
Sec. 27-241. West Tampa Overlay District Development Design Standards.

- (a) *Area description and boundaries.* West Tampa is a diverse area comprised of commercial, multi-family, and single family uses existing side by side. A national historic district was mapped in the early 1980's for continuity of structures developed in the 1920's and earlier. The development patterns and physical and dimensional character created by the structures and roadway network built at that time, is the precedent development pattern which this overlay district seeks to maintain. The area is generally bound by Tampa Bay Boulevard and the Hillsborough River on the north, North A and North B streets on the south, Rome Avenue and North Boulevard on the east and Habana & MacDill Avenues on the west. More specifically described as the area bounded by:

That part of Sections 10, 11, 14, 15, 22 and 23, Township 29 South, Range 18 East, all lying within the City of Tampa, Hillsborough County, Florida, lying within the following described boundaries to wit:

Beginning at the intersection of the centerline of North "A" Street and the centerline of Habana Avenue, run thence northerly along said centerline of Habana Avenue, to it's intersection with the centerline of Cypress Street; thence westerly along said centerline of Cypress Street, to it's intersection with the centerline of MacDill Avenue; thence northerly along said centerline of MacDill Avenue, to it's intersection with the centerline of Saint John Street; thence easterly along said centerline of Saint John Street, to it's intersection with the centerline of Habana Avenue; thence northerly along said centerline of Habana Avenue, to it's intersection with the centerline of Tampa Bay Boulevard; thence easterly along said centerline of Tampa Bay Boulevard, to it's intersection with the centerline of Armenia Avenue; thence southerly along said centerline of Armenia Avenue, to it's intersection with the centerline of Dewey Street; thence easterly along said centerline of Dewey Street, to it's intersection with the centerline of Howard Avenue; thence southerly along said centerline of Howard Avenue, to it's intersection with the centerline of Abdella Street; thence easterly along said centerline of Abdella Street, to it's intersection with the westerly shoreline of the Hillsborough River; thence meandering southerly, along said westerly shoreline of the Hillsborough River, to it's intersection with the centerline of Columbus Drive; thence westerly along said centerline of Columbus Drive, to it's intersection with the centerline of Rome Avenue; thence southerly along said centerline of Rome Avenue, to it's intersection with the centerline of Interstate 275 (State Road 400); thence easterly along said centerline of Interstate 275, to it's intersection with the centerline of Boulevard; thence southerly along said centerline of Boulevard, to it's intersection with the centerline of the C.S.X. Railroad; thence Southwesterly along said centerline of the C.S.X. Railroad, to it's intersection with the easterly projection of the centerline of North "B" Street; thence westerly along said easterly projection and centerline of North "B" Street, to it's intersection with the centerline of Rome Avenue; thence southerly along said centerline of Rome Avenue, to it's intersection with the centerline of North "A" Street; thence westerly along said centerline of North "A" Street, to it's intersection with the centerline of Habana Avenue, said intersection being the point of beginning.

- (b) *Purpose and intent.* The purpose of the overlay district is to insure that all types of new in fill development and major renovations thereto are compatible in building and structural orientation, design elements, height, lot dimensional requirements, public safety, and other site spacial relationships precedent within the area. The City of Tampa supports a crime prevention through environmental design (CPTED) philosophy as a way to reduce crime, improve neighborhood and business environments and improve the quality of life of its citizens and has incorporated CPTED principles throughout the regulatory review process. The various regulatory elements of the overlay district are used during the site plan review process. Their purpose is to provide an aesthetic framework for design to encourage development that creates a sense of interest, promotes a physically attractive and functionally integrated environment and compatibility with pedestrian access.
- (c) *Compliance.* Each application for new construction or major renovation, as defined in Chapter 27, City of Tampa Code of Ordinances, and/or any development undergoing a change of use/increase of intensity

review, shall comply with all applicable overlay district and underlying zoning district standards and, if applicable, those specific standards outlined in the city council approved site plan. In cases of conflict, the more restrictive standard(s) shall apply. These are the minimum requirements that must be met in order to obtain design approval.

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 to this section, is subject to the review method set forth in section 27-61.

