELOW.**

TABLE 182.1B PUBLIC REALM ZONE [1-10] (continued)			
'B' – TRANSIT & MOBILITY PRIORITY STREETS: STREETScape DETAILS BY STREET TYPE			
<b>KEY</b>			
[B] Bench			
[BR] Bike Rack			
[LP] Lamp and Pole			
[P] Parking			
[SW] Sidewalk			
[TG] Tree Grate			
[TB] Tree Bed			
[T] Trash Receptacle			
PLACEMENT & LAYOUT STANDARDS			
[1A]: Total Sidewalk Width	15'	[5A]: Sidewalk Pattern – Depth (3/8" width by 1/2" depth tooled 'V' joint, staggered rectangles)	3'
[2A]: Street Tree Spacing (On Center)	35' min – 40' max	[6A]: Required Space between Tree Grate/Tree Bed (Pit) and Curb (Inside edge)	16"
[3A]: Lamp and Pole & Bench Spacing (when applicable)	35' min – 40' max	[7A]: Tree Bed (Pit) Option (Options in Table 182.1D)	6' x 6' min up to 6' x 20' max
[4A]: Sidewalk Pattern – Width (3/8" width by 1/2" depth tooled 'V' joint, staggered rectangles)	2'		
VEHICLE ACCESS			
[DWA]: Driveway Apron with Flares (refer to COT Trans. Tech. Manual)		Permitted on Type 'B' Street	
FURNISHINGS, COMPONENTS, SPECS [6]: TYPICAL AESTHETIC			
REFER TO TABLE 182.1D FOR SPECIFIC TYPES AND MATERIALS REQUIRED, AND APPLICABLE TABLE NOTES BELOW.			

**TABLE 182.1C PUBLIC REALM ZONE [1-10] (continued)**

**'C' – STANDARD PEDESTRIAN & SERVICE STREETS: STREETScape DETAILS BY STREET TYPE**



**KEY**

<b>[B]:</b> Bench	<b>[DWA]:</b> Driveway Apron with Flares (refer to COT Trans. Tech. Manual)	<b>[LP]:</b> Lamp and Pole	<b>[P]:</b> Parking	<b>[PM]:</b> Pavement Markings (refer to COT Trans. Tech. Manual)
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**PLACEMENT & LAYOUT STANDARDS**

<b>[1A]:</b> Total Sidewalk Width (Standard Brushed Concrete)	10'
<b>[2A]:</b> Street Tree Placement/Spacing (On Center)	35' min – 65' max (placement/spacing is dependent on vehicular access locations)
<b>[LP]:</b> Lamp and Pole Placement/Spacing (when applicable)	35' min – 65' max (placement/spacing is dependent on vehicular access locations)

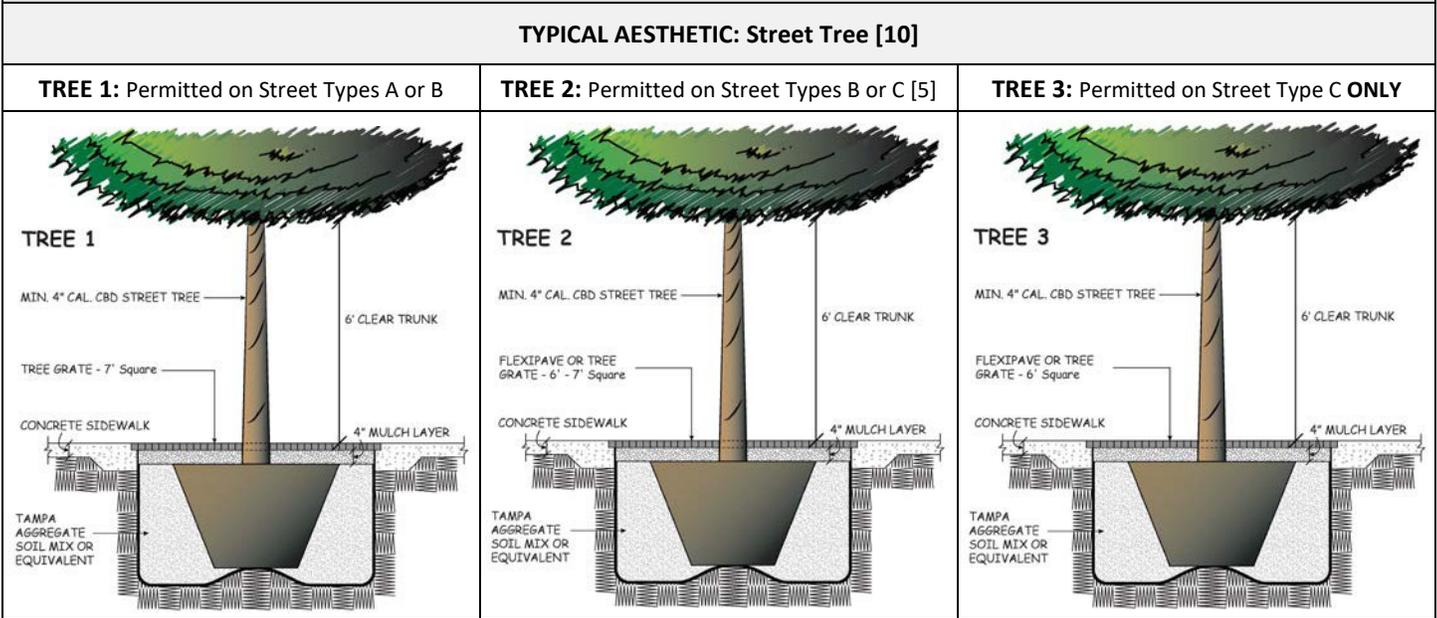
**VEHICLE ACCESS**

<b>[DWA]:</b> Driveway Apron with Flares (refer to COT Trans. Tech. Manual)	Permitted; Preferred on Type 'C' Street
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**FURNISHINGS, COMPONENTS, SPECS [6]: TYPICAL AESTHETIC**

**REFER TO TABLE 182.1D FOR SPECIFIC TYPES AND MATERIALS REQUIRED, AND APPLICABLE TABLE NOTES BELOW.**

**TABLE 182.1D PUBLIC REALM ZONE [1-10] (continued)  
COMPONENTS AND SPECIFICATIONS**



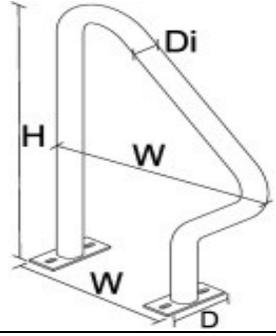
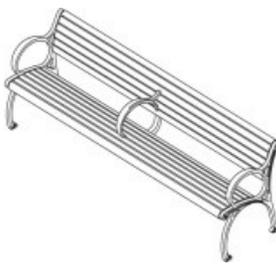
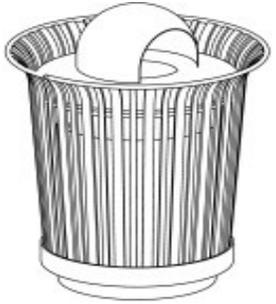
**TYPICAL AESTHETIC: [TG] Tree Grate [9]**

FULL SQUARE OPTION		SEMI-CIRCLE/SQUARE OPTION	FULL-CIRCLE OPTION	BED (PIT) BARRIER OPTIONS	
TYPE	MANUFACTURER	MODEL	MINIMUM DIMENSIONS BY STREET TYPE		COLOR
Grate	Canterbury International or Ironsmith	'Bola Square to Round Grate' or 'Sunrise Grate'	Street Types A or B:	7'x7' or 7' diameter	Black Powder Coat
			Street Types B or C:	6'x6' or 6' diameter [5,9]	
Bed (Pit) Barrier		Tree Pit Guard Type 'C' or 'D'	Horizontal Dimension Varies: (refer to Tables 182.1A-B) Vertical Dimension Min-Max: 12"-18" high		

**TYPICAL AESTHETIC: [LP] Lamp and Pole [7]**

REQUIRED ON STREET TYPE	FIXTURE / WATTAGE / COLOR	DOUBLE BRACKET	POLE / MOUNTING HEIGHT / COLOR
A	Salem LED / 99 W / Black	YES	Franklin / 12' / Black
B and C [8]	Evolve LED Area / 202 W / Bronze	N/A	Waterford / 12' / Brown

**TABLE 182.1D PUBLIC REALM ZONE [1-10] (continued)  
COMPONENTS AND SPECIFICATIONS**

TYPICAL AESTHETIC: [BR] Bike Rack, [B] Bench, [T] Trash, [BL] Bollard							
TYPE	MANUFACTURER	MODEL	COLOR	BY STREET TYPE		TYPICAL DIMENSIONS	TYPICAL GRAPHIC
				REQUIRED	PERMITTED		
[BR] Bike Rack	Dero Bike Racks	'Swerve Rack'	Black	A, B	C	34"H x 12"W (at base) 21.5"W (at bend) 1.9" Diameter (Di) Bar	
[B] Bench	Landscapeforms	'Plainwell Bench'	Black Metal with Wood Exterior Finish	A, B	C	60"-72"L 24"-30"D	
[T] Trash Receptacle	Dumor, Inc	'Receptacle 107-32-FTO (32 Gallon) with DM-Dome Top Lid'	Black	ALL	ALL	36"H (up to Rim) 32"W (at Rim)	
[BL] Bollard	Fairweather	'B-3 (6") Removable Bollard'	Black	-	ALL	48"H (from grade) 6" Diameter (Di) Post	

**NOTES FOR TABLES 182.1 AND 182.1A-D (continued)**

- [1] All new construction, major renovation, building addition(s), special use, and/or new or expansion of off-street surface parking, shall provide the Public Realm Zone dimensions and components, 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 only those public realm zone requirements that are physically feasible within the existing, adjacent public realm zone. Brick pavers must meet all minimum local, state, and federal ADA standards.
- [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-18.2: 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 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] Tree 2 may be used on Street Type C, where the ‘Walkway [3X]’ maintains at least four (4) feet in clear width, exclusive of the grate or Flexi-pave area.
- [6] Public Realm Zone components shall be provided as specified above, or with an approved design equivalent, subject to design district review process set forth in sec. 27-60.1.
- [7] Refer to TECO Outdoor Lighting Catalog for technical specifications and dimensions.
- [8] Lamp and pole [LP] types required for Street Type A may be installed on Street Types B and C (single or double bracket fixture mounts), only where a full block face is being improved, or where installation of such [LP] is connecting to/filling gap(s) between existing, like-bracket [LP].
- [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.
- [10] Inspection of planted street trees shall occur six (6) months after planting, to ensure such trees are in good condition. Trees found in decline shall be replaced within thirty (30) days of notice of finding thereof. A re-inspection shall occur six (6) months after replacement tree planting occurs to ensure healthy condition.

Sec. 27-183. General District Development Standards.

**TABLE 183. BUILDING PLACEMENT, HEIGHT, AND STREET ORDER STANDARDS**

INTERIOR LOT		CORNER LOT		FULL BLOCK		WATERFRONT CORNER LOT		WATERFRONT INTERIOR LOT	
BUILDING PLACEMENT				BUILDING STREETWALL % WITHIN BTZ, BY STREET ORDER [5,6,7]					
BUILD-TO ZONE (BTZ)				PRIMARY STREET FRONTAGE [PF] [8]					
Build-to Zone [BTZ]		0' min – 6' max [1]		Special Pedestrian Street ('A'-Street)			85% min		
SETBACK [2]				Transit & Mobility Priority Street ('B'-Street)			60% min		
Side Interior [SI]		0' min		Standard Pedestrian & Service Street ('C'-Street)			50% min		
				SECONDARY STREET FRONTAGE [SF] [8]					
Rear [R]		0' min		Special Pedestrian Street ('A'-Street)			75% min		
Rear Alley [RA]		3' min		Transit & Mobility Priority Street ('B'-Street)			50% min		
				Standard Pedestrian & Service Street ('C'-Street)			25% min		
				TERTIARY / LOWER STREET FRONTAGE [TLF] [8]					
Waterfront [W] [3,4]		23' min		Transit & Mobility Priority Street ('B'-Street)			30% min		
				Standard Pedestrian & Service Street ('C'-Street)			20% min		
MAXIMUM HEIGHT									
CBD-1 or CBD-2				[9]					
Parapet wall				5' above principal or accessory building height [10]					
Elevator/mechanical housing, steeples, flag poles, widow's walk, cupolas, other architecturally integrated features				Exempt, except shall occupy no more than 30% of roof area [10]					
PUBLIC OPEN AND GENERAL OPEN SPACE REQUIREMENTS									
Total Open Space to be Provided		Public Open Space Provided at Grade [11]			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.</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>				
RIVERWALK (Also refer to sec. 27-181.5)									
Within Waterfront [W] Setback				Emergency Vehicle Access					
17' paved (includes 2' for bulkhead wall) Remaining area: landscape, appropriate furniture, etc.				Min clearance: 12' wide for pedestrians (i.e. sidewalk) at all times Min clearance: Increased to 20' wide for emergency vehicles [12]					
PUBLIC ART (Also refer to sec. 27-181.4)									
Required Contribution Rate		Maximum Fee		Benchmark to Pay Fee		Public Art Fund			
<i>Required for New Construction Only: 0.75% x total project development cost</i>		\$200,000.00		Prior to issuance of certificate of occupancy		Fund consists of all payments for public art requirements within the Center City (CBD)			

**NOTES FOR TABLE 183 (continued)**

**BUILDING PLACEMENT NOTES:**

- [1] *Build-to Zone (BTZ)*. The ground floor streetwall/facade of each building shall be placed within the Build-to-Zone (BTZ) for the percentage of the parcel frontage shown in this table. BTZ is measured from edge of required Public Realm Zone, or from parcel/property line if required Public Realm Zone is wholly accommodated within the right-of-way (public or private).
- [2] *Setback*. The line/location that sets the minimum distance at which the building wall may be placed.
- [3] Waterfront building setback shall be measured from the water’s edge, as measured from the waterside face of the bulkhead.
- [4] Refer to additional Waterfront Overlay and Riverwalk Standards set forth in sec. 27-181.5.

