
Sec. 27-238. Westshore Overlay District Development Standards.

- (a) *Area description.* The Tampa Comprehensive Plan Vision Map describes the Westshore District as an area that stretches from Hillsborough Avenue to the north, Himes Avenue to the east, Kennedy Boulevard to the south and Tampa Bay to the west. The Westshore Overlay District ("the Overlay District") corresponds to the Westshore District as described within the Tampa Comprehensive Plan, but does not include the area known as Rocky Point and other areas west of Eisenhower Boulevard and its imaginary southerly extension to Tampa Bay.
- (b) *Established boundaries and applicability.* The "Overlay District" defined more specifically as all parcels of land or portions thereof, lying within, along, or adjacent to an area that commences on the northern boundary of Hillsborough Avenue at the city's municipal boundary adjacent to Tampa International Airport, thence runs east along the northern boundary of Hillsborough Avenue to the eastern boundary of Himes Avenue, thence runs south along the eastern boundary of Himes Avenue to the southern boundary of Kennedy Boulevard, thence runs west along the southern boundary of Kennedy Boulevard to Interstate 275 where it intersects with the shoreline of Old Tampa Bay, thence runs north along the shoreline of Old Tampa Bay to a point that would intersect with the southern extension of Eisenhower Boulevard at an area commonly known as Fisheating Creek, thence runs north along the eastern boundary of Eisenhower Boulevard to the city's municipal boundary adjacent to Tampa International Airport, and thence runs northerly along the city's municipal boundary within Tampa International Airport to the point of commencement; and, less all lands or portions thereof, lying along or adjacent to the western boundary of Eisenhower Boulevard.

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

- (1) Residential-20 or Residential-35, and lying adjacent to the north or south boundaries of Cypress Street, the east or west boundaries of Himes Avenue, the south boundary of Spruce Street, or the east or west boundaries of Trask Street between Kennedy Boulevard and I-275;
 - (2) Light Industrial, and lying adjacent to Hillsborough Avenue;
 - (3) Urban Mixed Use-60, Community Mixed Use-35, Regional Mixed Use-100, or Municipal Airport Compatibility; and,
 - (4) Community Commercial-35, and not lying adjacent to Dr. Martin Luther King, Jr. Boulevard., W. Woodlawn Avenue, N. Manhattan Avenue, N. Hubert Avenue, or N. Coolidge Avenue.
- (c) *Purpose and intent.* The purpose and intent of the Westshore Overlay District Development Standards is to guide future development by aiding and implementing the Tampa Comprehensive Plan, by establishing a distinct Westshore District character with form-based parameters to ensure that compatible architectural elements are implemented in the district, as well as by creating appealing business, commercial and residential development environments.

The Overlay District sets forth standards to improve the mobility and aesthetic appearance of all roadways, by enhancing the public realm with specialty hardscapes, landscape and buffering. Enhanced pedestrian connections and increased public awareness of the Westshore District will assist in characterizing the district as a significant economic activity area with a development pattern dominated by a concentration of retail, business, high density residential and mixed-uses.

The Overlay District will also continue to protect and preserve the existing lower density residential development in the Westshore District from adverse impacts. This section will regulate the use and development of land through the application of specific regulations to a distinct geographic area and provide for regulations which encourage and allow creativity and flexibility in the design and use of land. The Overlay District shall further the principles of

"Crime Prevention Through Environmental Design" (CPTED) through incorporation of the principles of Natural Surveillance, Natural Access Control, and Territorial Reinforcement.

The future land use pattern and growth of the Westshore District is guided by and described within the "Tampa Comprehensive Plan," the implementation strategies and design guidelines outlined in the "Westshore Area Pedestrian System Plan (March 2005) and the Westshore Pedestrian Plan Addendum - Implementation Plan and Design Guidelines (March 2009)", commonly known as "The Westshore Pedestrian Plan" and the "Westshore Mobility Strategy Action Plan." A Framework Map described and illustrated in the Westshore Pedestrian Plan identifies four (4) distinct street types or categories for the road and pedestrian network within the Overlay District. Graphic illustrations and applicable development standards for each street-type are provided in paragraph (g)(1), Tables 238.2a—238.2e below. The following street classifications (Table 238.1) shall apply:

Table 238.1 Westshore Overlay—Street Classifications	
Priority Pedestrian Streets [1]	Westshore Boulevard Cypress Street Lois Avenue Spruce Street (non-State regulated segments) Himes Avenue Occident Street (Westshore Plaza to Cypress St.)
Regional Corridors [1]	Kennedy Boulevard Dale Mabry Highway Boy Scout Boulevard Hillsborough Avenue Spruce Street (State regulated segments) Columbus Drive
Local Commercial Streets [2]	All remaining roadways classified as "arterial," "collector," or "neighborhood collector"[3] Laurel Street (West Shore Blvd. to Frontage Rd.) Reo St. (Kennedy Blvd to Cypress St.) Trask Street (Gray St. to Spruce St.)
Neighborhood Streets	Including those remaining roadways classified as "local"[3]
Bicycle Boulevard	Gray Street (Himes Ave. to West Shore Blvd.) [4]
Notes: [1] Classification limited to those streets and corridors specifically listed. [2] Classification does not apply to those streets or corridors identified as "Priority Pedestrian Streets" or "Regional Corridors". [3] Refer to City of Tampa's Functional Classification Roadway Map for classifications. http://www.tampagov.net/dept_transportation/files/functional_classification_map.jpg [4] Bicycle Boulevard Classification standards to be determined by the City of Tampa Mobility Department	

- (d) *Compliance and general administrative procedures.* Applications for new construction, major renovations, and/or change of use shall comply with all applicable Overlay District and underlying zoning district standards.

Alternative design exceptions to these Overlay District standards may be considered and approved by the zoning administrator or designee if consistent with the stated purpose and intent of this section, subject to the procedures set forth in section 27-60. A zoning administrator determination related to an alternative design exception is subject to the review method set forth in section 27-61.

- (e) *Plan review procedures.* Review for final compliance with all applicable city standards will be performed during commercial plan/building permit review process. Review for compliance with the Overlay District

design standards as an "alternative design exception" will be performed by the zoning administrator or designee.

- (1) *Pre-application conference.* Any property owner or agent thereof required to obtain site plan and/or design approval pursuant to this section, shall schedule a pre-application plan review with the zoning administrator or designee prior to the submission of any application for design approval. Final compliance with applicable city standards will be determined during commercial plan review process.
- (2) *Reviewing agencies.* All necessary development review staff/departments within the city, including but not limited to zoning, urban design, transportation, water and wastewater, stormwater, natural resources (tree and landscape), and appropriate external reviewing agencies will be consulted to determine the development plan compliance with applicable development standards. The HCAA shall be included in the review of development plans to determine compliance with applicable airport zoning regulations.
- (3) *Submission requirements for review by the zoning administrator.*
 - a. *Site plan.* Site plans conforming to the requirements listed below must be a part of the commercial site review application. The zoning administrator shall determine the number of site plan copies required for submission for his/her review.
 1. General location and context map that indicates the proposed site relative to all building and street rights-of-way lying immediately adjacent to the proposed site perimeter.
 2. North arrow, legend and scale (Scale: from one (1) inch equals ten (10) feet up to one (1) inch equals fifty (50) feet).
 3. Property line boundaries, topographic contours and dimensions.
 4. Name, location, width and condition (paved or unpaved) of existing street and alleys adjacent to the site.
 5. Location, size, height, and use of all existing principal and accessory buildings and structures, and any proposed additions and/or new buildings and structures.
 6. Vehicular and pedestrian circulation, including ingress, egress, loading and unloading, parking and accessibility for person with disabilities.
 7. Location and dimension of existing and proposed driveways and sidewalks.
 8. Existing and proposed building setbacks and buffering from adjacent uses (if applicable).
 9. Proposed design (typical elevation) and location of exterior lighting.
 10. The physical description of the size, location and accessibility of open space or pedestrian amenities.
 - b. *Landscape plan.* Recognizing the Overlay District supports a unique Westshore District character and provides regulations which encourage and allow creativity and flexibility in design, the landscaping standards set forth in these Overlay District Development Standards supersede any conflicting standards established within sections 27-285, 27-285.1 and Chapter 13. Except where the Overlay District establishes specific standards of regulations, all other applicable requirements and standards set forth in sections 27-285, 27-285.1 and Chapter 13, City of Tampa Code of Ordinances shall apply. The landscape plan shall be incorporated as part of the overall site plan submittal, and shall include the following:
 1. The preliminary plant material (existing and proposed) with specific information as to location, size (diameter) and species shall be shown.