(d) *Review procedures.*

- (1) *Compliance with all standards will be determined during the site plan review process.* The document "West Tampa Overlay District Illustrated Design Standards," as adopted by the city council by resolution, shall be used as the illustrated guide for evaluating compliance. In the event of a conflict between the standards or requirements of this section and the standards or requirements as illustrated in the "West Tampa Overlay District Illustrated Design Standards," the standards or requirements of this section shall apply.
- (2) *Pre-application conference.* It is strongly recommended that any property owner or agent thereof required to obtain design approval schedule a courtesy review with department staff prior to the submission of any application for design approval. Final compliance with all site design, building design and sign standards will be determined during residential or commercial plan review.

(e) *General building standards.*

(1) *Commercial properties.*

- a. *Lot of record established.* Any nonresidential lot of record, as defined by this Code, existing as of January 1, 2004 and located within the boundaries of the West Tampa Overlay District, shall be deemed to be conforming and may be developed for any use permitted in the underlying zoning district.
- b. *Submission requirements.*
 1. *Site plan.* Site plan submission must conform to the requirements listed below and must be submitted as a part of the commercial site review application.
 - i. General location and context map indicating the proposed site relative to all building and street rights-of-way lying immediately adjacent to the proposed site perimeter.
 - ii. North arrow and scale (Scale: from one (1) inch = ten (10) feet up to one (1) inch = fifty (50) feet).
 - iii. Property line boundaries and dimensions.
 - iv. Name, location, width and condition (paved or unpaved) of existing street and alleys adjacent to the site.
 - v. Location, size, height, and use of all existing principal and accessory buildings and structures, and any proposed additions and/or new buildings and structures.
 - vi. Vehicular and pedestrian circulation, including ingress, egress, loading and unloading, parking and accessibility for persons with disabilities.
 - vii. Location and dimension of existing and proposed driveways and sidewalks.

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- viii. Existing and proposed building setbacks and buffering from adjacent uses (if applicable).
 - ix. Proposed design and location of exterior lighting.
 - x. The physical description of the size, location and accessibility of public open space or pedestrian amenities.
 - xi. Plan or project details which are sufficient to demonstrate compliance with "West Tampa Overlay District Illustrated Design Standards".
2. *Landscape plan.* All sites within the boundaries of the West Tampa Overlay District shall comply with the tree, site clearing, and landscaping requirements set forth in this chapter, and be consistent with the "West Tampa Overlay District Illustrated Design Standards." The landscape plan shall be incorporated as part of the overall site plan submittal, and shall comply with the following:
 - i. The preliminary plant material (existing and proposed) with specific information as to location, size (diameter) and species shall be shown.
 - ii. Landscape buffer used adjacent to a pedestrian walkway or sidewalk shall be designed to provide shade as well as a buffer. All shade trees used to satisfy landscaping requirements shall be a minimum of three-inch caliper at time of planting.
 - iii. Overhead light poles may not be placed in interior vehicular use area islands planted with shade trees or other canopy producing specie. Only basic ground cover, including but not limited to hedges and shrubs, may be used.
 - iv. All newly planted trees and hedges shall maintain a visual clearance between twenty-four (24) inches above grade and seventy-two (72) inches above grade. No more than thirty (30) percent of this visual clearance area shall be obstructed by opaque materials.
 3. *Exterior elevations.* The exterior elevation of each side of the project fronting or visible from the public right(s)-of-way. Include existing structures abutting the proposed project which are also visible from the public right(s)-of-way.
- c. *Site and building standards.* The following specific design standards shall be used for all projects located within the boundaries of the West Tampa Overlay District.
 1. Unobstructed pedestrian access and shelter, shade, and/or weather protection shall be provided along streets, public right(s)-of-way and next to areas used by the public through the use of shade trees, awnings, arcades, balconies, overhangs, etc. A contribution toward other appropriate pedestrian amenities (e.g. benches, public art, public open space and street furniture) shall be demonstrated as well. These pedestrian amenities shall be integrated between the street/sidewalk to the building entry.
 2. Doors, windows, and other architectural features shall be used to break large wall planes into smaller components, thereby creating a more pedestrian friendly scale and mass. No more than thirty (30) percent of consecutive front façade may remain unembellished without fenestration or architectural detail. Unpainted or unfinished block fences or walls are prohibited. All sides and elevations of building walls, or block fences visible at ground level from a public right-of-way parcel must be architecturally finished (i.e. brick, stucco, or textured concrete masonry units).