**BUILDING STREETWALL NOTES:**

- [5] Building streetwall is that building façade designed for, placed within, and oriented to the BTZ.
- [6] Minimum % of building streetwall/façade (ground floor) shall be built within the BTZ.
- [7] All new building streetwalls/facades, including structured parking (freestanding or attached) shall be designed consistent with the streetwall standards and frontage types, set forth in Table 183.1, Tables 183.1A-E.

**STREET ORDER NOTES:**

- [8] The Street Types A-C are in order from highest pedestrian-oriented design to lowest. Street Type A, when adjacent to development parcel, is always Primary Order Street. When Street Type A is adjacent and Street Type B is also adjacent, Street Type B is Secondary Order Street. Street Type B may also be Tertiary or Lower, when more than one (1) Type B is adjacent to the parcel. Street Type C is always a lower order street than Street Type A and/or B. Street Type C shall only be set as the Primary Order Street where Type C is the only street type adjacent to the development parcel.

**MAXIMUM HEIGHTS NOTES:**

- [9] 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.
- [10] Also refer to sec. 27-43 for specific definitions.

**PUBLIC OPEN AND GENERAL OPEN SPACE NOTES:**

- [11] All area(s) provided on private property to meet the Public Realm Zone standards shall be counted towards the 30% “public open space” requirement. For properties in the Waterfront Overlay, a portion of the “public open space” provided must be located to create a pedestrian connection from the Public Realm Zone to the Waterfront Setback/Riverwalk.

**RIVERWALK NOTES:**

- [12] Increased to 20’ for emergency vehicles, where fire protection systems not provided for adjacent building (expanded zone is integrated with Riverwalk).

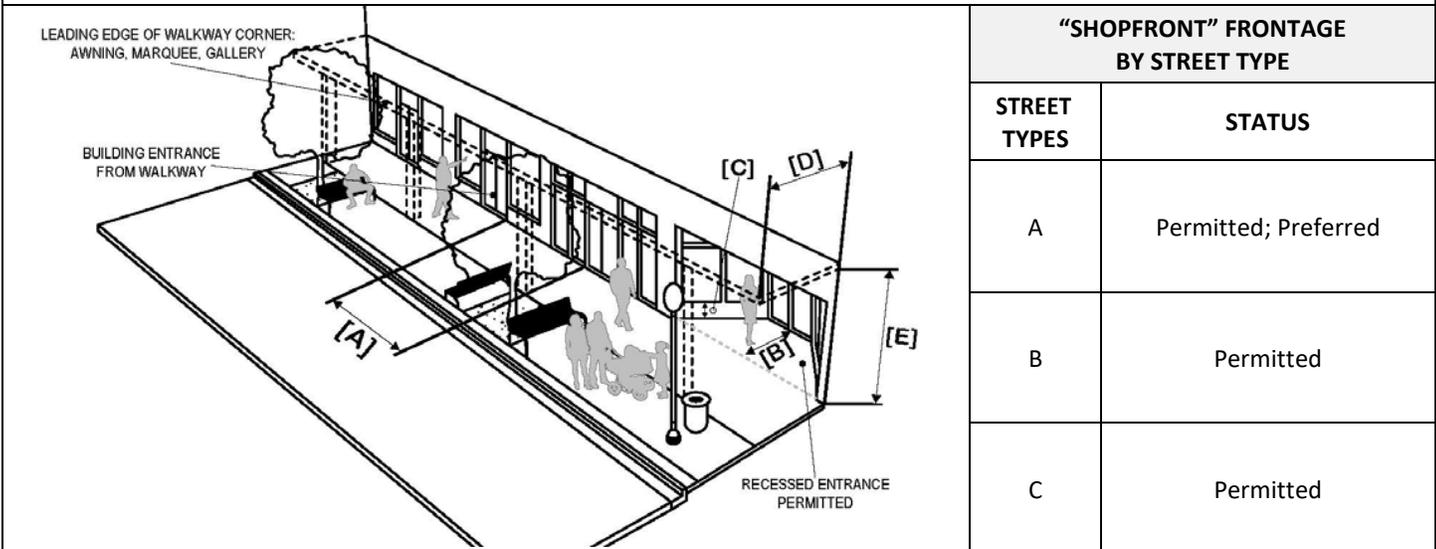
<b>TABLE 183.1 GENERAL BUILDING STREETWALL DESIGN, FRONTAGE TYPES, BUILDING SIGNS</b>			
<b>BUILDING SIGN STANDARDS</b>			
<b>Category</b>	<b>Building Type</b>	<b>Sign Placement by Building Floor [1]</b>	<b>Maximum Area (SF) [3,4]</b>
<b>1-S</b>	All Buildings	1 <sup>st</sup> Floor [2]	2 SF per 1 LF
<b>2-S</b>	5 Floors or less	On face of highest Floor	1.25 SF per 1 LF
<b>3-S</b>	6 to 15 Floors	On face of highest Floor	2 SF per 1 LF
<b>4-S</b>	16 to 30 Floors	On face of highest Floor	3 SF per 1 LF
<b>5-S</b>	31 Floors and up	On face of highest Floor	4 SF per 1 LF

**Sign Notes: [LF] Linear feet; [SF] Square feet**

- [1] For multi-level buildings, sign area allowed for floors above 1<sup>st</sup> floor, those signs shall be placed on the wall face of the highest floor of the building.
- [2] Includes all allowed signs set forth in division 6 ‘signs’ of this chapter.
- [3] The maximum sign SF ratios are available for use based on the overall number of floors/levels of the building. All buildings are allowed the maximum under 1-S. Use the ‘Category’ column to identify allowable sign area ratio by total building floor/level count; ratios are not to be aggregated by segments or portions of floors (i.e. a 40-floor building is permitted to use max SF for 1-S and 5-S only, with the total from 5-S placed on the face of the 40<sup>th</sup> floor). *Example:* 3 story building = 1-S (placed on allowable building surfaces for 1<sup>st</sup> Floor) and 2-S placed on the face of the 3<sup>rd</sup> floor.
- [4] Sign area leftover from 1-S can be redistricted to the upper level building sign total.

**TABLE 183.1A "SHOPFRONT" FRONTAGE**

*Description and General Standards.* A shopfront frontage is typical for single- or mixed-use commercial or office frontage. The façade is located within the Build-to-Zone pursuant to Table 183, with the pedestrian entrance at sidewalk grade. The façade may include an awning, shed roof, or gallery (structural canopy with no habitable building area above it) that covers the sidewalk. The facade has a substantial amount of glazing (transparency) at the sidewalk level. Recessed entrances are acceptable. All shopfront frontages shall comply with development standards set forth below:



		<b>"SHOPFRONT" FRONTAGE BY STREET TYPE</b>	
		<b>STREET TYPES</b>	<b>STATUS</b>
		A	Permitted; Preferred
		B	Permitted
		C	Permitted
<b>REQUIREMENTS [3-6]</b>	<b>MINIMUM</b>	<b>MAXIMUM</b>	
Distance between Openings [A] [2]	10'	30'	
Door Recess [B]	-	10'	
Height to Bottom of Window [C]	-	2'	
Transparency [1]	70%	-	
<b>OPTIONAL ELEMENTS</b>	<b>MINIMUM</b>	<b>MAXIMUM</b>	
Awning or Marquee Depth [D]	4'	10'	
Gallery Depth (clear) [D]	8'	10'	
Awning, Marquee, Gallery Height (clear) [E]	14'	-	

**NOTES:**

- [1] Transparency measured horizontally from edge to edge of wall plane and vertically between 2' and 15' above finished grade.
- [2] 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.
- [3] Prohibit large expanses of opaque or blank walls. No blank walls of more than 25' in length are permitted without relief or protrusion of at least 6".
- [4] Maintain the following: (i) the distinction between the upper and lower levels of the building with treatments such as cornice lines, changes in material, color, or fenestration pattern; and (ii) the cornice line of adjacent existing buildings, where applicable, to continue the definition of the public realm.
- [5] Protect the integrity of the existing street grid by prohibiting connections that promote a continuous level of commercial uses above grade. This requirement shall not discourage tenant-serving commercial on any level of a building, so long as such commercial is placed at street level.
- [6] Waterfront Overlay: A public entrance shall be oriented towards or placed on the Riverwalk. 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 roof-top/roof-deck, special consideration shall be given to the design treatment of all roof components, including terraces, or portions of the building.

**TABLE 183.1B "ARCADE" FRONTAGE**

*Description and General Standards.* This type is appropriate for single- or mixed-use commercial or office frontage. An arcade frontage is shopfront facade with an attached colonnade with habitable building space above, placed adjacent to the right-of-way. The shopfront and/or walkway is/are located within the Build-to-Zone pursuant to Table 183, to provide the required Public Realm Zone dimension. The facade has a substantial amount of glazing (transparency) at the sidewalk level. All arcade frontages shall comply with development standards set forth below:

	"ARCADE" FRONTAGE BY STREET TYPE	
	STREET TYPES	STATUS
	A	Permitted; Preferred
B	Permitted	
C	Permitted	

REQUIREMENTS [3-6]	MINIMUM	MAXIMUM
Distance between Openings [A] [2]	10'	30'
Door Recess [B]	-	10'
Height to Bottom of Window [C]	-	2'
Arcade Depth (clear) [D]	10'	-
Arcade Height (clear) [E]	15'	-
Spacing Between Columns (clear) [F]	10'	-
Column Width (clear) [G]	-	4'
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] 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.
- [3] Prohibit large expanses of opaque or blank walls. No blank walls of more than 25' in length are permitted without relief or protrusion of at least 6".
- [4] Maintain the following: (i) the distinction between the upper and lower levels of the building with treatments such as cornice lines, changes in material, color, or fenestration pattern; and (ii) the cornice line of adjacent existing buildings, where applicable, to continue the definition of the public realm.
- [5] Protect the integrity of the existing street grid by prohibiting connections that promote a continuous level of commercial uses above grade. This requirement shall not discourage tenant-serving commercial on any level of a building, so long as such commercial is placed at street level.
- [6] Waterfront Overlay: A public entrance shall be oriented towards or placed on the #Riverwalk. 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 roof-top/roof-deck, special consideration shall be given to the design treatment of all roof components, including terraces, or portions of the building.

**TABLE 183.1C "FORECOURT" FRONTAGE**

*Description and General Standards.* This type is appropriate for single- or mixed-use commercial, office, or residential frontage. A forecourt is a recessed courtyard with street-facing edges providing additional transparency. For this frontage, the 'streetwall(s)' is(are) located within the Build-to Zone, pursuant to Table 183. The 'interior forecourt wall' is recessed to form an open-air court (typically uncovered). The forecourt is suitable for passive seating/gathering, outdoor dining, public art, gardens, formal entries, etc. All forecourt frontages shall comply with development standards set forth below:

"FORECOURT" FRONTAGE BY STREET TYPE	
STREET TYPES	STATUS
A	Permitted; Preferred
B	Permitted; Preferred
C	Permitted

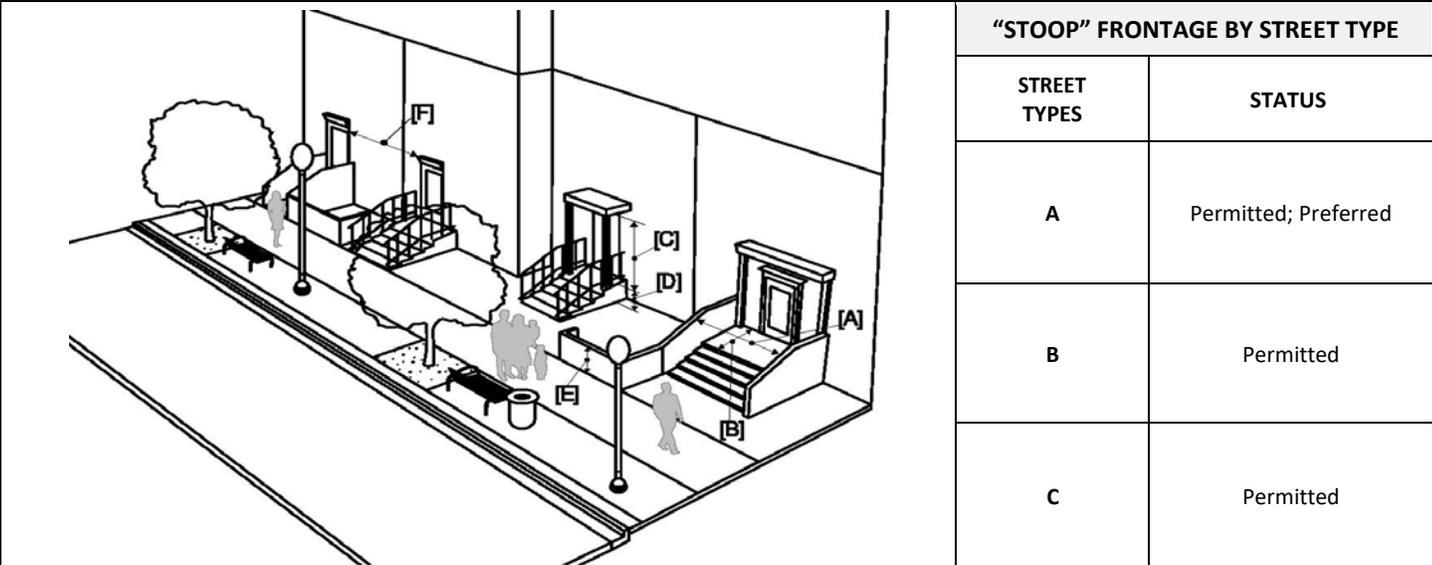
REQUIREMENTS [3-10]	MINIMUM	MAXIMUM
Height to Bottom of Window [A]	-	2'
Forecourt Width (clear) [B]	12'	1/3 of building length
Forecourt Depth (clear) [C]	12'	50'
Seating Wall Height [D] [2]	2'	3'
Streetwall Transparency [1,6]	30%	-
Interior Forecourt Wall Transparency [1,6]	50%	-