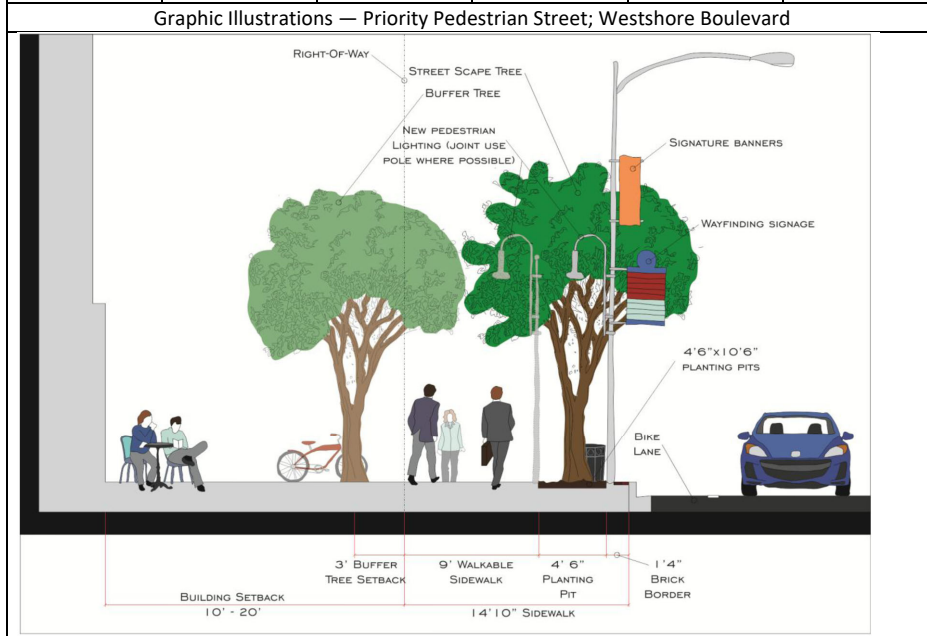
2. A tree table of credits and debits that demonstrates the true quantity of protected trees that exist, that will be removed, and that are proposed to be planted.
 3. All proposed and existing landscape buffers, islands, and planting beds used adjacent to internal pedestrian walkways, public sidewalks, perimeter property lines, and within vehicular use areas.
 4. If applicable, alternative landscape design plans and/or in-lieu payment details shall be presented pursuant to section 27-285(e).
- c. *Exterior building elevations.* The exterior elevations shall be provided in color and show each side of the project fronting or visible from the public right(s)-of-way. They must also include existing structures abutting (photographs allowed - must be color) the proposed project which are also visible from the public right(s)-of-way.
- (f) *Establishment of regulating map (use of land).* The regulating map derives its zoning and development authority through section 27-23. The base layer of the regulating map is the zoning atlas, which regulates the use of land by the zoning category established for each parcel within the Overlay District (see section 27-156, Table 4-1, Schedule of Permitted Uses by District, and section 27-171, Table 4-3(1) Schedule of M-AP Permitted Uses, Maximum Floor Area Ratio and Maximum Coverage Regulations). Determination of uses not listed shall be reviewed according to the provisions of section 27-59.
- (g) *Establishment of the Overlay District's governing land development regulations.* The Overlay District establishes a regulatory mechanism, in addition to the underlying zoning district regulations, that relates to development layout, density or intensity of use, building form and/or design character, geographical location, and relationships of these development characteristics to the public realm. It is the intent of the Overlay District to allow flexibility in the design and use of land while encouraging creativity in land use patterns to implement the Goals, Objectives, and Policies of the Tampa Comprehensive Plan for the Westshore District, which is one (1) of the Plan's recognized Business Centers.

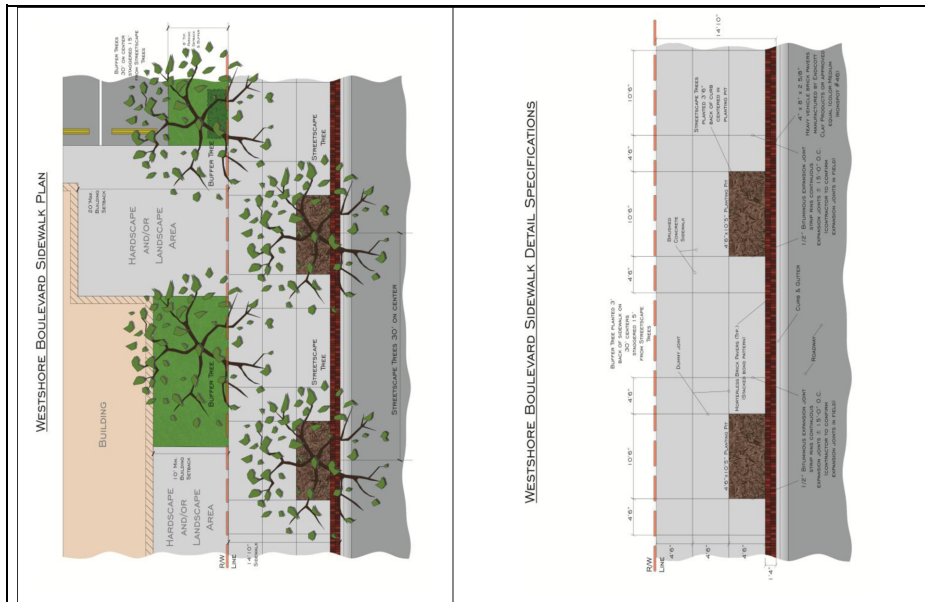
The Westshore District has been designated with Future Land Use (FLU) categories that support significant redevelopment potential. In addition, the compilation of documents, referenced herein as "The Westshore Pedestrian Plan," includes many strategies for improving and strengthening the pedestrian environment and relationship of the developed (private) realm to the public realm. The "Westshore Pedestrian Plan" also identifies non-automotive transportation infrastructure projects such as bicycle and transit network enhancements within the Westshore District that are critical to improving the overall mobility and transportation environment of pedestrians, bicyclists, and transit users. The "Westshore Pedestrian Plan" with its series of recommendations and implementation strategies is intended to serve as a guide to City staff and the development community on best practices and preferred design standards that support and enhance the Westshore District's attractiveness.

Therefore, a unique set of land development regulations within the district are created based on the FLU categories and specific street classification(s) that abuts a parcel as outlined in the "Westshore Pedestrian Plan". As previously defined, categories have been created for the road network. "Priority Pedestrian Streets" (Westshore Boulevard, Cypress Street, Lois Avenue, Spruce Street [non-state regulated segments] and Himes Avenue); "Regional Corridors" (Kennedy Boulevard, Dale Mabry Highway, Boy Scout Boulevard Hillsborough Avenue and Spruce Street [State regulated segments], and Columbus Drive); "Local Commercial Streets" (those remaining roadways classified as arterial, collector, or neighborhood collector); and "Neighborhood Streets" (those remaining roadways classified as local on the City of Tampa's Functional Classification Roadway Map). Each roadway classification establishes the specific land development regulations and framework for design applicable to new construction and/or change of use.