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3. The principal building façade shall be designated as the principal entry to the building and shall front the public right(s)-of-way (or may be located off the courtyard if applicable) and must be accessible from the sidewalk. The relationship of the street frontage to business shall assure pedestrian safety and retail visibility. At least fifty (50) percent of the ground level of the principal building front façade and corner façade, if there is a main entry to a principal use of the building, shall be constructed of transparent materials or fenestrated. The required fifty (50) percent transparency must be equally distributed on the wall plane.
 4. The zoning administrator or designee may approve a waiver of the required front yard setback when the historical pattern of development on the subject block face is less than the current requirement. At no time may the waiver exceed the average front setback of the two adjacent properties; however, if the subject property is vacant, the applicant may submit historical maps and/or reference materials to the zoning administrator for administrative review. It will be the responsibility of the party requesting the waiver to provide a survey that identifies the existing setbacks on the adjacent properties. Consideration shall be given to the existing setbacks on the blocks immediately adjacent to the subject property. Second floor area(s) and above may be set back behind the averaged front setback, or in front of the averaged front setback, up to the front property line, to create an arcade feature. A separate encroachment application will not be required provided the projection(s) comply with the following criteria:
 - i. Such features shall be at least eight (8) feet above grade and have a maximum projection into the right-of-way of six (6) feet.
 - ii. Building columns are allowed as support columns only and may not project into vehicular portion of public right-of-way.
 - iii. Encroachments shall leave street corners free of obstruction to allow for safe traffic movement and proper placement of utilities.
 - iv. Proper lighting underneath overhangs shall be provided and maintained by the property owner.
 - v. A hold harmless agreement must be signed by the owner and submitted to, and approved by, the city attorney's office prior to issuance of building permits.

Department shall review for the encroachments. Arcade areas may not be enclosed or screened.

5. Courtyards and outdoor cafés are permitted with no more than two-thirds ($\frac{2}{3}$) of the principal façade devoted to open courtyard space. The remaining portion of the building must be built out to the front property line, subject to section 27-283.5, Visibility at intersections.
6. Drive-through window services and queuing lanes for such services may not be located between the front façade of the building on the public right(s)-of-way, and must be designed so as to have minimal impact on pedestrian movement.
7. Any exterior garbage receptacles, dumpsters, or mechanical equipment must be placed on a suitable slab and screened from view of any public right(s)-of-way or residential use with one hundred (100) percent opaque material which is compatible with the front façade of the principal structure. However, the entry doors to the receptacle area must be no more than fifty (50) percent opaque. In addition, garbage receptacles and dumpsters must be located on private property and be accessible for service by the solid waste department.

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8. Property owners shall provide a six (6) foot sidewalk in the public right(s)-of-way of arterial and/or collector roads. Said sidewalk shall align with and connect to that of adjacent and contiguous properties.
 9. All open storage areas, as defined in Chapter 27, City of Tampa Code of Ordinances, and mechanical equipment must be screened at a minimum fifty (50) percent opaque material, which is compatible with the materials used on the nearest façade of the principal structure.
 10. Rooftop equipment, excluding vents and stairwell accesses, which is potentially visible at ground level from the centerline of abutting public right(s)-of-way, shall be screened from view through use of parapet walls, screens, or other building elements or design features.
 11. On site pedestrian circulation shall be provided between tenants and/or structures, for properties with multiple structures, through the use of a sidewalk, or other suitable pedestrian conveyance. Such interconnectedness shall be established through the use of consistent paving materials (i.e. textured or colored pavement, paver blocks).
 12. The entrance to all service bays for automotive repair and service must be oriented away from view of any arterial or collector roadway(s). All automotive repair and service shall take place within the fully enclosed area of the building in which such use located.
 13. For properties located within the Business Core District of West Tampa, applications for major renovation and new construction shall reflect the architectural design of the majority of the block face.
 14. Accessory structures visible from public right-of-way shall be architecturally finished with materials such as brick, stucco, or textured concrete masonry, consistent and complementary with the facade and finish of the principal building.
- d. *Parking.* On site surface parking for non-residential uses shall be located in the rear or side yard of the property. Crime prevention through environmental design (CPTED) techniques shall be incorporated in the design of all parking areas (i.e. visibility, access, and security).
1. An alternative parking placement may be considered by the zoning administrator (and/or his or her designee) if consistent with the purpose and intent described of this section. Alternative parking layouts must provide increased landscape buffering (e.g., one (1) tree for every twenty (20) feet of vehicular use area (VUA) abutting the public right(s)-of-way and a screen consistent with section 27-285, Vehicular use areas, with the exception that planting be done at thirty (30) inches on center), and increase pedestrian amenities (e.g., street furniture, decorative paver blocks, planters, etc.).
 2. The façade of freestanding parking structures fronting public right(s)-of-way way must consist of commercial, retail, or office uses on the ground level.
 3. Vehicle access and flow shall be designed to have minimal impact on pedestrian circulation, and there must be continuity across the mouth of all curbcuts, subject to section 22-315, Same—Number permitted.
 4. The Business Core District of West Tampa (East of Tampania Avenue, South of Columbus Drive, West of Albany Avenue, and North of Cypress Street) is characteristic of historic downtown districts like the Ybor City Core along 7th Avenue. Historic structures occupy much of the land area, leaving little space for off-street parking. Therefore, within the Business Core District of West Tampa, the following provision of parking shall be allowed:
 - i. No off-street parking spaces shall be required for neighborhood serving uses occupying existing structures. Neighborhood serving uses shall include all uses