**NOTES:**

- [1] Transparency measured horizontally from edge to edge of wall plane and vertically between 2' and 15' above finished grade.
- [2] Seat-wall(s) within forecourt area limited to heights above. A seat-wall may be placed at the edge of the Public Realm Zone to define the forecourt space.
- [3] The forecourt space is counted as frontage.
- [4] The forecourt may be elevated behind a retaining wall at or near the front lot line with entry steps to the court.
- [5] ADA access is required to the forecourt from the Public Realm Zone, regardless of final design.
- [6] Streetwall and Interior Forecourt Wall shall include at least one (1) door opening each, for each development.
- [7] Prohibit large expanses of opaque or blank walls. No blank walls of more than 15' in length are permitted without relief or protrusion of at least 6".
- [8] Maintain the following: (i) the distinction between the upper and lower levels of the building with treatments such as cornice lines, changes in material, color, or fenestration pattern; and (ii) the cornice line of adjacent existing buildings, where applicable, to continue the definition of the public realm.
- [9] Protect the integrity of the existing street grid by prohibiting connections that promote a continuous level of commercial uses above grade. This requirement shall not discourage tenant-serving commercial on any level of a building, so long as such commercial is placed at street level.
- [10] Waterfront Overlay: A public entrance shall be oriented towards or placed on the #Riverwalk. 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 roof-top/roof-deck, special consideration shall be given to the design treatment of all roof components, including terraces, or portions of the building.

**TABLE 183.1D "STOOP" FRONTAGE**

*Description and General Standards.* This type is appropriate for single- or mixed-use office or residential frontage. A stoop is an elevated entry placed close to the Public Realm Zone with small front yards. For a stoop, the façade is located within the Build-to Zone, subject to applicable requirements. The façade includes an elevated landing with stairs, (with appropriate ADA accessibility for non-residential uses), that is placed at or near the edge of the sidewalk. 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	
		STREET TYPES	STATUS
		A	Permitted; Preferred
		B	Permitted
		C	Permitted

REQUIREMENTS [3-6]	MINIMUM	MAXIMUM
Stoop Width (clear) [A]	6'	12'
Stoop Landing Depth (clear) [B]	4'	10'
Stoop Height (clearance above landing) [C]	8'	-
Stoop Landing Elevation [2] [D]	1.5'	-
Front Separator Wall Height [E]	2'	4'
Distance between Openings/Stoops [F] [2]	10'	40'
Transparency [1]	30%	-

- NOTES:**
- [1] Transparency measured horizontally from edge to edge of unit wall plane and vertically between [D] and 15' above [D]. (*[D] as designed for development*)
  - [2] 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.
  - [3] 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.
  - [4] Maintain the following: (i) the distinction between the upper and lower levels of the building with treatments such as cornice lines, changes in material, color, or fenestration pattern; and (ii) the cornice line of adjacent existing buildings, where applicable, to continue the definition of the public realm.
  - [5] Protect the integrity of the existing street grid by prohibiting connections that promote a continuous level of commercial uses above grade. This requirement shall not discourage tenant-serving commercial on any level of a building, so long as such commercial is placed at street level.
  - [6] Waterfront Overlay: A public entrance shall be oriented towards or placed on the Riverwalk. 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 roof-top/roof-deck, special consideration shall be given to the design treatment of all roof components, including terraces, or portions of the building.

**TABLE 183.1E "GARAGE" FRONTAGE**

*Description and General Standards.* This type is appropriate for vehicle parking and must include single- or mixed-use commercial, office, or residential uses at the street level. All of the frontage types set forth in Tables 183.1A-D may be incorporated at the ground level. All garage frontages shall comply with development standards set forth below:

	<b>"GARAGE" FRONTAGE BY STREET TYPE</b>	
	<b>STREET TYPES</b>	<b>STATUS</b>
	<b>A</b>	Prohibited [1]
	<b>B</b>	Permitted
<b>C</b>	Permitted; Preferred	

<b>REQUIREMENTS [1-6]</b>	<b>MINIMUM</b>	<b>MAXIMUM</b>
Active Space Depth [A]	25'	-
Active Space Width [B]	1/2 of building length	-
Height to Bottom of Window [C]	-	2'
Transparency [2]	70%	-

**WITHIN WATERFRONT OVERLAY (Refer to sec. 27-181.5)**

<b>PARKING STRUCTURES</b>		<b>SERVICE, LOADING AREAS; RELATED ACCESS DRIVES</b>	
<b>VEHICLE ACCESS PROHIBITED:</b>	From orienting towards the Riverwalk	<b>PLACEMENT, DESIGN, SCREENING:</b>	Located to minimize visibility of these components from Public Realm Zone and Riverwalk
	From being located within the Waterfront Setback (Table 183)		
<b>STREETWALL &amp; WATERFRONT-ORIENTED FAÇADE DESIGN:</b>	Must be architecturally integrated with the principal structure		Screened to provide a minimum 50% opacity at time pedestrian view
	Utilize landscaping elements or other design features to soften the appearance of the exterior façade		

**NOTES:**

- [1] On Street Type A, structural parking garages are required to design to either the "Shopfront" (Table 183.1A) or "Arcade" (Table 183.1B) frontage. Vehicle access is prohibited on/to/from Street Type A, unless all other vehicle access option(s) is(are) prohibited and/or the development has no other street frontage.
- [2] Transparency measured horizontally from edge to edge of wall plane and vertically between 2' and 15' above finished grade. Transparency may differ if an alternate frontage type is used at the ground level (refer to transparency requirement of the applicable frontage type proposed.)
- [3] Streetwall design shall include a minimum of one (1) door opening per property, to the primary street.
- [4] Prohibit large expanses of opaque or blank walls. No blank walls of more than 25' in length are permitted without relief or protrusion of at least 6 inches.
- [5] Maintain the following: (i) the distinction between the upper and lower levels of the building with treatments such as cornice lines, changes in material, color, or fenestration pattern; and (ii) the cornice line of adjacent existing buildings, where applicable, to continue the definition of the public realm.
- [6] Protect the integrity of the existing street grid by prohibiting connections that promote a continuous level of commercial uses above grade. This requirement shall not discourage tenant-serving commercial on any level of a building, so long as such commercial is placed at street level.

**Sec. 27-184. Official schedule of permitted principal, accessory and special uses; required off-street parking ratios by use; parking space equivalencies by transportation mode.**

(a) Except as otherwise specifically stated in this chapter, the use of and required parking count for land, water, and structures within the Center City (CBD) shall only be permitted in accord with Table 184-A below, including those parking space equivalencies by transportation mode set forth in Table 184-B. All other uses of land, water, and structures in the CBD, which are not expressly listed in Table 184 this section, are prohibited uses and shall not be established in the CBD. Refer to sec. 27-185.2 for alternative compliance options.

TABLE 184-A 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-N]
	CBD-1	CBD-2	
<b>RESIDENTIAL USES</b>			
Adaptive reuse	X	X	Provide for Ratio(s) for new adapted use(s) as below No additional parking required [B]
Congregate living facility: (large or small group care)	X	X	0.25 / employee on largest shift
Large group care facility	X	X	1 / 5 occupants
Small group care facility	X	X	
<i>Dwelling units:</i>			
Single-, two-, or multi-	X	X	±0.75 / unit N/A / unit ('senior' housing) [K.i.] 0.5N/A / unit ('affordable' housing) [K.ii.]
Student housing	X	X	0.25 / unit [K.iii.]
Studio-	X	X	0.25 / unit
Visitor parking	X	X	N/A
Home occupation	<del>X</del>	<del>X</del>	N/A
Hotels and motels	X	X	1 / 48 lodging units
Private pleasure craft	<del>S1</del> [9]	<del>S1</del> [9]	N/A
<b>OFFICE USES</b>			
Dental/Medical/Veterinary	X	X	±2.50.75 / doctor, dentist, veterinarian
Business/Professional	X	X	±0.5 / 1000 SF (UFA)
<b>PRIVATE INSTITUTIONAL USES</b>			
Club	X	X	±2 / 1000 SF (UFA)
Day care and nursery	X	X	±0.5 / employee on largest shift Plus 1 / vehicle operated by facility
Hospital or Clinic	X	X	0.1 / patient bed (non-emergency/urgent care) Plus 1 / exam room
Place of religious assembly or general assembly	X	X	N/A (religious) 0.10 / fixed seat (fixed general)
Private school: elementary, middle (junior high), secondary (senior high), all post-secondary (business, vocational, trade, college or university)	X	X	±0.5 / classroom (elementary/middle) 0.10 / student (secondary all others) 0.50 / student (all post-secondary)
Private cultural facility	X	X	±1.5 / 1000 SF (GFA)
<b>PUBLIC INSTITUTIONAL USES</b>			
Public cultural, service, or use facility	X	X	±1.5 / 1000 SF (UFA) (cultural) ±0.5 / employee on largest shift (service) 0.500.25 / 1000 SF (GFA) (use)
Public school: elementary, middle (junior high), secondary (senior high), all post-secondary (business, vocational, trade, college or university)	X	X	±0.5 / classroom (elementary/middle) 0.10 / student (secondary all others) 0.50 / student (all post-secondary)
<b>RECREATIONAL, ASSEMBLY USES</b>			
Community garden, private	S1[7]	S1[7]	N/A

<i>Recreation facility:</i>			
Private or commercial	X	X	≥1 / 1000 SF (UFA)
Temporary special events	S1[7]X[10]	S1[7]X[10]	N/A 0.10 / participant (including event staff) [M]
<b>OTHER COMMERCIAL AND NON-RESIDENTIAL USES</b>			
<i>Alcoholic beverage sales [5]:</i>			
Bar or 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]	
Auto rental	X[9]	X[9]	N/A
Bank ( <u>stand-alone, single-use structure only</u> )	X	X	≥0.5 / 1000 SF (UFA)
Bank, drive-in	S1[7]A[9]	S1[7]A[9]	2 / 1000 SF (UFA) Plus <u>Queueing lane(s) – 9244'</u> min length
Catering shop / <u>Commercial kitchen</u>	X	X	1 / delivery vehicle / food truck
<del>Commercial kitchen</del>	<del>X</del>	<del>X</del>	<del>1 / delivery vehicle / food truck</del>
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 N/A
Marina	X	X	≥0.5 / employee on largest shift Plus 0.25 / slip or berth
Medical marijuana dispensary [8]	X	X	1 / 1000 SF (GFA)
Microbrewery ( <i>Production Limits: up to 60,000 barrels annually</i> )	X	X	0.50 / employee on largest shift Plus 1 / delivery vehicle Plus 0.10 / seat for on-site beverage consumption (fixed or unfixed)
Parking, off-street (structured or surface lot)	X	X	Principal or Special Event [1,2,3]: As provided on lot All other Parking Use-types [M]: As required by related uses(s)
Personal services	X	X	1 / 1000 SF (GFA) N/A
Pharmacy	X	X	1 / 1000 SF (GFA) N/A
Printing: Light and publishing	X	X	1 / 1000 SF (GFA) 0.25 / employee on largest shift
Radio/TV studio	X	X	1 / 1000 SF (GFA) (non-assembly area) Plus 0.10 / seat (fixed)
Research activity	X	X	≥0.5 / employee on largest shift
Restaurant	X	X	N/A
Restaurant, drive-in	S≥1[7]	S≥1 [7]	4 / 1000 SF (UFA) Plus <u>Queueing lane(s) – 92'</u> min length
Retail sales: bakery, specialty, convenience, shopper's	X	X	N/A – bakery, specialty, convenience ≥0.5 / 1000 SF (UFA) – Shopper's
Temporary film production [4]	X	X	N/A
Transportation service facility	S1[7]	S1[7]	1 / employee on largest shift N/A
Vehicle repair, minor	X	X	N/A 10.5 / employee on largest shift Plus adequate on-site vehicle storage [L]

**TABLE 184-A 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, except that surface parking, which is accessory to publicly-owned facilities or lands only, shall be permitted, subject to compliance with the following:
- i. Public realm zone improvements shall be constructed/installed, by applicable street type, pursuant to secs. 27-182 and 27-182.1;
  - ii. Surface parking areas shall not be paved with asphalt. Parking stalls shall be marked through the installation of patterned materials/inlays wherever possible. ADA parking stalls shall be marked and signed according to standard applicable codes. The signing and marking of the surface parking area shall be reviewed and approved through the design district review process;
  - iii. Any freestanding sign(s) shall be constructed/installed in accordance with sign standards set forth in sec. 27-185.1;
  - iv. The use of tandem parking spaces shall be allowed, only when and where said surface parking has a live attendant(s) onsite to perform activities, such as monitoring the surface parking and maneuvering vehicles in a safe and orderly fashion (i.e. valet-type parking);
  - v. Any surface parking, which is in existence as of July 1, 2018, and is accessory to a publicly-owned facility, shall not be required to comply with the above-stated requirements until such time as an expansion, major renovation, or reconstruction of such existing surface parking occurs.
- [2] Off-street structured parking (i.e. stand-alone parking structures) in the Waterfront Overlay, shall (at a minimum) include the 'Active Space Depth' within the streetwall as required in Table 183.1E, and along the entire façade(s) facing the Waterfront/Riverwalk. All other structured parking use-types may be permitted in the Waterfront Overlay, subject to all applicable public realm, site, and building regulations of this subdivision. Refer to Tables 183, 183.1, 183.1A-D for additional building standards applicable to the Waterfront Overlay.
- [3] ~~See~~ Refer to sec. 27-283.13(b) for special event parking regulations.
- [4] ~~See~~ Refer to sec. 27-150 for regulations applicable to Temporary Film Production.
- [5] Refer to ~~Articles X~~ Article II, Division 5 Special Use Permits and ~~XXX~~ Article IX 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 permissiypes.]*
- [6] Refer to sec. 27-282.25 for applicable provisions.
- [7] Refer to specific use standards in sec. 27-132.
- [8] Refer to sec. 27-282.29 for supplemental regulations related to this use. Any request to reduce distance requirements set forth in this section, shall be processed as a special use-2 permit (refer to article II, division 5). Requirements of this section shall serve as supplemental special use criteria (refer to sec. 27-132).
- [9] Refer to sec. 27-184.1 for applicable standards.
- [10] Refer to sec. 27-282.16 for applicable provisions.