- (1) Building setback, height, sidewalk and streetscape standards for roadway classifications per the Westshore Pedestrian Plan and the following provisions as shown in Tables 238.2a—238.2e below, illustrations are provided for illustrative purposes only:

Table 238.2a					
Priority Pedestrian Street—Westshore Boulevard					
Building Setback		Building Height	Public Sidewalk	Street Trees	Buffer Trees
Front	10' min./20' max [1]	[3]	14'-10" (including 1'-4" brick edging[5])	30' interval; planted within the public right-of-way[6]	30' intervals centered between Street Trees; planted 3' back of sidewalk in setback area[6]
Side, corner, rear	0' [2,4]				





Notes:

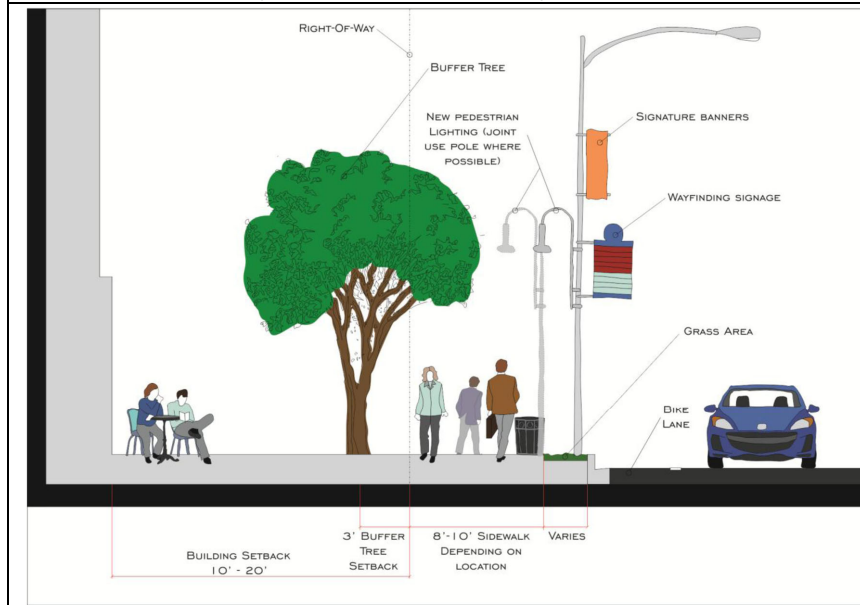
- [1] May be increased to 58', only when all other Overlay District parking standards are met, and certain building design features such as arrival amenities (e.g. porticos, visitor drop-off driveways) or pedestrian amenity areas (e.g. courtyards, outdoor cafés) are provided within the increased setback area. A maximum of one (1) row of parking spaces and one (1) drive aisle shall be permitted within the increased setback area; remaining area within increased setback area shall be used for landscaping/tree planting. Intent of the provision is to permit a larger setback to include design features, while also supporting a seamless transition to public realm. The initial ten (10') feet of building setback as measured from the right-of-way line, or prevailing right-of-way line when applicable, shall maintain the existing grade of the adjacent right-of-way line.
- [2] Building setback from property lines adjacent to single-family zone or use shall be a minimum of 15'.
- [3] Building heights in the Overlay District shall be controlled by "Airport Zoning Regulations" and "Airport Height Zoning Map" as adopted and administered by the Hillsborough County Aviation Authority (HCAA) under the provisions of Chapter 333, Florida Statutes and Chapter 2003-370. Laws of Florida, in-lieu of Section 27-156. Table 4-2 .
- [4] In cases where a zoning lot or parcel abuts land that is zoned or used for single-family residential use, any building that exceeds thirty (30) feet in height shall setback an additional one (1) foot for each foot of building height above thirty (30) feet.
- [5] The 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. The sidewalk shall be made with scored concrete and textured paving bricks (see Westshore Boulevard Sidewalk Plan). The bricks shall be laid as shown in the Westshore Boulevard Sidewalk Detail Specifications. An

applicant may elect to either: (i) install the sidewalk and provide an easement to the Transportation Division, or (ii) dedicate such area to the City of Tampa, if applicable, with applicable Multi-Modal Transportation Impact Fee Credits to be provided if approved or (iii) pay the applicable in lieu fee per section 22-103.

[6] Street Trees shall be located three feet (3') six inches (6") feet back of curb in a four foot (4') six inch (6") by ten foot (10') six inch (6") planting area. Buffer Trees shall be located in the setback area centered between Street Trees unless the available buffer area is less than six feet (6') in width.

Table 238.2b				
All Other Pedestrian Priority Streets				
Building Setback		Building Height	Public Sidewalk	Buffer Trees
Front	10' min./20' max[1]	[3]	10'—Cypress Street [5]	30' interval; planted 3' back of sidewalk in setback area[5]
Side, corner, rear	0' [2, 4]		8' All Other Streets[5]	

Graphic Illustration—Other Priority Pedestrian Streets



Notes:

- [1] May be increased to 58', only when all other Overlay District parking standards are met, and certain building design features such as arrival amenities (e.g. porticos, visitor drop-off driveways) or pedestrian amenity areas (e.g. courtyards, outdoor cafes) are provided within the increased setback area. A maximum of one (1) row of parking spaces and one (1) drive aisle shall be permitted within the increased setback area; remaining area within increased setback area shall be used for landscaping/tree planting. Intent of the provision is to permit a larger setback to include design features, while also supporting a seamless transition to public realm. The initial ten (10') feet of building setback as measured from the right-of-way line, or prevailing right-of-way line where applicable, shall maintain the existing grade of the adjacent right-of-way line.
- [2] Building setback from property lines adjacent to single-family zone or use shall be a minimum of 15'.
- [3] Building heights in the Overlay District shall be controlled by "Airport Zoning Regulations" and "Airport Height Zoning Map" as adopted and administered by the Hillsborough County Aviation

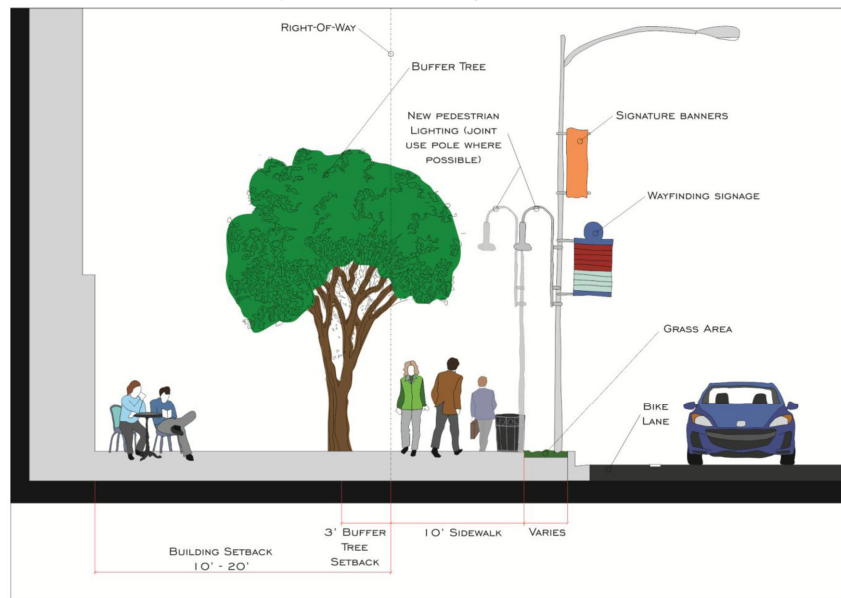
Authority (HCAA) under the provisions of Chapter 333, Florida Statutes and Chapter 2003-370, Laws of Florida, in-lieu of Section 27-156, Table 4-2.