allowed in the CN zoning district (refer to section 27-156, Table 4-1), with the following limitation: this exception does not apply to restaurant uses with greater than a one hundred-person occupant load, as determined by the Life Safety Code, or to medical uses with greater than three thousand (3,000) square feet of gross floor area.

- ii. All other changes of use shall comply with section 27-283.2 with the following exception: Those properties that have parking spaces wholly located on private property, do not impede public sidewalks, and have historically maneuvered within the public right-of-way, may continue to use these parking spaces, contrary to the provisions of 27-283.12 and provided that the maneuver does not occur within a drive lane on Armenia Avenue or Howard Avenue. Furthermore, existing paved area within the public right-of-way which has been historically used for parking may be maintained, unless the transportation manager determines its maintenance is contrary to the public safety and welfare.
 - iii. Access. Vehicle access and flow shall be designed to have minimal impact on pedestrian circulation. In all cases, efforts shall be made to provide vehicle access and flow from a contiguous improved public alley, where an alley exists. However, all new access points must adhere to the applicable City of Tampa Code.
 - iv. When applicable, structured parking facades shall be architecturally embellished and integrated with the overall design of the development on all sides visible from the public right-of-way.
- e. *General sign standards.* The following sign standards shall apply to new signs in the West Tampa Overlay District, and shall be in addition to the sign regulations set forth in Article VI, Division 6, City of Tampa Code of Ordinances. Where regulations are inconsistent, the provisions of this subsection shall apply and control in the district, subject to the provisions below. The provisions are intended to allow the creation of unique and informative signs that give a distinct flavor to the area, while maintaining a non-intrusive, pedestrian environment. They are not intended to prohibit the design of unusual signs that may enhance the character of the building or overlay district, or reflect the nature of the business.
- 1. Parcels permitted to have more than one (1) building sign per Article VI, Division 6, City of Tampa Code of Ordinances, may not have those signs abut at the corner of a building. A minimum separation of ten (10) feet shall be required between such signs. A minimum separation of four (4) feet shall be maintained between signs on the same façade.
 - 2. Total sign area for all building signs shall not exceed that prescribed by Article VI, Division 6. However, no individual building sign shall exceed twenty-five (25) square feet. Text shall not exceed twelve (12) inches in height.
 - 3. Freestanding signs shall be a maximum of fifteen (15) square feet in area, six (6) feet in height, and may be placed at the property line subject to section 27-283.5, Visibility at intersections.
 - 4. Billboards and/or off-site signs, as defined in section 27-43 are prohibited. Only on-site signs, as defined in section 27-43, will be permitted.
- f. *Lighting.* New construction and major renovations shall provide lighting design for open (surface) parking areas, covered (garage/parking structure) parking, on street parking, the associated sidewalks and grounds, garbage receptacles, and all pedestrian and open space public areas.

Lighting design shall follow the "Recommended Illumination" table from the Illumination Engineering Society, IES Lighting Handbook, 10th Edition, 2011.