**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~~ in this subdivision.
- [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. Any required ADA parking shall be located on site, designed and installed in accordance with applicable local, state, and federal requirements.~~
- [F] No off-street parking allowed forward of or to the side of building on Primary Order Street Frontage.
- [G] Any parking structure and/or surface lot 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 and/or surface lot is located within CBD boundary; (2) such multiple buildings/developments and parking structure/surface lot 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 'retail sales'.
- [I] *Loading*. Refer to Table 185 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~~. Refer to Table 184-B for parking space equivalencies by alternative mode of transportation..
- [K] Parking ratios apply to listed uses as follows:
- i. Development Dwelling units must qualify for applicable HUD and/or state funding/\_assistance ~~and be for persons fifty-five (55) and older as 'senior' housing~~ to use this parking ratio.
  - ii. Dwelling units must qualify for applicable HUD and/or state funding/assistance as 'affordable' housing to use this parking ratio.
  - iii. Dwelling units must be utilized as housing for secondary/post-secondary students 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.  
 [M] Refer to section 27-185.1 for additional surface parking lot design standards.

(b) Parking space equivalencies by transportation mode. Parking shall be provided in accordance with the ratios set forth in Table 184-A above. Developments may provide all required vehicle parking spaces for automobiles or in combination with the alternative modes of transportation, using associated equivalency ratios, set forth in Table 184-B below. **No more than 25% of required vehicle parking may be substituted with parking for other transportation modes in this manner.**

<b>TABLE 184-B PARKING SPACE EQUIVALENCIES BY TRANSPORTATION MODE</b>			
<u>Standard/Compact Vehicle Stall</u>	<u>Equivalency Ratio</u>	<u>Alternative Transportation Mode [1,2]</u>	<u>Specific Condition(s)</u>
<u>1</u>	<u>1:2</u>	<u>Motorcycle</u>	<u>Refer to Table 185 for required design dimensions</u>
<u>1</u>	<u>1:4</u>	<u>Bicycle, Tricycle, Motorized Scooter, Segway, or similar mode</u>	
<u>1</u>	<u>8:1</u>	<u>Car-share, Ride-hail, or similar type of shared vehicle / Neighborhood Electric Vehicle (Low-Speed Vehicle) vehicle stall [3]</u>	

**TABLE 184-B NOTES:**  
 [1] Refer to secs. 25-4 and 27-43 for applicable definitions.  
 [2] Parking spaces shall be installed on-site and marked with appropriate sign(s), paint, or similar materials.  
 [3] Neighborhood Electric Vehicle (Low-Speed Vehicle) as defined by U.S. Department of Transportation.

**Sec. 27-184.1. - Miscellaneous use standards.**

- (a) Applicability; effect. The regulations in this section shall apply to the specific uses as indicated below, as a supplement to the other regulations set forth in the subdivision.
- (b) Auto rental standards.
  - (1) Auto rental shall be limited to noncommercial automobiles, SUV's, and vans;
  - (2) No more than twenty (20) rental vehicles shall be stored on the property at one (1) time;
  - (3) Storage areas for rental vehicles shall be located within an enclosed building or on the second (2nd) level or higher of a multi-story structural parking garage; and
  - (4) Accessory uses may include car wash, cleaning, and preparation and minor vehicle repairs for rental vehicles only, and such activities shall only occur within an enclosed building or on the second (2nd) level or higher of a multi-story structural parking garage.
- (c) Private pleasure craft.
  - a. For such occupancy for living quarters, required off-street parking shall be provided on the zoning lot; and
  - b. Regulations of the city, state or federal government regarding sewage disposal, availability of potable water, security against menaces due to storm surge, tides, currents, and hurricane menace shall be met.
- (d) Bank, drive-in.
  - a. A drive-in bank shall only be permitted as an accessory use to a bank which located on the same zoning lot; and
  - b. Use shall be limited to one (1) drive-through lane for each zoning lot.

**Sec. 27-185. General parking design standards ~~by transportation mode; parking in lieu calculation and payment; fences.~~**

(a) General parking layout, design, and materials shall adhere to Table 185 standards. Off-street ~~surface~~ parking: refer to Table 185.1.

<b>TABLE 185 PARKING LAYOUT [1]</b>				
<u>Parking Space/Stall- &amp; Drive Aisle- Minimum Dimensions [4]</u>	<u>Perpendicular sSpaces (90°)</u>	<u>Angled sSpaces (Varied degrees)</u>	<u>Parallel sSpaces (0°)</u>	<u>Drive Aisle</u>
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)	<ul style="list-style-type: none"> <li>• <u>24' (2-way w/90° cars on each side)</u></li> <li>• <u>Adhere to Compact</u></li> </ul>

Drive aisle	24' (2-way w/90° cars on each side)		Adhere to Compact Spaces dimension standards (Refer to Art. VI)	Spaces dimension standards for other angled layouts (Refer to Art. VI)
Neighborhood Electric Vehicle	Use vehicle width/length to set minimum stall size	Same as 90°	Same as 90°	
Pedaled/e-bicycle	2' x 8'			
Pedaled/e-tricycle	4' x 8'			
Motorcycle (2-wheel)	4' x 8'			
Motorcycle (3-wheel)	4' x 8'			
Motorized scooter/Segway	1.5' x 3'			

**TABLE 185 MISCELLANEOUS STANDARDS [2]**

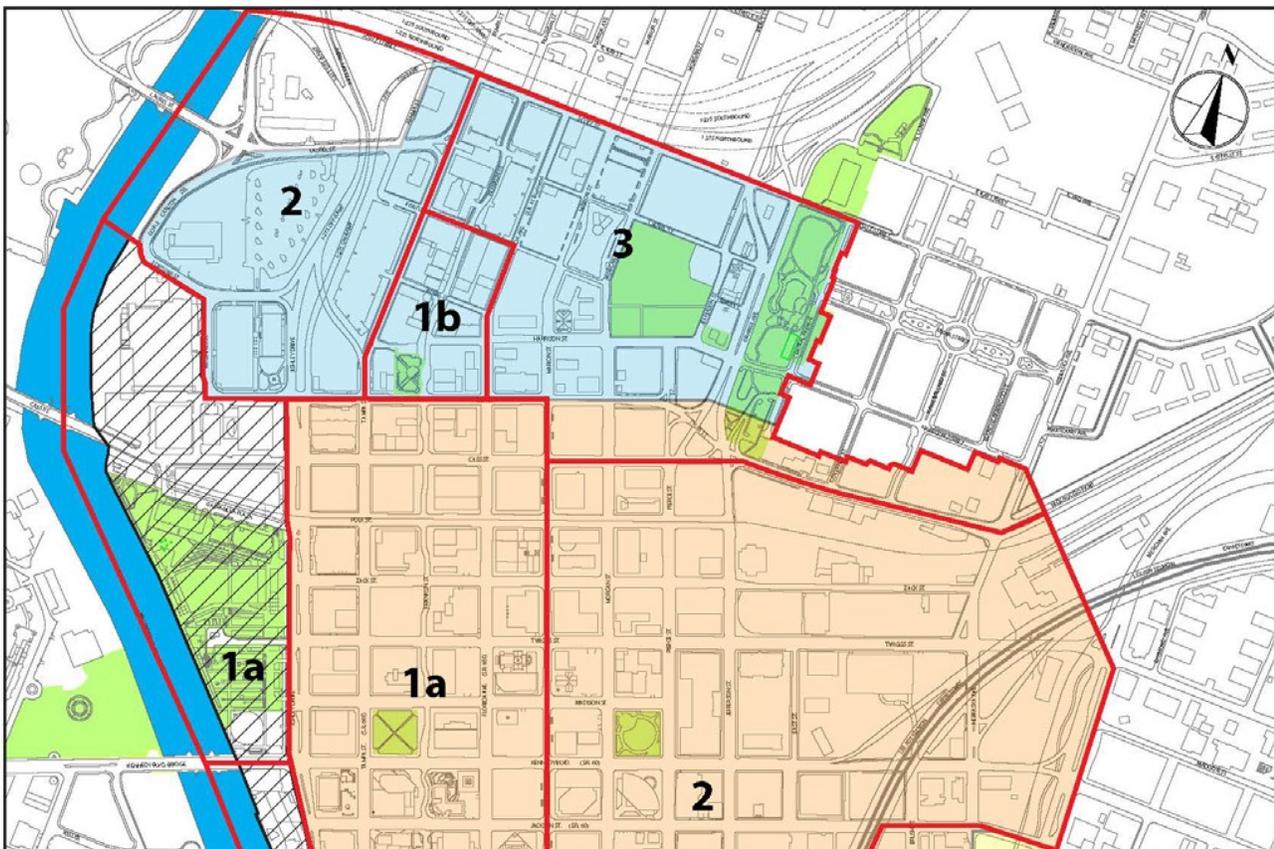
Materials	Alternative materials may be considered pursuant to the procedure set forth on sec. 27-60.1.
Loading [3]	Minimum Required loading shall adhere to be fifty (50) percent of rates set forth in to sec. 27-283.14. Off-street loading and delivery space, plus area or means for maneuvering, and ingress/egress shall be provided. Backing (reverse maneuvering) from a public right-of-way into the loading area is permitted.

**TABLE 185 NOTES:**

- [1] Use of a tandem parking layout shall adhere to the following:
  - i. Within parking structures and/or surface lots, tandem parking stalls may be utilized, without monitoring by a live attendant, for residential uses only.
  - ii. The use of tandem parking stalls may be utilized for any other permitted use(s), only when and where said parking has a live attendant(s) on-site to perform activities, such as monitoring parking areas and directly maneuvering vehicles in a safe and orderly manner (i.e. parking attendant, valet-type operation, or similar). Said attendant(s) shall be on-site/on-duty when parking spaces are used in a tandem formation.
- [2] Alternative designs may be considered through the design district review process set forth in sec. 27-60.1.
- [3] Provision of on-site loading spaces may be reduced through the design district review process set forth in sec. 27-60.1, where on-street freight/loading spaces can be approved immediately adjacent to the subject site. Alternative designs to solid waste services areas may be considered through said process, subject to approval by the solid waste director or designee.
- [4] Refer to secs. 25-4 and 27-43 for applicable definitions.

(b) Surface Parking Zones and Fence Zones are hereby depicted in Map CBD 185. All surface parking lots shall adhere to the applicable standards as set by parking zone. All fences shall adhere to the standards as set forth by fence zone and further described in sec. 27-185.3.