[4] In cases where a zoning lot or parcel abuts land that is zoned or used for single-family residential use, any building that exceeds thirty (30) feet in height shall setback an additional one (1) foot for each foot of building height above thirty (30) feet.

[5] The sidewalk width and adjacent Buffer Trees 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. Buffer Trees shall be located on thirty foot (30') centers unless the available buffer area is less than six feet (6') in width. An applicant may elect to either: (i) install the sidewalk and provide an easement to the Transportation Division, (ii) dedicate such area to the City of Tampa, if acceptable, with applicable Multi-Modal Transportation Impact Fee Credits to be provided, if approved, or (iii) pay the applicable in-lieu fee per section 22-103.

Table 238.2c				
Regional Corridors				
Building Setback		Building Height	Public Sidewalk	Buffer Trees
Front	10' min/20' max [1]	[3]	10' [5]	30' interval; planted 3' back of sidewalk in setback area[5] within the public right-of-way
Side, corner, rear	0' [2,4]			

Graphic Illustration — Regional Corridors



Notes:

[1] May be increased to 58', only when all other Overlay District parking standards are met, and certain building design features such as arrival amenities (e.g. porticos, visitor drop-off driveways) or pedestrian amenity areas (e.g. courtyards, outdoor cafés) are provided within the increased setback area. A maximum of one (1) row of parking spaces and one (1) drive aisle shall be permitted within the increased setback area; remaining area within increased setback area shall be used for landscaping/tree planting. Intent of the provision is to permit a larger setback to include design features, while also supporting a seamless transition to public realm. The initial ten (10') feet of building setback as measured from the right-of-way line, or prevailing right-of-way line where applicable, shall maintain the existing grade of the adjacent right-of-way line.

[2] Building setback from property lines adjacent to single-family zone or use shall be a minimum of 15'.

Created: 2021-05-30 10:14:46 [EST]

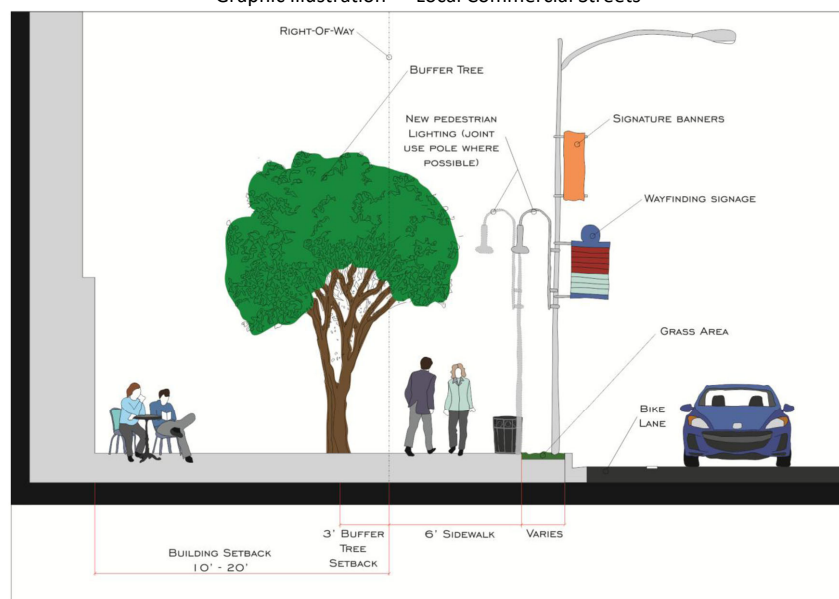
[3] Building heights in the Overlay District shall be controlled by "Airport Zoning Regulations" and "Airport Height Zoning Map" as adopted and administered by the Hillsborough County Aviation Authority (HCAA) under the provisions of Chapter 333, Florida Statutes and Chapter 2003-370. Laws of Florida, in-lieu of Section 27-156, Table 4-2 .

[4] In cases where a zoning lot or parcel abuts land that is zoned or used for single-family residential use, any building that exceeds thirty (30) feet in height shall setback an additional one (1) foot for each foot of building height above thirty (30) feet.

[5] The minimum sidewalk width and adjacent Buffer Trees shall be provided regardless of the width of the public right-of-way. Buffer Trees shall be located on thirty-foot (30') centers unless the available buffer area is less than six feet (6') in width. An applicant may elect to either: (i) install the sidewalk and provide an easement to the Transportation Division, or (ii) dedicate such area to the City of Tampa, if acceptable, with applicable Multi-Modal Transportation Impact Fee Credits to be provided, if approved or (iii) pay the applicable in-lieu fee per section 22-103.

Table 238.2d				
Local Commercial Streets				
Building Setback		Building Height	Public Sidewalk	Buffer Trees
Front	10' min/20' max [1]	[3]	6' [5]	30' interval; planted 3' back of sidewalk in setback area[5]
Side, corner, rear	0' [2,4]			

Graphic Illustration — Local Commercial Streets



Notes:

[1] May be increased to 58', only when all other Overlay District parking standards are met, and certain building design features such as arrival amenities (e.g. porticos, visitor drop-off driveways) or pedestrian amenity areas (e.g. courtyards, outdoor cafés) are provided within the increased setback area. A maximum of one (1) row of parking spaces and one (1) drive aisle shall be permitted within the increased setback area: remaining area within increased setback area shall be used for landscaping/tree planting. Intent of the provision is to permit a larger setback to include design features, while also supporting a seamless transition to public realm. The initial ten (10') feet of building setback as measured from the right-of-way line, or prevailing right-of-way line where applicable, shall maintain the existing grade of the adjacent right-of-way line.

[2] Building setback from property lines adjacent to single-family zone or use shall be a minimum of 15'.

[3] Building heights in the Overlay District shall be controlled by "Airport Zoning Regulations" and "Airport Height Zoning Map" as adopted and administered by the Hillsborough County Aviation

Created: 2021-05-30 10:14:46 [EST]

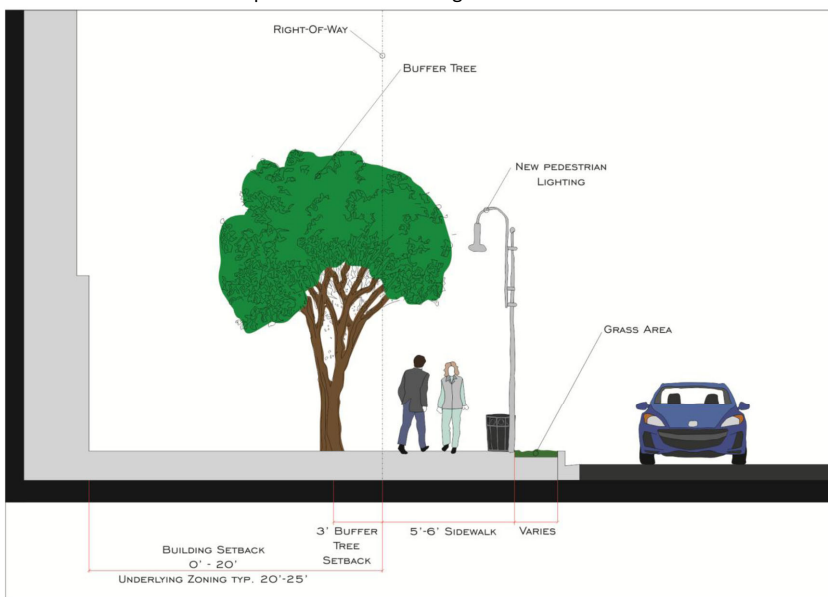
Authority (HCAA) under the provisions of Chapter 333, Florida Statutes and Chapter 2003-370. Laws of Florida, in-lieu of Section 27-156, Table 4-2.

[4] In cases where a zoning lot or parcel abuts land that is zoned or used for single-family residential use, any building that exceeds thirty (30) feet in height shall setback an additional one (1) foot for each foot of building height above thirty (30) feet.