- g. *Fencing.* Chain link fences may not front or be visible from the public right(s)-of-way except during construction. Such construction fencing shall be removed prior to obtaining any certificate of occupancy. Decorative fencing for the purposes of implementing CPTED principles is required. The following are examples of approved CPTED fencing as shown in Graphic 241a below:

Graphic 24a West Tampa Overlay - CPTED Fence Examples





Fencing

(2) *Residential properties*

- a. *Lot of record established.* Any residential lot of record, existing as of January 1, 2004 and located within the boundaries of the West Tampa Overlay District, shall be deemed to be a conforming lot and may be developed for any use permitted in the underlying zoning district. The proposed development may not exceed the maximum density allowed by the adopted City of Tampa Comprehensive Plan.
- b. *Submission requirements.*
 1. *Site plan.* Site plan submission must conform to the requirements listed below and must be submitted as a part of the residential site review application.
 - i. General location and context map indicating the proposed site relative to all building and street right(s)-of-way lying immediately adjacent to the proposed site perimeter.
 - ii. North arrow and scale (Scale: from one (1) inch = twenty (20) feet up to one (1) inch = fifty (50) feet.
 - iii. Property line boundaries and dimensions.
 - iv. Name, locations, width of existing street and alleys adjacent to the site.
 - v. Location, size, height, and use of all existing principal and accessory structures, and any proposed additions and/or new buildings.
 - vi. Location and dimension of existing and proposed driveways and sidewalks.
 - vii. Existing and proposed building setbacks and buffering from adjacent uses (if applicable).
 - viii. Plan or project details which are sufficient to demonstrate compliance with the "West Tampa Overlay District Illustrated Design Standards."
 - ix. The approximate location of trees, or tree groupings, which may be by reference to aerial photographs at a scale of not less than one inch equals one hundred feet (1" = 100 feet) or less.
 2. *Exterior elevations.* The exterior elevation of each side of the project fronting or visible from the public right(s)-of-way, include existing structures abutting the proposed project which are also visible from the public right(s)-of-way.

c. *Site and building standards.*

1. *Orientation.* The building fronts of all new principle structures shall be oriented towards the front yard of the zoning lot. Front yards are defined in Chapter 27, City of Tampa Code of Ordinances. Consideration may be given by the zoning administrator for an alternate orientation when front yard orientation is requested to follow the precedent pattern of development on the subject and immediately adjacent blocks and the alternate orientation is keeping in character with that pattern. (Newly created zoning lots shall have their front, rear, side and corner yard orientations follow the precedent pattern of development on the subject and immediately adjacent blocks)

The front façade of any residential structure, as viewed from the public right(s)-of-way, must contain at least one (1) window at a pedestrian level.

2. *Density and setbacks.* Setback dimensions shall be determined as described below. However, the zoning administrator may review and approve setback reductions when the precedent pattern of development on the subject and immediately adjacent blocks is less than the current requirement. It will be the responsibility of the party requesting the reduction to provide a survey, or other suitable documentation (such as Sanborn Maps or other historical records), which verifies the existing or historical setbacks on the adjacent and/or subject properties. The following yard setback requirements shall apply within the West Tampa Overlay District:

Side yard: Five (5) feet.

Rear yard: Fifteen (15) feet for the main structure, six (6) feet for a garage or carport structure, including entrance (when garage or carport is accessed via the rear alley).

Corner yard: Five (5) feet, except garage or carport openings, which must maintain a minimum setback of fifteen (15) feet.

Front yards shall be determined by block averaging.

A variance to the above setbacks will be reviewed and may be granted by the zoning administrator if the owner or developer can show through historic maps that their setback dimensions are consistent with the historic nature of the property and are in compliance with all building, fire and life safety codes.

3. *Carports:* One-story, unenclosed carports constructed as part of the principal structure may be placed within three feet of side yard property line, if in compliance with all life safety codes.
4. *Fencing and walls:*
 - i. The erection of chain link fencing is prohibited except during construction. Such construction fencing shall be removed prior to obtaining any certificate of occupancy. New installation and replacement of chain link fencing shall be prohibited. However where there is an existing chain link fence it shall be permitted and any repairs to that existing chain link fence may also be permitted as long as it is in good standard.
 - ii. Decorative fencing for the purposes of implementing CPTED principles is encouraged. Fencing shall be constructed of PVC (poly vinyl chloride), pressure-treated wood, brick, stucco, decorative stone, or wrought iron (decorative metal).