**MAP INSET – CBD 185:**

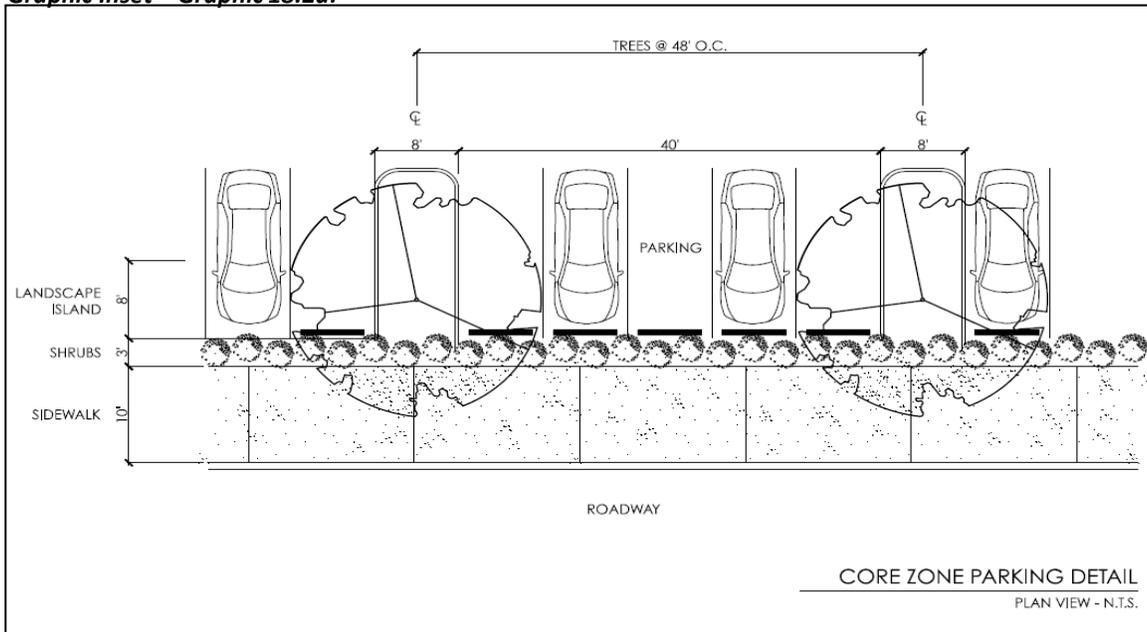


**Sec. 27-185.1. Off-Street Surface Parking Design Standards.**

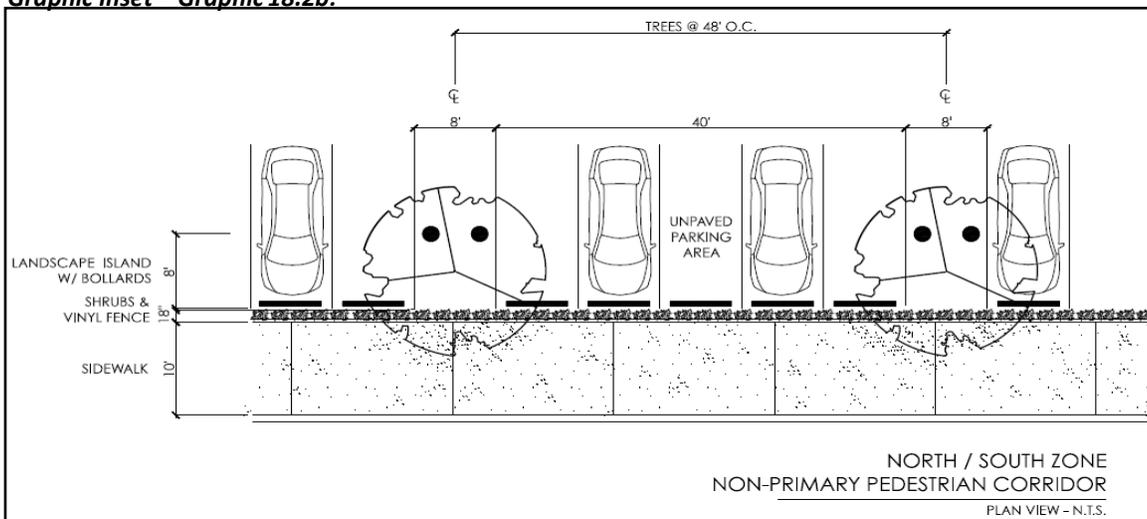
Off street surface parking zones and surface parking lot design standards.

- (a) All off-street surface parking lots within Center City shall comply with the applicable requirements of this section by parking zone, and as depicted in Map CBD 185 and further described below.
- (b) 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.
- (c) 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. For new construction, building additions, and/or major renovation of a site that contains such parking, the Public Realm Zone requirements shall be met (refer to sec. 27-182).

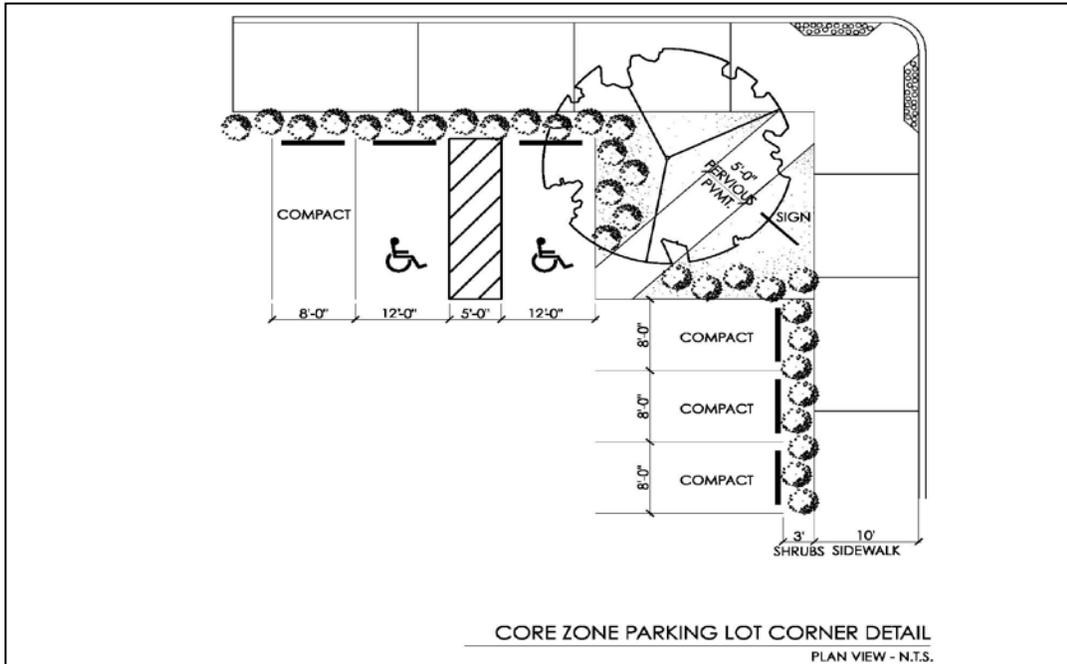
**Graphic Inset – Graphic 18.2a:**



**Graphic Inset – Graphic 18.2b:**



Graphic Inset – Graphic 18.2c:



Graphic Inset – Graphic 18.2f:

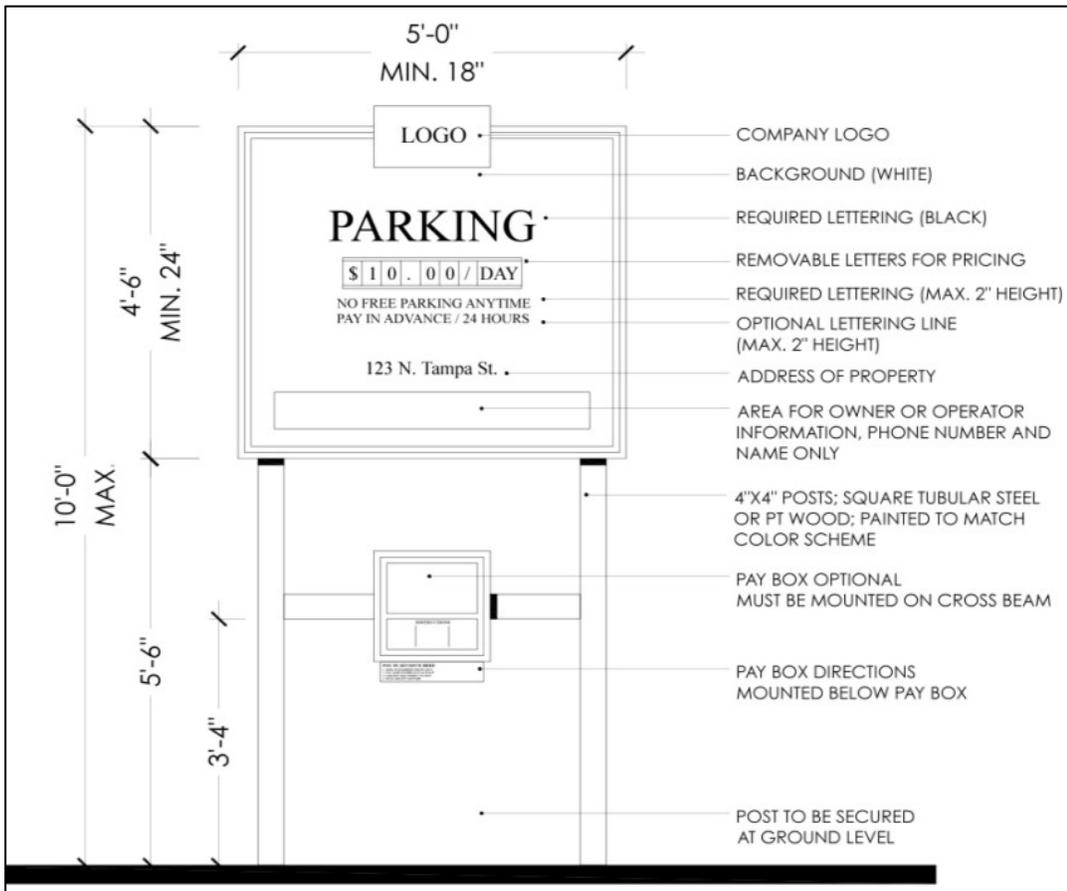


TABLE 185.1 OFF-STREET SURFACE PARKING DESIGN STANDARDS				
REQUIREMENT	PARKING ZONES			
	CORE – All Streets	NORTH / SOUTH – All Streets [1]		
<b>REQUIRED LANDSCAPE [1]</b>				
Perimeter	<b>GRAPHICS 185.1a-185.1b</b> <i>Landscape buffer:</i> <ul style="list-style-type: none"> <li>a. 3’W Min</li> <li>b. Landscape islands for tree planting               <ul style="list-style-type: none"> <li>i. Spaced at Min 48’ o.c. interval</li> <li>ii. 8’x8’ Min. dimension</li> </ul> </li> <li>c. Planting materials below</li> </ul>	<b>GRAPHIC 185.1c</b> <i>Landscape buffer:</i> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <b>Option 1:</b> <ul style="list-style-type: none"> <li>a. 3’W</li> <li>b. Landscape islands for tree planting               <ul style="list-style-type: none"> <li>i. Spaced at Min 48’ o.c. interval</li> <li>ii. 8’x8’ Min. dimension</li> </ul> </li> <li>c. Planting materials below</li> </ul> </td> <td style="width: 50%; vertical-align: top;"> <b>Option 2:</b> <ul style="list-style-type: none"> <li>a. 18”W Min</li> <li>b. Landscape islands for tree planting (with bollards [5])               <ul style="list-style-type: none"> <li>i. Spaced at Min 48’ o.c. interval</li> <li>ii. 8’x8’ Min. dimension</li> </ul> </li> <li>c. Install fence (<i>refer to Table 185.3</i>), planted w/vine at 10’ o.c.</li> <li>d. Planting materials below; no shrubs required</li> </ul> </td> </tr> </table>	<b>Option 1:</b> <ul style="list-style-type: none"> <li>a. 3’W</li> <li>b. Landscape islands for tree planting               <ul style="list-style-type: none"> <li>i. Spaced at Min 48’ o.c. interval</li> <li>ii. 8’x8’ Min. dimension</li> </ul> </li> <li>c. Planting materials below</li> </ul>	<b>Option 2:</b> <ul style="list-style-type: none"> <li>a. 18”W Min</li> <li>b. Landscape islands for tree planting (with bollards [5])               <ul style="list-style-type: none"> <li>i. Spaced at Min 48’ o.c. interval</li> <li>ii. 8’x8’ Min. dimension</li> </ul> </li> <li>c. Install fence (<i>refer to Table 185.3</i>), planted w/vine at 10’ o.c.</li> <li>d. Planting materials below; no shrubs required</li> </ul>
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<i>Planting materials:</i> <ul style="list-style-type: none"> <li>a. Trees: Min. 4” caliper and placed at 48’ o.c. (planted within landscape island)</li> <li>b. Shrubs: Min. 3-gal (24” HT x 18” spread) and placed at 3’ o.c.</li> <li>c. Groundcover: Min. 1-gal and placed @ 15” o.c.</li> </ul>	<i>Planting materials:</i> <ul style="list-style-type: none"> <li>a. Trees: Min. 4” caliper and placed at 48’ o.c. (planted within landscape island)</li> <li>b. Shrubs: Min. 3-gal (24” HT x 18” spread) and placed at 3’ o.c.</li> <li>c. Groundcover: Min. 1-gal and placed @ 15” o.c.</li> </ul>			
Interior	N/A	N/A		
<b>PAVING, PARKING LOT, SPACE SURFACE</b>				
Access aprons	COT Transportation Tech Manual	COT Transportation Tech Manual		
Drive aisles	Per sec. 27-283.12(k) or accepted engineering standard	N/A		
Parking stalls	<ul style="list-style-type: none"> <li>a. Shall be delineated; wheel stops or bollards shall be used in cases where parking stalls cannot be marked or painted</li> <li>b. May remain unpaved, only with materials that remain dustless and durable</li> </ul>	All parking stalls along the outside perimeter only shall be delineated with wheel stops or bollards		
ADA	Per Florida Accessibility Code, as revised			
Pedestrian access	<ul style="list-style-type: none"> <li>a. Paved with ADA accessible material</li> <li>b. Must provide connection from parking area to all adjacent public sidewalks</li> <li>c. 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 185.1 OFF-STREET SURFACE PARKING DESIGN STANDARDS <i>(continued)</i>		
Requirement	Parking Districts	
	Core – All Streets	North/South – All Streets
<b>LIGHTING [3] ALL ZONES - ALL STREETS</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
<b>SIGNAGE [4] ALL ZONES - ALL STREETS (GRAPHIC 185.1d)</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>	
<b>TABLE 185.1 NOTES:</b>		
<p>[1] All tree and landscape planting, preservation/protection, and removal shall adhere to Tree and Landscape Technical Manual and article VI, division 4, of this chapter.</p> <p>[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 Tree and Landscape Technical Manual and execution of a streetscape maintenance agreement according to sec. 27-181.6.</p> <p>[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.</p> <p>[4] Sign copy shall be legible and neat in appearance and shall not be handwritten or hand marked.</p> <p>[5] Bollards shall meet standard set forth in Table 182.1D.</p> <p>[6] Irrigation shall adhere to the standards set forth on section 27-284.3.2.</p> <p>[7] All surface parking lots in the North and South Parking Zones, permitted as accessory parking to a development/building, shall adhere to the Core Parking design standards and the applicable Public Realm Zone requirements for the adjacent Street Types.</p>		

**Sec. 27-185.2. Parking compliance; options for alternative compliance; in-lieu calculation and payment.**

(a) ~~New developments, renovations, rehabilitations or building improvements in Center City, which are required to provide off-street parking in accordance with this subdivision, do not provide the required onsite parking spaces established in this subdivision,~~ may opt to comply with the parking requirements through one (1) or a combination of the following options for alternative compliance:

(1) Option 1 – Comply with sec. 27-184.