[5] The minimum sidewalk width and adjacent Buffer Trees shall be provided regardless of the width of the public right-of-way. Buffer Trees shall be located on private property on thirty-foot (30') centers unless the available buffer area is less than six feet (6') in width. An applicant may elect to either: (i) install the sidewalk and provide an easement to the Transportation Division, (ii) dedicate such area to the City of Tampa, if acceptable, with applicable Multi-Modal Transportation Impact Fee Credits to be provided, if approved, or (iii) pay the applicable in-lieu fee per section 22-103.

Table 238.2e				
Neighborhood Streets				
Building Setback		Building Height	Public Sidewalk	Buffer Trees
Front	Per underlying zoning district [1]	[3]	5'—6'[5]	30' interval; planted 3' back of sidewalk in setback area
Side, corner, rear	0' [2, 4]			

Graphic Illustration — Neighborhood Streets



Notes:

- [1] Typically between 10' and 25'.
- [2] Building setback from property lines adjacent to single-family zoning or use shall be a minimum of 15'.
- [3] Building heights in the Overlay District shall be controlled by "Airport Zoning Regulations" and "Airport Height Zoning Map" as adopted and administered by the Hillsborough County Aviation Authority (HCAA) under the provisions of Chapter 333, Florida Statutes and Chapter 2003-370. Laws of Florida, in-lieu of Section 27-156. Table 4-2.
- [4] In cases where a zoning lot or parcel abuts land that is zoned or used for single-family residential use, any building that exceeds thirty (30) feet in height shall setback an additional one (1) foot for each foot of building height above thirty (30) feet.
- [5] The minimum sidewalk width and adjacent Buffer Trees shall be provided regardless of the width of the public right-of-way. Buffer Trees shall be located on private property on thirty foot (30') centers unless the available buffer area is less than six feet (6') in width. An applicant may elect to

either: (i) install the sidewalk and provide an easement to the Transportation Division, (ii) dedicate such area to the City of Tampa, if acceptable, with applicable Multi-Modal Transportation Impact Fee Credits to be provided, if approved, or (iii) pay the applicable in-lieu fee per section 22-103.

- (2) *Intensity of use and bonus opportunities.* The base densities and intensities of land use for properties not located in the M-AP Airport Compatibility Plan Category are regulated by the Tampa Comprehensive Plan Future Land Use Plan (hereinafter referred to as FLU), and not those referenced in section 27-156 Table 4-2. Densities and intensities may be increased from the base levels provided in the FLU to the maximum permitted by the FLU through the application of bonus amenities, as described and regulated by the Overlay District's governing land development regulations in this section. In no case shall development levels exceed the maximum densities for residential use and intensities (floor area ratios—FARs) for non-residential use as set forth and defined by the FLU.

The intensity of property (FAR) located within an M-AP airport compatibility district shall be as provided for in the FLU and specifically regulated by section 27-171, Table 4-3(1) Schedule of M-AP Permitted Uses, Maximum Floor Area Ratio and Maximum Coverage Regulations.

- a. Base densities/intensities. The FLU establishes the base densities or intensities of use permitted by the FLU without the requirement to provide bonus amenities.
- b. Bonus densities/intensities; methodology and calculation. An applicant may seek additional density or intensity through the use of bonus amenities up to the maximum level permissible by the FLU. Application to seek an increase over base densities or intensities of use shall be reviewed and approved through the plan review process. The opportunity to achieve density/intensity bonuses shall be based on the regulations set forth in this section and adherence to the methodology and calculations, but not the bonus criteria, set forth in section 27-141. Developments that may achieve bonuses per the provisions of this section shall not exceed the maximum density/intensity levels set forth in the FLU.
- c. Review procedures for bonus densities/intensities. The applicant shall submit the proposed bonus amenities to the zoning administrator for review and evaluation during the plan review process. The zoning administrator shall determine compliance with the provisions set forth in this section and report his/her findings as part of the administrative review process. Subsequent to a bonus density/intensity approval and prior to the issuance of the first permit for vertical construction for the project, applicable documents, costs of materials or any other relevant information shall be presented to the zoning administrator to determine compliance with the bonus related conditions.
- d. List of bonus amenities. The following list represents bonus amenities which may be provided to achieve increases in density and intensity in the Overlay District. The provisions outlined herein do not mandate or guarantee the award of a bonus to the applicant. Total bonuses shall not exceed the maximum density/intensity levels set forth by the FLU. Each bonus item listed includes the "bonus cost ratio" utilized within the formulas and calculations outlined in section 27-141. The list also includes, in some cases, provisions which signify the priority of a bonus item within the district to achieve such amenities, which significance can affect the level of bonus which may be achieved.
 1. Workforce Housing (as defined by the State of Florida) (Bonus Cost Ratio 20:1, plus an additional 0.10 FAR).
 2. Provision of public open space and/or enhancements such as parks, plazas and indoor or outdoor performance space available to the public (Bonus Cost Ratio 20:1, plus an additional 0.10 FAR).

-
3. Mid-block pedestrian connectors through buildings (Bonus Cost Ratio 10:1).
 4. Bicycle accommodations such as lockers, shower facilities, etc. (Bonus Cost Ratio 10:1).
 5. Provision of public facilities deemed acceptable to the applicable receiving agency of city department (Bonus Cost Ratio 20:1, plus an additional 0.10 FAR).
 6. Provision, construction, and maintenance of public access to water resources and amenities through trails, marinas or greenways (Bonus Cost Ratio 10:1).
 7. Transit support subsidy or facilities (Bonus Cost Ratio 10:1, plus an additional 0.10 FAR).
 8. Leadership in Energy and Environmental Design (LEED) Certified Construction (Bonus Cost Ratio 10:1, plus an additional 0.10 for Silver Certification, 0.20 for Gold Certification or 0.30 for Platinum Certification).
 9. Energy Star Certification (Bonus Cost Ratio 10:1, plus an additional 0.10 for an 80% score, 0.20 for a 90% score or 0.30 for a 100% score).
 10. Public art pursuant to City of Tampa Code Chapter 4 Public Art (Bonus Cost Ratio 20:1).
 11. Childcare center (Bonus Cost Ratio 10:1).
 12. Enhanced or increased streetscape, sidewalk and pedestrian designs accessible to the public (Bonus Cost Ratio 20:1).
- (3) *Streetscape design standards.* The following specific streetscape design standards shall be required for all properties located adjacent to Pedestrian Priority Streets, Regional Corridors, Local Commercial Streets and Neighborhood Streets. Refer to Tables 238.2a—238.2e, the "Westshore Boulevard Sidewalk Plan" and "Westshore Boulevard Sidewalk Detail Specifications" depicted herein for dimensional, placement, materials, and planting requirements.
- a. *Sidewalk standards.*
 1. The Westshore Boulevard sidewalk shall be made with scored concrete and textured paving bricks. The bricks shall be laid adjacent and perpendicular to Westshore Boulevard in a one foot (1') four inch (4") wide strip located parallel to the curb line.
 2. Site plans for properties located adjacent to Westshore Boulevard shall depict adjacent portions of sidewalk to demonstrate design consistency in layout and pattern.
 3. All other sidewalks shall be constructed to the designated width in a manner consistent with City of Tampa standards.
 - b. *Westshore Boulevard Street Trees and Buffer Tree standards.*
 1. Street Trees shall be planted within planting areas and located three feet (3') six inches (6') back of curb. Buffer Trees shall be planted three feet (3') back of sidewalk provided the available setback area is six feet (6') or greater in width. Buffer Trees shall be provided in vehicle use buffers adjacent to the Westshore Boulevard sidewalk provided where a planting area of at least 6 feet is available regardless of width in a planting area of sufficient size to ensure the survival of the tree. The developer shall be responsible for all costs associated with design, permitting, installation, replacement, irrigation, pruning, and general maintenance of the Street Trees and Buffer Trees and any additional landscape materials provided.
 2. Street Trees shall be Bosque Elm (*Ulmus parvifolia*, "Bosque" Min. 6" caliper; 16'—18' HT × 10'—12' SPR.; Florida No. 1.). Buffer Trees shall be Bosque Elm, (*Ulmus parvifolia*, "Bosque" Min. 4" caliper/10'—12' HT × 4'—5' SPR. Florida No. 1.), live oak, (*Quercus virginiana*, Live

Oak "Sky Climber": Min. 4" caliper/10'—12' HT × 4'—5' SPR. Florida No. 1.), Winged Elm (Ulmus alata "Winged Elm" : Min. 4" caliper/10'—12' HT × 4'—5' SPR. Florida No. 1.) or Bald Cypress (Taxodium Distichum, Bald Cypress 'Autumn Gold'—Min. 4" caliper/ 10'—12' HT. × 4'—5' SPR. Florida No. 1.). The zoning administrator or designee shall consult the Natural Resources Coordinator on any Buffer Tree alternative selections.