(2) Option 2 – Public Realm Improvement:

a. Design and install, in accordance with applicable City code and procedures, parking facilities to be located within the public realm that are available for public use. These facilities may include parking within public right-of-way, or parking on private property, as long as this parking allows general public access (whether or not a usage fee is applied to public use of this parking). This parking may be provided for all or a portion of equivalent to the requirements of sec. 27-184.

b. Equivalent parking facilities shall include provision of standard vehicle parking or any alternative transportation mode, in accordance with the standards set forth in sec. 27-185, Table 185.

(3) Option 3 – In-Lieu Parking Payment:

- a. Using the methodology below, calculate and provide 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}. Total Assessed Value\* of all land in CBD ÷ Total Land Area of all land in CBD (in sq. ft.) = Total Average Assessed Value per SF  
 Total Average Assessed Value per SF x 144 SF\*\* = In Lieu Rate (per Parking Space)  
 In Lieu Rate x Number of Parking Spaces not to be provided = 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.
- {d}. Request for reduction of the parking in-lieu fee shall be submitted as part of the design district review application. Prior to a decision being rendered on the design district review application, and any design alternatives requested therein, the applicant (petitioner) must petition for review, pursuant to sec. 27-61, if the parking in-lieu fee reduction is still sought. Following the disposition of the review petition for the parking in-lieu fee and any other design alternatives included therein, within five (5) working days, the planning and urban design manager or designee shall issue the detailed written determination for the project.

(b) As an alternative to the options set forth (a) above, developments may complete and submit a parking demand study that demonstrates that development requires less parking (i.e. reduced parking demand). Applicants shall use a methodology consistent with industry-accepted best practices, which may include the ITE Parking Generation (5<sup>th</sup> Edition) or Urban Land Institute's Shared Parking (3<sup>rd</sup> Edition), as amended, and this methodology must receive approval of the zoning administrator or designee prior to submittal of the parking demand study.

**Sec. 27-185.3. Fence Regulations.**

(a) *Applicability.* The requirements set forth herein shall apply to all fences built in the Center City District. The requirements are based on the location of each fence installation in one of the zones indicated on Map CBD 185. 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 185.3** below:

<b>Table Inset – Table 185.3</b>	<b>Maximum Height [3]</b>	<b>Material [3]</b>
<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>		

**NOTE:** With proposed changes to two (2) specific uses, 'private pleasure craft' and 'bank drive-in', modifying use type from 'Special Use' to 'Accessory Use' with minimum standards proposed under 27-184.1, the following changes are proposed to the related criteria in Sec. 27-132 as follows:

**Sec. 27-132. - Regulations governing individual special uses.**

*Bank, drive-in.* Within the following identified districts, the specific standards set forth below shall be used in deciding an application for approval of this use. In any other district in which this use is a special use, the standards required for the use identified as "drive-in window" shall apply.

a. *Central Business District:*

1. ~~A drive-in bank shall only be permitted as an accessory use to a bank which is a principal use on the same zoning lot.~~
2. ~~A drive-in bank shall not be permitted within the Franklin Street Retail District, nor within the Waterfront Overlay District of the Central Business District, unless the drive-in window is located totally within the enclosed principal structure and designed to be integral to the structure.~~
3. ~~Approval of this use within the CBD shall be limited to one (1) drive through lane for each zoning lot.~~
4. ~~The drive through lane must directly access a teller window within the bank building for customer service, except in cases where access to the external street network or on-site circulation prohibit direct access by the vehicle driver to the service window. Approval of alternate access to the service window through mechanical means may be permitted, based upon a finding by the zoning administrator that the proposed orientation of the drive through lane is necessary based upon site constraints.~~
5. ~~Adequate queuing space shall be provided according to City of Tampa Department of Public Works Standards.~~
6. ~~In reviewing this special use, the zoning administrator shall consider and base his decision on the goals of the Central Business District Element of the Tampa Comprehensive Plan and the Central Business District of this Code. Specifically, the approval of this special use shall not interfere with the pedestrian focus and water-oriented character of the district, shall support a diversified downtown and shall be consistent with the design guidelines of the district.~~

b. *Channel District:*

1. A drive-in bank shall only be permitted as an accessory use to a bank which is a principal use on the same

zoning lot.

2. Approval of this use within the Channel District shall be limited to the three (3) drive-throughs for each zoning lot having at least twenty thousand (20,000) square feet in area.
3. Adequate queuing space shall be provided according to City of Tampa Department of Public Works Standards.
4. In reviewing this special use, the zoning administrator shall consider and base his decision on the goals of the "The Channel District, A plan for the future" (August 1993). Specifically, the approval of this special use shall not interfere with the pedestrian focus and water-oriented character of the District, shall support a diversified Channel District and shall be consistent with the design guidelines of the district. The site plan must demonstrate how pedestrian impact is minimized by at least one (1) of the following methods:
  - i. There is an additional ten (10) percent green space provided on site above the minimum required green spaces required pursuant to [section 27-285](#), City of Tampa Code.
  - ii. Required perimeter trees, pursuant to [section 27-285](#) of the City of Tampa Code, shall be a minimum four (4) inches in diameter when measured at six (6) inches above grade and eighty (80) percent of the recommended trees planted on the parcel shall be shade trees.
  - iii. An alternative method of mitigation may be approved by the zoning administrator, with the advice of the city planning department, provided the proposed method promotes the pedestrian focus of the abutting right-of-way.
5. Any structural canopy or cover over the drive-through lanes must be designed to architecturally compliment the main structure (i.e. style, material, texture, color).
6. Driveway access must be designed to minimize negative pedestrian impact. The width of a driveway should not exceed the minimum allowed width established by the City of Tampa ~~Department of Public Works Regulations~~.

## PROPOSED AMENDMENTS TO CHANNEL DISTRICT (SECS 27-196 – 27-210)

### Sec. 27-196. - Purpose and intent.

The purpose and intent of the Channel District ("CD" or "District") is to provide for a growing mixed-use area which lies between and complements the Central Business District and the Ybor City Historic District. The CD provides for protection of existing uses and a variety of residential, commercial, and industrial uses consistent with the Tampa Comprehensive Plan. The CD also seeks to guide development design according to the desired palette as identified in the "Channel District Community Redevelopment Area Strategic Action Plan." While these regulations allow for the potential for mixed-use development in the Channel District, it is the intent of this article to provide existing industrial, maritime, and commercial uses (specifically related to Port Authority activities) with the opportunity to continue, expand, prosper, and grow.

Per the strategic action plan, the district is evolving dramatically to also include increased tourism, higher density residential, and more intense mixed-use projects. This constant evolution of uses makes the Channel District a unique redevelopment opportunity in the eastern side of downtown peninsula, given its proximity and geographical connection to the Central Business District. The District is on a direct path to becoming a destination with an urban, mixed-use, transit-related neighborhood reflecting the smart-planning concept of locating residences near job centers. Creation of inviting urban spaces through innovative, superior design will add to the economic and social success of the neighborhood.

Geographic location and the historic dependence upon port related activity have influenced the district's development pattern. Even today the district reflects the diverse activities emerging at the port and its evolution as a tourist destination. The Channel District is facing dramatic change as its future development pattern emerges at the onset of the 21st Century as part of Tampa's emerging downtown neighborhoods.

### Sec. 27-197. - District and subdistricts established: procedures for rezoning.

- (a) *District established; boundaries.* The Channel District is hereby established as a separate district with subdistricts therein. The boundaries of the District are as follows:

An area within downtown Tampa which is generally located, North of Garrison Channel, South of Tampa South Crosstown Expressway, East of Meridian Avenue, and West of Ybor Channel, and being more particularly described as follows: An area bounded on the North by the Tampa South Crosstown Expressway; on the North beginning at the Tampa South Crosstown Expressway and extending South along the Centerline of Ybor Channel to a point on a line, said point lying on a line which bears North 43 deg. 31 min. West, bisecting the intersection of the Northwesterly Harbour Line of the Ybor Turning Basin and the Westerly Harbour Line of Ybor Channel; thence North 43 deg. 31 min. West, along said line to 13th Street; thence South and Southwesterly along 13th Street to and along Platt Street, to Meridian Avenue; and bounded on the West by Meridian Avenue to the Tampa South Crosstown Expressway.

Any owner of property immediately abutting the boundaries of the Channel District as herein described, and zoned PD or PD-A on the date of adoption of this Article III, Division 2, Subdivision 4, The Channel District, may petition the city to expand the PD or PD-A into the Channel District boundaries, provided such expansion does not enlarge or intensify the existing development rights under the PD or PD-A as it existed on the date of adoption of Article III, Division 2, Subdivision 4. If such petition is approved by the city, the above-referenced boundaries of the Channel District will be modified to exclude the expanded PD or PD-A property.

- (b) *Subdistrict established.* The following CD zoning subdistricts shall be the only zoning districts permitted within the CD (previously approved CD-3 site plans shall remain valid subject to section 27-138(6) and (7) and any substantial changes thereto require compliance with this article):
- (1) *CD-1.* This zoning subdistrict is appropriate for a variety of residential, commercial, and industrial uses with an urban and pedestrian development pattern.
  - (2) *CD-2.* This zoning subdistrict is appropriate for those uses and/or structures exceeding those dimensional and intensity criteria set forth in the CD-1 subdistrict.
- (c) *Procedures for rezoning to CD subdistricts.*
- (1) A property owner requesting a rezoning to CD-1 shall be governed by the parcel rezoning procedures set forth in Article II, Div. 7 of this chapter.
  - (2) A property owner requesting a rezoning to CD-2 or an amendment to a CD-2 (or previously adopted CD-3) zoned property shall be governed by the parcel rezoning procedures, the site plan controlled rezoning review procedures,

and the provisions of this article, all as set forth in this chapter. A property owner requesting a CD-2 rezoning shall be required to submit an application for preliminary design approval at the time of submission of the rezoning application and final design approval at the time of submission of the commercial site plan application.

**Sec. 27-198. - Official schedule of permitted principal, accessory and special uses; required off-street parking ratios by use; parking space equivalencies by transportation mode.**

- (a) Except as otherwise specifically provided in this chapter, the use of ~~and required parking count for~~ land, water and structures within the Channel District (CD) shall only be permitted in accordance with Table 19-1A, ~~Schedule of Permitted Principal, Accessory and Special Uses~~ including those parking space equivalencies by transportation mode set forth in Table 19-1B. All other uses of land, water and structures in the CD which are not expressly listed in Table 19-1 are prohibited uses and shall not be established in the CD. Refer to sec. 27-185.2 (under CBD standards) for alternative compliance options.
- (b) ~~Uses listed in Table 19-1 as special uses may be established in the CD only after approval of an application of a special use permit in accordance with the procedures and requirements in Article II, Division 5 of this chapter.~~

<b>Table 19-1 SCHEDULE OF PERMITTED PRINCIPAL, ACCESSORY AN SPECIAL USES</b>		
<b>LEGEND:</b>	<b>CD-1</b>	<b>CD-2</b>
<b>X</b> —Permitted principal use		
<b>S1</b> —Special use, zoning administrator review		
<b>S2</b> —Special use, city council review		
<b>A</b> —Permitted accessory use		
<b>Blank</b> —Prohibited use		
Uses <sup>1,2,3</sup>		
Group A		
Bed and breakfast	X	X
Congregate living facility	S1	S1
Dwelling, multiple family	X	X
Dwelling, single family detached <sup>4</sup>	X	X
Dwelling, single family semi-detached <sup>4</sup>	X	X
Dwelling, single family attached <sup>4</sup>	X	X
Dwelling, two-family	X	X
Extended family residence	X	X
Home occupation	X	X
Professional residential facilities:		
Recovery home A	S2	S2
Recovery home B	S2	S2
Residential treatment facility	S2	S2
Life care treatment facility	S2	S2
Group B		
Accessory use to a permitted principal or special Group B use	A	A
Place of religious assembly	X	X
Clinic	X	X
Club	X	X
College	X	X
Community garden, private	S1	S1
Day care and nursery facility	X	X
Day care and nursery facility (number limited to five (5) children)	X	X
Fraternity or sorority	X	X
Hospital and associated uses	X	X
Hotel and motel	X	X
Public cultural facility	X	X
School (vocational, business, trade)	X	X