3. Street Trees and Buffer Trees shall possess the following minimum specifications at time of planting: Six inch (6") caliper, one hundred-gallon or equivalent, ten foot (10') to twelve foot (12') spread.
4. Street Trees and Buffer Trees shall be planted on thirty foot (30') staggered centers as depicted herein

c. *Buffer Tree Standards (all non-Westshore Boulevard streets).*

1. Buffer Trees shall be planted three feet (3') back of sidewalk provided the available setback area is six feet (6') or greater in width. ~~Buffer Trees shall be provided in vehicle use buffers adjacent to Westshore Boulevard.~~ The developer shall be responsible for all costs associated with design, permitting, installation, replacement, irrigation, pruning, and general maintenance of the Street Trees and Buffer Trees and any decorative materials provided as a part of the streetscape plantings.
2. Buffer Trees shall be Bosque Elm, (Ulmus parvifolia, "Bosque" Min. 4" caliper/10'—12' HT × 4'—5' SPR. Florida No. 1.), live oak, (Quercus virginiana, Live Oak "Sky Climber": Min. 4" caliper/10'—12' HT × 4'—5' SPR. Florida No. 1.), Winger Elm (Ulmus alata "Winged Elm": Min. 4" caliper/10'—12' HT × 4'—5' SPR. Florida No. 1.) or Bald Cypress (Taxodium Distichum, Bald Cypress 'Autumn Gold'—Min. 4" caliper/10'—12' HT. × 4'—5' SPR. Florida No. 1.). The zoning administrator or designee shall consult the Natural Resources Coordinator on any alternative selections.
3. Buffer Trees shall possess the following minimum specifications at time of planting: Four inch (4") caliper, one hundred-gallon or equivalent, eight foot (8') to ten foot (10') spread.
4. Buffer Trees shall be planted on thirty foot (30') centers.

- d. *Streetscape lighting standards:* Light poles and fixtures within the Kennedy Boulevard corridor shall follow the street lighting standards set forth in section 27-243. Light poles and fixtures along all other street corridors within the district shall follow the standards set forth in the Westshore Pedestrian Plan. Streetscape lighting shall be aimed away, or otherwise shielded, from residential uses so as not to create a negative impact on the adjacent residential uses.

(4) *Building and site standards.*

- a. Pedestrian amenities shall be provided next to areas used by the public, including, but not limited to shade trees, public open space, water features, sitting areas and mass transit stops.
- b. At least fifty (50) percent of the ground level of all principal building façades(s) fronting and visible from a public right-of-way, except Single Family, Single Family Attached, and Townhouse, shall be constructed of transparent material.
- c. At least seventy (70) percent of continuous front façade that is oriented to and visible at ground level from public rights-of-way shall be embellished with doors, windows and other architectural features as methods to break large wall planes into smaller components.
- d. The principal façade of all buildings shall front the public right(s)-of-way or may be located off a plaza adjacent to and connected with the public sidewalk located adjacent to the street.

-
- e. Drive-through window services and queuing lanes shall be placed in the side or rear yard of the parcel on which it is located. Drive through window services and queuing lanes shall be located no closer than fifty (50) feet to residentially zoned properties. Speaker systems shall not be aimed towards residentially zoned properties and the owner of the speaker shall provide evidence that the noise levels created by the speaker system do not exceed noise levels allowed by the city. Queuing lanes areas should incorporate natural surveillance techniques.
 - f. Chain link and wooden fences are prohibited on parcels regulated in the Overlay District, except during construction. Construction fencing shall be removed prior to obtaining any certificate of occupancy. Decorative fencing for the purposes of implementing CPTED principles is encouraged. Any existing chain link or wooden fencing shall be removed prior to the issuance of any site or building permit for new construction and/or change of use as defined in Chapter 27, City of Tampa Code of Ordinances. In the event of destruction, damage or deterioration of a non-conforming fence that has occurred in the amount of fifty (50) percent of its material value, that compromises the fence, such fence may only be repaired or reconstructed in conformity with the requirements of this section.
 - g. Unpainted or unfinished block fences or walls are prohibited. All sides and elevations of buildings, walls, or block fences visible from public right-of-way or an adjacent parcel must be architecturally finished (i.e., brick, stucco, or textured concrete masonry units) and maintained.
 - h. Outdoor onsite light fixtures shall be used at all public use areas adjacent to the building (e.g. entryway, courtyards, parking lots, etc.) to a recommended 0.5 to 1.0 foot candle level of illumination. Light fixtures shall be aimed away, or otherwise shielded, from residentially zoned properties and shall be of an intensity that does not create a negative impact on the adjacent residential properties.
 - i. Any exterior garbage receptacles, dumpsters, open storage areas (as defined in section 27-43) or mechanical equipment must be screened from view from public rights-of-way and residential single-family zoned property with opaque or solid materials similar to those utilized by the principal structure. Additionally, garbage receptacles, dumpsters, open storage areas and/or mechanical equipment must be a minimum twenty-five (25) feet from any property zoned for single-family residential uses.
 - j. Rooftop equipment, excluding vents and stairwell access, shall be screened from view as visible from a pedestrian on any adjacent public right-of-way by use of parapet walls or architecturally compatible screens.
 - k. Continuous sidewalks shall be provided along the entire length of street frontage, and shall be aligned with and connected to that of adjacent and contiguous properties.
 - l. For properties with multiple tenants and/or multiple structures on site, pedestrian circulation shall be provided between tenants and/or structures through the use of a sidewalk or other suitable pedestrian connection, not less than five (5) feet wide and where applicable, shall align with and connect to that of adjacent and contiguous properties. Sidewalk paving or other pedestrian connections, where applicable, must continue uninterrupted across the mouth of all curb cuts, subject to section 22-315 of the City of Tampa Code of Ordinances.
 - m. Retention ponds shall be maintained and screened with landscaping or fencing or must contain special site features, such as fountains or reflecting pools.
 - n. The entrance to all service bays for automotive repair and service businesses must be oriented away from view of any arterial or collector roadway(s) and residentially zoned properties. All automotive repair and service shall take place within the fully enclosed area of the building in which such use is located.

- o. All buildings shall have pedestrian access oriented toward the public sidewalk adjacent to the street.
- p. Illuminated tubing which outlines a building, fence or other similar structure or part thereof, measuring more than twenty (20) linear feet or enclosing any area greater than twenty (20) square feet is prohibited.
- q. The numerical address of each building should be clearly displayed and easily observed from the public right-of-way.
- r. Self-service fueling devices shall be located adjacent to a building with exterior walls and a roof. No self-service fueling device shall be located between a building with exterior walls and a roof and any Pedestrian Priority Street, Regional Corridor or Local Commercial Street.
- s. The setback for a Principal Parking use, Interim Parking use, or Special Event Parking use shall be thirty feet (30') from any Pedestrian Priority Street, Regional Corridor, or Local Commercial Street.
- t. Public Open Space Standards. Public Open Spaces are generally open areas that allow the movement of light and air, and may be enhanced for general public use and/or pedestrian purposes. Such spaces shall be provided as described below, shall maintain a minimum fifteen (15) feet vertical clearance from finished grade, and shall be deemed and credited as a "landscaped area" in accordance with the requirements of section 27-285.

Minimum Public Open Space area and Placement Requirements:

1. The initial ten (10') feet of building setback along Pedestrian Priority Streets, Regional Corridors, and Local Commercial Streets.
2. Small Public Open Space areas measuring twenty (20) feet by twenty (20) feet shall be provided at the following intersection corners:
 - i. Northwest and southeast corners of Westshore Boulevard at Spruce Street, Laurel Street and Gray Street; and
 - ii. Northwest and southeast corners of Dale Mabry Highway at Palmetto Street, and Gray Street; and
 - iii. Northeast and southwest corners of Kennedy Boulevard at Grady Avenue and Manhattan Avenue; and
 - iv. Northeast and southwest corners of Lois Avenue at Boy Scout Boulevard, Spruce Street, and Cypress Street; and
 - v. Northeast and southwest corners of Boy Scout Boulevard at Jim Walter Boulevard; and
 - vi. Northeast and southwest corners of Cypress Street at O'Brien Street.
 - vii. The depth or width of the Small Open Spaces may be decreased to ten (10) feet if the total square footage of four hundred (400) square feet is provided and two amenities such as benches, shade structure, trash receptacle, way-finding map, bus stop, bike racks (5 bike stations min.) bike repair station, water fountain, pet walk, pet station, or similar pedestrian amenities are provided in a manner accessible from the public sidewalk.

Formatted: Highlight

3. Large Public Open Space areas measuring forty (40') feet by forty (40') feet shall be provided at the following intersection corners:
- i. Northwest and southeast corners of Westshore Boulevard at Cypress Street and Kennedy Boulevard; and,
 - ii. Northwest and southeast corners of Dale Mabry Highway at Columbus Drive, Home Depot/Wal-Mart, Cypress Street, and Kennedy Boulevard; and
 - iii. Northeast and southwest corners of Kennedy Boulevard and Lois Avenue.
 - iv. The depth or width of the Large Open Spaces may be decreased to ten (10) feet if the total square footage of one thousand six hundred (1,600) square feet is provided and four amenities such as benches, shade structure, trash receptacle, way-finding map, bus stop, bike racks (5 bike stations min.) bike repair station, water fountain, pet walk, pet station, or similar pedestrian amenities are provided in a manner accessible from the public sidewalk.
- u. The Multiple-family open space requirement for buildings four stories or higher shall be thirty (30) percent of the parcel excluding building footprint(s) and parking.

Formatted: Indent Left: 0.66", Hanging: 0.34"

(5) *Parking standards:*

- a. Existing surface parking areas (vehicular use areas) shall be improved pursuant to the requirements of this section if any site or grading permit is issued, if the pavement materials have to be repaired or replaced due to physical deterioration, or a redesign of said area occurs.
- b. Vehicle access shall have minimal impact on pedestrian circulation. Sidewalk paving must continue uninterrupted across the mouth of all curb cuts, subject to section 22-315 of the City of Tampa Code of Ordinances. Decorative pavers, other textured material, or similar permanent delineations shall be used across the mouth of all curb cuts to provide a pedestrian conveyance.
- c. The façade of parking structures which are within twenty (20) feet of a priority pedestrian street right-of-way must consist of commercial, retail, or office uses or any combination thereof on the ground level.
- d. Parking structures shall provide landscaping adjacent to those areas which are visible from the street right-of-way. When the parking structure is abutting land zoned or used for single-family residential use, the façade of the parking structure shall be made opaque (to the extent possible without installation of forced ventilation) pursuant to Life Safety and Building Code requirements.
- e. A minimum of eighty (80) percent of all surface parking for commercial properties shall be located in the side or rear yard of the property. All surface parking for other non-single-family residential properties shall be located in the rear or side yard of the property, unless it can be demonstrated that the rear yard of the property cannot accommodate such parking, then the side yard may be used to provide the additional parking required. CPTED techniques should be incorporated in the design and security of all parking areas (i.e., visibility, access and security).
- f. Vehicular use areas shall not be closer than twenty-five (25) feet from property zoned for single-family uses and shall be screened from said residential uses with a six-foot high masonry wall and fifteen (15) feet landscaped buffer.
- g. It is recommended that parking facility lighting maintain a minimum onsite illumination as published in the "Illumination Engineering Society, IES Lighting Handbook" (edition current at the time of permit application). Parking facility lighting shall be aimed away, or otherwise shielded from residential uses, so as not to create a negative impact on such uses.

- h. Parking structures should have sufficient security measures and will be reviewed by a certified CPTED practitioner.
- i. Applicable off-street parking and loading ratios by use shall comply with Article VI, Division 3, Off-Street Parking and Loading. **For properties not located adjacent to or across a public right of way or easement from single family residential, the Alternative Parking Ratios identified in Table 238 - 3 shall be used. In either case, parking ratios** for mixed-use developments or unique development circumstances may be permitted pursuant to procedures set forth in section 27-60, Alternative Design Exceptions. The required overall parking for mixed-use developments not located to adjacent to single family residential and comprised of two uses from two separate Use Groups as identified in Table 4-1 of the city code shall be reduced by ten (10) percent. The required parking for Hotel or Motel uses is .75 parking spaces per room. The required parking for Medical Office is 5 spaces per 1,000 square feet. Motorcycle parking spaces may be substituted for vehicle parking spaces on a one space per one space ratio but shall not exceed five (5) percent or ten motorcycle spaces, whichever is less, of the total parking required. Bicycle parking spaces may be substituted for vehicle parking spaces on a five (5) bicycle space spaces per one vehicle space ratio but shall not exceed five (5) percent or the equivalent of ten vehicle spaces, whichever is less, of the total parking required. Regarding off-street loading, every use requiring a loading berth(s) for the receipt and distribution by vehicles of materials and merchandise shall only be required to have one (1) loading berth. When the off-street loading space requirements of a specific use or development can be shown to require anything less than the requirements of this section, a reduction to these standards may be authorized pursuant to section 27-283.15. **All parking spaces provided in excess of the ratios referenced above are deemed "Parking, principal" in type and may be used for "off-site" purposes per Section 27-283.6 or commercial parking.**
- j. ~~The aisle width between stall lines for ninety (90) degree parking shall be reduced from twenty-six (26) feet to twenty-four (24) feet. Developments located along Local Commercial Streets and non-residential Neighborhood Street as defined in Section 27-283.12.(i)(1)(d) shall be permitted to maneuver in the right of way to access loading berths and solid waste facilities.~~

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

- a. An eight-foot landscape buffer shall be provided along the boundary of all vehicular use areas abutting public right-of-way. Said buffer shall adhere to the following:
 - 1. One (1) four-inch caliper tree per thirty (30) linear feet of vehicular use area abutting a right-of-way, except adjacent to Westshore Boulevard where one (1) six-inch caliper tree per thirty (30) linear feet of vehicle use area abutting the right-of-way is required;
 - 2. A two-foot hedge planted twenty-four (24) inches on center;
 - 3. All plants shall meet or exceed the requirements of Chapter 13;
 - 4. Trees adjacent to surface parking areas should be trimmed to maintain a six-foot clear height, hedges and shrubs should be trimmed to maintain a maximum of two (2) feet in height.