School, vocational	X	X
School, business	X	X
School, trade	X	X
Security guard quarters	A	X
Group C		
Accessory use to a permitted principal or special Group C use	A	A
Alcoholic beverage sales		
Craft distillery retail (package only)	S1/S2 <sup>14</sup>	S1/S2 <sup>14</sup>
–Bar and lounge	S2 <sup>10</sup>	S2 <sup>10</sup>
–Convenience retail (package only)	S1/S2 <sup>11</sup>	S1/S2 <sup>11</sup>
–Craft distillery retail (package only)	S1/S2 <sup>14</sup>	S1/S2 <sup>14</sup>
–Gasoline retail (package only)	S1/S2 <sup>11</sup>	S1/S2 <sup>11</sup>
–Hotel w/100+rooms (on-premises only)	S1/S2 <sup>11</sup>	S1/S2 <sup>11</sup>
–Large venue (on-premises/package)	S1/S2 <sup>11</sup>	S1/S2 <sup>11</sup>
–Restaurant (on-premises only)	S1/S2 <sup>11</sup>	S1/S2 <sup>11</sup>
–Shopper's goods retail (package only)	S1/S2 <sup>11</sup>	S1/S2 <sup>11</sup>
–Small venue (on-premises/package)	S1/S2 <sup>11</sup>	S1/S2 <sup>11</sup>
–Sidewalk café	S1 <sup>7</sup>	S1 <sup>7</sup>
–Special restaurant (on-premises only)	S1/S2 <sup>11</sup>	S1/S2 <sup>11</sup>
–Specialty retail (package only)	S1/S2 <sup>11</sup>	S1/S2 <sup>11</sup>
–Temporary (on-premises only)	S1 <sup>7</sup>	S1 <sup>7</sup>
Bank	X	X
Catering shop	X	X
Cigar factory	X	X
Commercial communication tower	S2	S2
Commercial kitchen	X	X
Craft distillery	X	X
Drycleaning plant, small	X	X
Hazardous materials (port-related activities only)	S1	S1
Heliport, helistop	X	X
Interim parking <sup>8</sup>	X	
Kennel, large (limited to fifteen (15) animals) <sup>13</sup>	X	X
Laboratory, dental and mental	X	X
Maintenance or storage facility (port-related activities only)	X	X
Manufacturing, heavy (port-related activities only)	X	X
Manufacturing, light	X	X
Marina	X	X
Medical marijuana dispensary <sup>14</sup>	X	X
Microbrewery (Production limits: Up to 60,000 barrels annually)	X	X
Nursing (care facility), convalescent and extended care facility	X	X
Office, business, and professional	X	X
Office, medical	X	X
Parking, off street		
–Principal use	X	X
–Accessory use <sup>6</sup>	A	A
–Commercial use	X	X
–Parking, temporary	S1	S1

Personal services	X	X
Pharmacy	X	X
Place of assembly	X	X
Printing, light	X	X
Printing and publishing	X	X
Public service facility	X	X
Public use facility	X	X
Radio/television studio	X	X
Recreation facility, commercial		
–Indoor	X	X
–Outdoor	X	X
Recreational facility, private	X	X
Research activity	X	X
Restaurant	X	X
Retail bakery	X	X
Retail sales, convenience goods	X	X
Retail sales, gasoline	X	X
Retail sales, lawn and garden shop	X	X
Retail sales, shopper's goods	X	X
Retail sales, specialty goods	X	X
Reupholstery	X	X
Special event parking <sup>7</sup>	X	X
Storage open <sup>6</sup> (port related activities only)	A <sup>2</sup>	A <sup>2</sup>
Storefront/residential office	X	X
Storefront/residential commercial	X	X
Temporary film production <sup>9</sup>	X	X
Transportation service facility (port related activities only)	X	X
Utility transmission site	S2	S2
Vehicle repair, major (port related activities only)	X	X
Vehicle repair, minor	X	X
Vehicle sales and leasing (port related activities only)	X	X
Vermin control and related services	X	X
Veterinary office	X	X
Warehouse and wholesale trade (port related activities only)	X	X
Warehouse, mini <sup>12</sup>	X	X
Warehouse, mini (port related activities only)	X	X
Water transport	X	X

<sup>1</sup> Except as noted in Footnote #6 below, or as may be required in a CD-2 rezoning site plan, uses in the Channel District are exempt from the buffering requirements of section 27-284.3.3, with the exception of buffer standards as they apply to solid waste facilities.

<sup>2</sup> The ability to establish a permitted use on a parcel of land is contingent on compliance with all land development regulations, including, but not limited to, concurrency, drainage, environment regulations, and parking requirements.

<sup>3</sup> Uses in CD-2 shall be consistent with the Tampa Comprehensive Plan.

<sup>4</sup> See section 27-282.8 for applicable residential design standards.

<sup>5</sup> See section 27-290 for accessory parking requirements.

<sup>6</sup> See section 27-282.12 for buffering requirements for open storage.

<sup>7</sup> See section 27-283.13(b) for special event parking regulations.

<sup>8</sup> See section 27-283.13(a) for interim parking requirements.

<sup>9</sup> See section 27-282.17 for regulations applicable to temporary film production. Additionally, the Article II, Division 5 buffer requirements shall not apply to this use.

<sup>10</sup> Refer to Articles II, Division 5 Special Use Permits and IX Alcoholic Beverages for applicable provisions.

- <sup>11</sup> Refer to Articles II, Division 5 Special Use Permits and IX 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 section 27-132. If any waivers are needed, the request shall process as an (S-2).
- <sup>12</sup> Refer to section 27-204(c) for specific performance standards.
- <sup>13</sup> Refer to section 27-282.26 for applicable provisions.
- <sup>14</sup> Refer to section 27-282.29 for supplemental regulations related to this use. Any request to reduce distance requirements set forth in this section, shall be processed as a special use-2 permit (refer to article II, division 5). Requirements of this section shall serve as supplemental special use criteria (refer to section 27-132).

<b>Table 19-1A SCHEDULE OF PERMITTED PRINCIPAL, ACCESSORY AN SPECIAL USES; REQUIRED PARKING RATIOS BY USE [1,2]</b>			
<b>KEY:</b>	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
<b>Use (listed by subcategory)</b>	<b>District</b>		<b>Required Off-Street Parking Spaces (minimum ratios by use) [A-N]</b>
	<b>CD-1</b>	<b>CD-2</b>	
<b>RESIDENTIAL USES</b>			
Adaptive reuse	X	X	No additional parking required [B]
Bed and breakfast	X	X	1 / 8 lodging units
Congregate living facility (large or small group care)	X	X	0.25 / employee on largest shift
<i>Dwelling units:</i>			
Single-, two-, or multi-	X	X	0.75 / unit N/A / unit ('senior' housing) [K.i.] N/A / unit ('affordable' housing) [K.ii.]
Student housing	X	X	0.25 / unit [K.iii.]
Studio-	X	X	0.25 / unit
Visitor parking	A	A	N/A
Home occupation	X	X	N/A
Hotels and motels	X	X	1 / 8 lodging units
<b>OFFICE USES</b>			
Dental/Medical/Veterinary	X	X	0.75 / doctor, dentist, veterinarian
Business/Professional	X	X	0.5 / 1000 SF (UFA)
<b>PRIVATE INSTITUTIONAL USES</b>			
Club	X	X	1 / 1000 SF (UFA)
Day care and nursery	X	X	0.5 / employee on largest shift Plus 1 / vehicle operated by facility
Hospital or Clinic	X	X	0.1 / patient bed (non-emergency/urgent care)
Place of religious assembly or general assembly	X	X	N/A (religious) 0.10 / fixed seat (fixedgeneral)
Private school: elementary, middle (junior high), secondary (senior high), all post-secondary (business, vocational, trade, college or university)	X	X	0.5 / classroom (elementary/middle) 0.10 / student (all others)
Private cultural facility	X	X	1.5 / 1000 SF (GFA)
<b>PUBLIC INSTITUTIONAL USES</b>			
Public cultural, service, or use facility	X	X	1.5/ 1000 SF (UFA) (cultural) 0.5 / employee on largest shift (service) 0.25 / 1000 SF (GFA) (use)
Public school: elementary, middle (junior high), secondary (senior high), all post-secondary (business, vocational, trade, college or university)	X	X	0.5 / classroom (elementary/middle) 0.10 / student (all others)

<b>RECREATIONAL, ASSEMBLY USES</b>			
Community garden, private	S1[7]	S1[7]	N/A
<i>Recreation facility:</i>			
Private or commercial	X	X	1 / 1000 SF (UFA)
Temporary special events	X[9]	X[9]	N/A-0.10 / participant (including event staff) [M]
<b>OTHER COMMERCIAL AND NON-RESIDENTIAL USES</b>			
<i>Alcoholic beverage sales [5]:</i>			
Bar or lounge	S1/S2	S1/S2	[H]
Convenience retail (package only)	S1/S2	S1/S2	
Craft distillery (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
Auto rental	X[9]	X[9]	N/A
Bank (stand-alone, single-use structure only)	X	X	0.5 / 1000 SF (GFA)
Bank, drive-in	A[9]	A[9]	Queuing lane(s) – 44' min length
Catering shop / commercial kitchen	X	X	1 / delivery vehicle / food truck
Cigar factory	X	X	1 / delivery vehicle
Commercial communication tower	S2	S2	N/A
Dry cleaning plant, small	X	X	1 / delivery vehicle
Hazardous materials (port-related activities only)	S1	S1	0.5 / employee on largest shift
Heliport/helistop	X	X	N/A
Kennel, small [6]	X	X	N/A
Kennel, large (limited to 25 animals) [6]	X	X	N/A
Laboratory, dental/medical	X	X	0.5 / employee on largest shift
Maintenance or storage facility (port-related activities only)	X	X	0.5 / employee on largest shift
Manufacturing, heavy (port-related activities only)	X	X	0.5 / employee on largest shift
Manufacturing, light	X	X	0.5 / employee on largest shift
Marina	X	X	0.5 / employee on largest shift
Medical marijuana dispensary [8]	X	X	1 / 1000 SF (GFA)
Microbrewery (Production Limits: up to 60,000 barrels annually)	X	X	0.50 / employee on largest shift Plus 1 / delivery vehicle
Open storage (port-related activities only) [10]	A	A	N/A
Parking, off-street (structured or surface lot)	X	X	Principal or Special Event [3]: As provided on lot All other Parking Use-types [M]: As required by related uses(s)
Personal services	X	X	N/A
Pharmacy	X	X	N/A
Printing: Light and publishing	X	X	0.25 / employee on largest shift

Radio/TV studio	<u>X</u>	<u>X</u>	<u>0.10 / seat (fixed)</u>
Research activity	<u>X</u>	<u>X</u>	<u>0.5 / employee on largest shift</u>
Restaurant	<u>X</u>	<u>X</u>	<u>N/A</u>
Restaurant, drive-in	<u>S1[7]</u>	<u>S1[7]</u>	<u>Queuing lane(s) – 92’ min length</u>
Retail sales: bakery, specialty, convenience, shopper’s, gasoline, lawn and garden shop	<u>X</u>	<u>X</u>	<u>N/A – bakery, specialty, convenience 0.5 / 1000 SF (UFA) – Shopper’s</u>
Reupholstery	<u>X</u>	<u>X</u>	<u>0.5 / employee on largest shift</u>
Storefront residential, office/commercial	<u>X</u>	<u>X</u>	<u>Per individual use(s)</u>
Temporary film production [4]	<u>X</u>	<u>X</u>	<u>N/A</u>
Transportation service facility	<u>S1[7]</u>	<u>S1[7]</u>	<u>N/A</u>
Utility transmission site	<u>S2</u>	<u>S2</u>	<u>N/A</u>
Vehicle repair, major (port-related activities only)	<u>X</u>	<u>X</u>	<u>0.5 / employee on largest shift</u>
Vehicle repair, minor	<u>X</u>	<u>X</u>	<u>0.5 / employee on largest shift Plus adequate on-site vehicle storage [L]</u>
Vehicle sales and leasing (port-related activities only)	<u>X</u>	<u>X</u>	<u>0.5 / employee on largest shift</u>
Vermin control and related services	<u>X</u>	<u>X</u>	<u>0.5 / employee on largest shift</u>
Warehouse and wholesale trade (port-related activities only)	<u>X</u>	<u>X</u>	<u>0.5 / employee on largest shift</u>
Warehouse, mini [12]	<u>X</u>	<u>X</u>	<u>0.5 / employee on largest shift</u>
Warehouse, mini (port-related activities only)	<u>X</u>	<u>X</u>	<u>0.5 / employee on largest shift</u>
Water transport	<u>X</u>	<u>X</u>	<u>N/A</u>

**TABLE 19-1A NOTES:**

**GENERAL NOTES:**

- [1] N/A = Not applicable.
- [2] Refer to sec. 27-43 for applicable definitions.
- [3] Refer to sec. 27-283.13(b) for special event parking regulations.
- [4] Refer to sec. 27-150 for regulations applicable to Temporary Film Production.
- [5] Refer to Article II, Division 5 Special Use Permits and Article IX 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 permissives.]*
- [6] Refer to sec. 27-282.25 for provisions applicable to small kennels. Refer to sec. 27-282.26 for provisions applicable to large kennel.
- [7] Refer to specific use standards in sec. 27-132.
- [8] Refer to sec. 27-282.29 for supplemental regulations related to this use. Any request to reduce distance requirements set forth in this section, shall be processed as a special use-2 permit (refer to article II, division 5). Requirements of this section shall serve as supplemental special use criteria (refer to sec. 27-132).
- [9] Refer to sec. 27-200 for applicable standards.
- [10] Refer to sec. 27-282.12 for buffering requirements for open storage.
- [11] Refer to sec. 27-282.16 for applicable provisions.
- [12] Refer to section 27-204(c) for specific performance standards.