Through the alternative design exception process, pursuant to section 27-60, the zoning administrator or designee may consider the following;
 - 5. Buffer trees may be grouped and larger diameter trees may be substituted at a rate of two (2) inches for every one (1) inch required; consideration of this alternative shall be considered on a case by case basis, except along Westshore Boulevard;
 - 6. Reduction in the width of a landscaped buffer to no less than three (3) feet, for those vehicular use areas that abut priority pedestrian streets and where pedestrian areas

Formatted: Strikethrough

(sidewalks or pedestrian/bicycle paths) are proposed and provided payment in-lieu of landscaping is made pursuant to section 27-285(e).

7. See Tables 238.2 a, b, c, d, and e for additional Buffer Tree requirements.

- b. The standards set forth in section 27-285 shall apply for the calculation of the minimum amount of landscaped area required for a development. If the minimum amount of landscaped area cannot be provided, reduction of the landscaped area (regardless of the percentage being requested) may be considered through an alternative design exception review, and shall be subject to the in-lieu payment procedure set forth in section 27-285(e)(2); however, all portions of each site that are not devoted to building or paving shall be landscaped. No more than thirty (30) percent of any landscaped area may be grassed; the balance shall be landscaped in shrub and ground covers. All types of Bahia grasses shall be prohibited in front yard setbacks or any other grassed areas visible to a pedestrian from an adjacent public right-of-way.
- c. Properties adjacent to residentially zoned properties shall maintain a fifteen-foot landscaped buffer and six-foot high masonry wall. Said buffer shall consist of at least one (1) tree per sixty (60) linear feet of abutting property.
- d. All landscaping must be maintained in good order and all applicants for new construction or change of use shall provide a schedule of maintenance for the installed landscaping.
- e. No more than seventy-five (75) percent of protected trees on a parcel may be removed from the development parcel. For purposes of the Overlay District, protected trees shall be defined as any protected tree that is ten (10) inches or greater in diameter at breast height (d.b.h.). This standard shall not apply to development proposals where the proposed use is principal parking. Mitigation for tree removal (i.e., five (5) inches or greater for trees other than palms and ten (10) inches or greater for palms) shall be in accordance with the criteria established in Chapter 13-165 (f) Schedule E—Tree Equivalency Table.
- f. The removal of grand trees shall only be permitted in accordance with the regulations and processes established in Chapter 13.

g. Up to fifty (50) percent of protected on site palm trees may be relocated on-site and considered retained for the purpose of tree credits.

- (7) *General sign standards.* The following standards shall apply to new signs. The following provisions are intended to establish a distinct character for the Overlay District by creating an appealing environment, reduce distractions to motorists and pedestrians and reduce visual blight.
- a. The sign standards provided herein offer a coordinated graphic program that provides for occupant identification and directional communication, while allowing the creation of unique and informative signs that give a distinct and aesthetically pleasing flavor. These standards are not intended to prohibit unusual signs that may enhance the character of the building, or reflect the nature of the business. Also, these standards are intended to provide additional or supplemental sign regulations to Article VI, Division 6, Signs, City of Tampa Code of Ordinances. Reference shall be made to Article VI, Division 6 for any other sign requirements.
 - 1. Billboards and off-site signs are prohibited. Signs vested under previous agreements between the City of Tampa and the sign owner will not be affected by this district.
 - 2. No sign on a parcel adjacent to or within three hundred (300) feet of a residence shall be illuminated from 11:00 p.m. to 7:00 a.m., except where the use conducted on the premises is open for business, or unless the sign illumination is wholly shielded from the residential uses in all directions, by a non-residential building. At no time shall the light from a sign be directed towards a residence.

3. Freestanding signs for single occupancy parcels shall be limited to a maximum of fifty (50) square feet in dimension per sign face. Such signs are limited to a maximum height of ten (10) feet at a setback of five (5) feet, subject to the requirements of section 27-283.5.
4. Freestanding signs for multiple occupancy parcels which are entitled to one (1) sign shall be limited to a maximum of one hundred (100) square feet in dimension per sign face. Such signs are limited to a maximum height of ten (10) feet, subject to the requirements of section 27-283.5.
5. Freestanding signs shall be subject to the following additional provisions: for every one (1) foot of additional setback provided, the height of the freestanding sign may be increased by one (1) foot to a maximum of twenty (20) feet. The freestanding sign shall consist of a single pier or pillar with a minimum diameter or horizontal dimension of twenty-four (24) inches, or alternatively, by two (2) piers or pillars each with a minimum diameter or horizontal dimension of twelve (12) inches. The sign structure shall be made of materials consistent with and maintain compatible architectural design with the principal building it serves. Furthermore, the sign shall have a decorative base with a minimum height of two (2) feet and a minimum length of not less than eighty (80) percent of the maximum length of the sign face.
6. If a multiple occupancy parcel is entitled to more than one (1) freestanding sign, per Article VI, Division 6, then all allowable freestanding signs may be combined into a single freestanding sign not to exceed one hundred (100) square feet per sign face. Ground signs are limited to a maximum height of fifteen (15) feet and pylon signs shall be limited to twenty (20) feet.
7. The surface area of all shapes, letters, numbers, symbols or illustrations on a marquee, canopy or awning sign shall not exceed twenty-five (25) percent of the marquee, canopy or awning sign surface. Only awnings and canopies constructed of opaque material may be illuminated.
8. Building signs shall not exceed more than one (1) square foot per one (1) linear foot of building frontage facing a public street. No wall sign shall extend more than twelve (12) inches out from the wall to which it is attached nor shall it extend more than eighteen (18) inches into the public right-of-way.
9. Multi-family residential dwelling freestanding signs must comply with section 27-289.3(b), and shall not exceed fifteen (15) feet in height.
10. Pylon signs are prohibited along Kennedy Boulevard, and shall be located no closer than one hundred (100) feet from the Kennedy Boulevard right-of-way.
11. Signs shall be prohibited on transit shelters, with the exception of government signs, as defined in Article VI, Division 6.
12. Any sign deemed nonconforming per the sign standards set forth in this section or Article VI, Division 6 shall not be enlarged or altered in a way which increases its degree of nonconformity. Such signs shall not be structurally altered as to prolong the life of the sign; however, reasonable repair and maintenance, including change of copy, is permitted. Reasonable repair and maintenance means the work necessary to keep the sign, including the sign structure, in a good state of repair, but does not include the replacement of structural materials, such as changing a metal sign to a wooden sign, or changing the overall height of the sign, or enhancing the visibility of the sign copy, or the addition of changeable sign faces, or the addition of artificial lighting apparatus.

-
- (h) *Transit stop provisions.* Wherever possible, development within the Westshore Overlay District shall be designed to maximize the efficiency of mass transit. The developer shall coordinate with the City of Tampa and the Hillsborough Area Regional Transit (HART line) system to determine if the site warrants transit stop improvements such as easement dedication or transit shelters. These improvements may be considered for justification for the reduction of up to ten (10) percent of the required parking spaces.
 - (i) *Curb cuts/access management.* Requests for additional curb cuts, for existing development, will only be considered in instances of public safety issues. In cases where such a curb cut is approved, the petitioner shall be solely responsible for any off-site or site specific improvements which are necessary to facilitate the design of the driveway or curb cut, including but not limited to signalization, turn lanes, and accel/decel lanes. These transportation improvements are not creditable against multi-modal transportation impact fees.
 - (j) *Roadway landscaping guidelines.* All roadway improvements within the district plus SR 60 from the western city limits to Kennedy Boulevard which serve as gateways into the Westshore Overlay District, shall dedicate a minimum of one (1) percent of the total cost of the improvement for landscaping and irrigation within or adjacent to the improvement area. The design of such landscaping and irrigation should be reviewed and approved by the City of Tampa.

(Ord. No. 2012-127, § 1, 11-1-2012; Ord. No. 2014-104, § 1(Exh. A), 10-16-2014; Ord. No. 2015-83, § 3, 7-30-2015; Ord. No. 2017-103, § 4, 6-22-2017)