**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 in this subdivision.
- [D] Compact spaces may be utilized for up to one hundred (100) percent of the required parking.
- [E] Any required ADA parking shall be located on site, designed and installed in accordance with applicable local, state, and federal requirements.
- [F] Parking design by mode of transportation shall adhere to the standards set forth in sec. 27-185. Off-street surface parking design shall adhere to the “Core Parking Zone” standards set forth in sec. 27-185.1. Along Channelside Drive, off-street parking shall be located to the side and/or rear of, or within, a building.
- [G] Any parking structure and/or surface lot 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 and/or surface lot is located within CD boundary; and, (2) such multiple buildings/developments and parking structure/surface lot 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 'retail sales'.

[I] Loading. Refer to sec. 27-185, Table 185 (under CBD standards) for minimum requirements.

[J] Refer to Table 19-1B for parking space equivalencies by alternative mode of transportation.

[K] Parking ratios apply to listed uses as follows:

- i. Dwelling units must qualify for applicable HUD and/or state funding/ assistance as 'senior' housing to use this parking ratio.
- ii. Dwelling units must qualify for applicable HUD and/or state funding/assistance as 'affordable' housing to use this parking ratio.
- iii. Dwelling units must be utilized as housing for secondary/post-secondary students 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.

[M] Refer to sec. 27-185.1 for additional surface parking lot design standards.

(b) Parking space equivalencies by transportation mode. Parking shall be provided in accordance with the ratios set forth in Table 19-1A above. Developments may provide all required vehicle parking spaces for automobiles or in combination with the alternative modes of transportation, using associated equivalency ratios, set forth in Table 19-1B below. No more than 25% of required vehicle parking may be substituted with parking for other transportation modes in this manner.

<b>TABLE 19-1B PARKING SPACE EQUIVALENCIES BY TRANSPORTATION MODE</b>			
<b>Standard/Compact Vehicle Stall</b>	<b>Equivalency Ratio</b>	<b>Alternative Transportation Mode [1,2]</b>	<b>Specific Condition(s)</b>
<u>1</u>	<u>1:2</u>	<u>Motorcycle</u>	<u>Refer to (c) below for required design dimensions</u>
<u>1</u>	<u>1:4</u>	<u>Bicycle, Tricycle, Motorized Scooter, Segway, or similar mode</u>	
<u>1</u>	<u>8:1</u>	<u>Car-share, Ride-hail, or similar type of shared vehicle / Neighborhood Electric Vehicle (Low-Speed Vehicle) vehicle stall [3]</u>	
<b>TABLE 19-1B NOTES:</b>			
[1] Refer to secs. 25-4 and 27-43 for applicable definitions.			
[2] Parking spaces shall be installed on-site and marked with appropriate sign(s), paint, or similar materials.			
[3] Neighborhood Electric Vehicle (Low-Speed Vehicle) as defined by U.S. Department of Transportation.			
[4] Parking design by mode of transportation shall adhere to the standards set forth in sec. 27-185. Off-street surface parking design shall adhere to the "Core Parking Zone" standards set forth in sec. 27-185.1.			

**Sec. 27-199. - Official schedule of dimensional regulations.**

Except as otherwise specifically provided in this chapter, the minimum lot size and width, minimum required yards, mandatory yards, maximum height, and maximum density and F.A.R. shall be as shown in Table 19-2, Schedule of Dimensional Regulations.

<b>Table 19-2 SCHEDULE OF DIMENSIONAL REGULATIONS</b>		
	<b>CD-1</b>	<b>CD-2</b>
Yard Dimensional Ranges:		
Mandatory Front Yard <sup>1,5</sup>		
11th Street:	5 feet	5 feet
12th Street:	5 feet	5 feet
Channelside Drive:	10—15 feet	10—15 feet
Kennedy Boulevard:	5—10 feet	5—10 feet
Minimum Side Yard	0 feet	0 feet
Minimum Rear Yard	0 feet	0 feet
Mandatory Corner Yard <sup>2,5</sup>		
11th Street:	5 feet	5 feet
12th Street:	5 feet	5 feet

Channelside Drive:	15 feet	15 feet
Kennedy Boulevard:	5—10 feet	5—10 feet
Maximum Height (ft.)	60	175 <sup>3</sup>
Maximum F.A.R.	3.5	3.5 <sup>4</sup>
Maximum density	Per Comprehensive Plan	Per Comprehensive Plan
<b>Table 19-2 Notes:</b>		
<sup>1</sup> Front yards set at zero (0) feet for all other streets. <sup>2</sup> Corner yards set at zero (0) feet for all other streets. <sup>3</sup> Building height may be considered above one hundred seventy-five (175) feet up to the maximum height as prescribed by the HCAA/FAA and as approved by city council. For each ten (10) feet of building height above sixty (60) feet, the required yards shall be increased by a minimum of one (1) foot. <sup>4</sup> Bonus density/intensity (FAR) considered above 3.5, pursuant to requirements of section 27-140, and as approved by city council. <sup>5</sup> Arcades may be set at zero (0) feet for any yard adjacent to a public street.		

**Sec. 27-200. - Parking requirements Reserved.**

The regulations set forth in article VI, division 3 shall apply in the Channel District except as modified herein.

~~(a) Off-street parking requirements. Any new construction or use building in the CD that is erected, expanded, increased in floor area or seating capacity, or changes its use, or in which a new use is established, shall meet the applicable parking requirements as set forth in Table 19-3, Table of Required Parking Spaces below.:~~

Use	Spaces	Per Unit Minimum Ratios by Use
<del>Bank (stand-alone, single-use structure only)</del>	<del>3</del>	<del>0.5 / 1,000 SF</del>
<del>Bar and Lounge</del>	<del>0.2 or 28.0</del>	<del>Per seat or 0.25 / 1,000 SF of assembly area (UFA)</del>
<del>Catering shop / commercial kitchen</del>	<del>3</del>	<del>1,000 SF 1 / delivery vehicle/food truck</del>
<del>Clinic</del>	<del>3</del>	<del>1,000 SF 0.1 / patient bed (non-emergency/urgent care)</del>
<del>Cigar factory</del>	<del>3</del>	<del>1,000 SF Per employee on largest shift</del>
<del>College</del>	<del>0.5</del>	<del>Per student</del>
<del>Congregate living facility: (adult family home, group care facility, emergency shelter, foster care home)</del>		<del>0.25 / employee on largest shift</del>
<del>- Adult family home</del>	<del>1</del>	<del>Per dwelling unit</del>
<del>- Group care facility</del>	<del>1</del>	<del>Per dwelling unit</del>
<del>- Emergency shelter/home</del>	<del>1</del>	<del>Per dwelling unit</del>
<del>- Foster care home</del>	<del>1</del>	<del>Per dwelling unit</del>
<del>Day care and nursery facility</del>	<del>0.5</del>	<del>Per 0.5 / employee on largest shift pPlus 1 per facility vehicle</del>
<del>Dwelling units, multi-family and/or efficiency</del>	<del>1</del>	<del>Per unit</del>
<del>Dwelling, sSingle, two, or multi-family</del>	<del>1</del>	<del>Per 0.75 / unit N/A / unit ('senior' housing) [3.i.] N/A / unit ('affordable' housing) [3.ii.]</del>
<del>Student housing</del>		<del>0.25 / bedroom [3.iii]</del>
<del>Studio-</del>		<del>0.25 / unit</del>
<del>Hospital and associated uses</del>	<del>1</del>	<del>Per bed 0.1 / patient bed (non-emergency/urgent care)</del>
<del>Hotel/motel</del>	<del>1</del>	<del>Per room 1 / 8 lodging units</del>
<del>Maintenance or storage facility</del>	<del>0.6</del>	<del>Per 0.6 / employee on largest shift</del>
<del>Manufacturing</del>	<del>0.6</del>	<del>Per 0.6 / employee on largest shift</del>
<del>Marina</del>	<del>2.0</del>	<del>Per slip or berth</del>
<del>Marina / Marina sales and repair</del>	<del>1.0</del>	<del>Per 0.5 / employee plus 2.0 per 1,000 SF</del>
<del>Medical marijuana dispensary</del>	<del>2</del>	<del>1 / 1,000 SF</del>
<del>Nursing, convalescent and extended care facility</del>	<del>0.3</del>	<del>Per bed 0.25 / employee on largest shift</del>
<del>Office, business and professional</del>	<del>1</del>	<del>0.5 / 1,000 SF (UFA)</del>

Office, medical and veterinary	2	1,000 SF <u>0.75 / doctor, dentist, veterinarian</u>
Performing art studio	3.6	1,000 SF
Personal services	4	1,000 SF <u>N/A</u>
Pharmacy	2	1,000 SF <u>N/A</u>
Place of assembly (e.g. theater)	0.2 or 28.0	Per seat or 1,000 SF of assembly area <u>0.10 / fixed seat (fixed general)</u>
Place of religious assembly	0.2	Per seat <u>N/A</u>
Printing, light and publishing	1	1,000 SF <u>0.5 / employee on largest shift</u>
Printing, publishing	1	1,000 SF
Public / private cultural facility	2	<u>1.5 / 1,000 SF</u>
Public service facility	1	Per <u>0.5 / employee on largest shift</u>
Public use facility	2	<u>0.25 / 1,000 SF (GFA)</u>
Radio and TV studio	1	1,000 SF <u>0.10 / fixed seat</u>
Recreational facility, commercial	2	<u>1 / 1,000 SF</u>
Recreational facility, private	2	<u>1 / 1,000 SF</u>
Research activity	1	1,000 SF <u>0.5 / employee on largest shift</u>
Restaurant	0	1,000 SF <u>N/A</u>
Retail sales, all types	2	<u>0.5 / 1,000 SF (shopper's)</u> <u>N/A (all other permitted retail uses)</u>
School (primary and secondary public or private)	1	Per <u>0.5 / classroom (elementary / middle)</u> <u>0.10 / student (all others)</u>
School (business, trade, vocational)	0.5	Per student plus 1 per staff member
Service station	2	<u>1 / 1,000 SF</u>
Transportation service facility	3	1,000 SF <u>0.6 / employee on largest shift</u>
Vehicle repair	2	1,000 SF <u>0.5 / employee on largest shift</u>
Warehouse	0.6	Per <u>0.6 / employee on largest shift</u>
Wholesale trade	1	1,000 SF <u>0.6 / employee on largest shift</u>

**Table 19.2 Notes:**

[1] "UFA" means usable 'usable floor area'. Refer to sec. 27-43.

[2] N/A means 'not applicable'.

[3] Parking ratios apply to listed uses as follows:

- i. Development Dwelling units must qualify for applicable HUD and/or state funding/ assistance and be for persons fifty-five (55) and older as 'senior' housing to use this parking ratio.
- ii. Dwelling units must qualify for applicable HUD and/or state funding/assistance as 'affordable' housing to use this parking ratio.
- iii. Dwelling units must be utilized as housing for secondary/post-secondary students to use this parking ratio.

(b) *Alternative compliance.* Except for single-family detached, semidetached, and two-family dwellings, half of the required number of off-street parking spaces shall be surfaced with asphaltic or Portland cement binder pavement or an equivalent improvement so as to provide a durable and dustless surface. In making a determination as to the suitability of an equivalent improvement, the city traffic engineer shall find that such improvement:

- (1) Provides a safe and permanent surface, suitable for the quantity and quality of traffic expected to use it; and
- (2) Provides a surface that will accept permanent delineation of parking spaces, aisles, accessways and maneuvering areas; and
- (3) Provides a surface that will not contribute to erosion or sedimentation, either on-site or off-site; and
- (4) Provides a surface that meets the design standards of the department of public works.

The balance of the required parking spaces may be a hard rock surface which must be provided with bumper stops or other department of public works approved methods of delineating parking spaces.

(c) *In-lieu parking payments.* Within the Channel District, development subject to compliance with subsection (a) above shall comply with the off-street parking requirements utilizing one of the following methods:

- ~~(1) Making payments (same rate as established in the Central Business District) which shall be contributed to a parking fund specially set aside to provide parking for the Channel District; or~~
- ~~(2) Providing on-site parking spaces; or~~
- ~~(3) Any combination of items (c)(1) and (c)(2) above which together will meet the requirements of subsection (a).~~

~~The amount of the payment shall be established by resolution of the city council; no building permits shall be issued until the complete payment has been received by the city.~~

- ~~(d) *Variance and waiver procedure.* Variances to the number of required parking spaces may be granted by the zoning administrator pursuant to the standards set forth in section 27-283.10. City council may vary or waive the number of required parking spaces if a variance or waiver is denied by the zoning administrator; additionally city council may vary or waive the in-lieu payment. City council hearings to consider variances or waivers of the number of required parking spaces or the in-lieu payment shall be held in accordance with the procedures set forth in section 27-127(b)(2), S-2 Special use permits.~~

**Sec. 27-201. - Public art requirements.**

*[no proposed changes]*

**Sec. 27-201.1. - Maintenance agreements: Public realm; public art.**

*[no proposed changes]*

**Sec. 27-202. - Development design approval and procedures.**

*[no proposed changes]*

**Sec. 27-203. - Designation of corridors.**

*[no proposed changes]*

**Sec. 27-204. - Development site and building design standards.**

*[no proposed changes]*

**Sec. 27-205. - Public open space design concepts; community-scale, neighborhood-scale, pocket-scale.**

*[no proposed changes]*

**Sec. 27-206. - Channel District bonus methodology and calculation; list of bonus amenities.**

*[no proposed changes]*

**Secs. 27-207—27-210. - Reserved.**

*[no proposed changes]*