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- iii. Retaining walls. Retention of retaining walls is encouraged within the district and to the extent possible existing retaining walls shall be maintained to avoid removal. In such cases where it is necessary to remove a portion of the wall, it shall be properly restored to a satisfactory condition. All walls shall be architecturally finished and painted.
 5. *Alley access*: If an existing lot is adjacent to an open and used public alley, vehicular access to the site shall be provided from the alley as the primary, vehicular access point provided it meets minimum standards referenced in 27-283.12, Off-street parking space standards. For subdivided, condominiums or multi-family development, where units are designed with principal entrance orientation toward the alley, there must be provided pedestrian access to the street right(s)-of-way, to and from each unit on the zoning lot.
 6. *Roof pitch*: Minimum roof pitch for new residential structures shall be a minimum of 4:12 for porches or houses (Ratio of Rise to Run). Flat roofs with parapet walls shall be permitted when precedent on the subject and immediately adjacent blocks. Roof pitches for additions to principal structures shall match the pitch of the existing roof.
 7. *Floor height*: The intent of requiring an elevated finish floor for residential development is to encourage compatible design with the historic housing styles which are characteristic of the West Tampa community. The finished floor height of all new single detached, single-family semi detached, single-family attached and multi-family residential structures shall be a minimum of twenty-four (24) inches above the finish grade, measured along all sides of the structure. The finished grade shall not be the result of trenching or regrading around the structure for the purpose of satisfying this requirement and the site must meet all applicable stormwater requirements. The zoning administrator may consider a front yard encroachment for stairs reaching a height greater than thirty-six (36) inches above finished grade, that provide access to a front porch or front entry, where it is clearly demonstrated that the natural topography of a site, in combination with the minimum finished floor and front setback average requirements, as stated in this section, causes a design conflict.
 8. *Parking*: Off-street parking requirements as stated in Article VI, Division 3, Off-Street Parking and Loading shall be met, except as follows:
 - i. For property within the West Tampa National Historic District, a residential dwelling shall be required one (1) off-street parking space per unit.
 - ii. For single-family detached dwellings, the vehicular entrance to an enclosed garage must be setback a minimum eight (8) feet greater from the front façade of the building.
 - iii. For two-dwelling, single-family semi-detached, single-family attached and multi-family residential uses, the following standards shall apply:
 - ia. On site common surface parking area shall be located in the rear or side yard of the property. Crime prevention through environmental design (CPTED) techniques shall be incorporated in the design of all parking areas (i.e. visibility, access, and security).
 - ib. An alternative parking placement may be considered by the zoning administrator (and/or his or her designee) if consistent with the purpose and intent described of this section. Alternative parking layouts must provide increased landscape buffering (e.g., one (1) tree for every twenty (20) feet of vehicular use area (VUA) abutting the public right(s)-of-way and a screen consistent with section 27-285 Vehicular Use Areas, with the

exception that planting be done at thirty (30) inches on center), an increase pedestrian amenities (e.g., street furniture, decorative paver blocks, planters, etc.).

- ic. The façade of freestanding multi-family parking structures fronting public right(s)-of-way and in a commercial zoning district must comply with section 27-241(f)(1)d.2. above or be designed so residential units front the public right(s)-of-way.
 - id. Vehicle access and flow shall be designed to have minimal impact on pedestrian circulation, and there must be continuity across the mouth of all curbcuts, subject to section 22-315, Same-Number permitted.
 - ie. The vehicular entrance to an enclosed garage for single-family semi-detached or attached dwelling unit must be setback a minimum two (2) feet greater from the front façade of the building. When parking is provided from the front, a minimum of one (1) parking space shall be provided in a garage or a carport, either of which must be structurally integrated within the principal dwelling unit. Section 27-282.9(c)(2) shall not apply within the West Tampa Overlay District. Structures shall not be designed with a two-car (side by side) garage where access to the garage is on the front façade of the structure.
 - iv. For all residential uses, no driveway shall be constructed from the road to the front yard face of any single-family attached, semi detached or detached structure unless providing vehicular access to an attached carport or garage and no driveway shall be constructed from the road to the front yard face of any single-family use structure with a lot width dimension of thirty-three (33) feet or less where there is a non-vacated alleyway, unless providing vehicular access to an attached carport where there is a non-vacated alleyway.
 - v. Accessory parking structure facades shall have the same design and architectural features as the principal structure, and when oriented toward the front yard, shall be constructed no closer to the street than the front wall of the principal structure.
9. *Accessory structure:* Accessory structures shall be architecturally finished and shall adhere to the building style of the principal structure. The maximum height and separation from single family residential structures and detached garages or other accessory structures shall be governed by the underlying zoning district.
- i. However, if it can be shown that two (2) story accessory structures are a precedent characteristic of the subject block and immediately adjacent blocks within the district, the zoning administrator may approve a higher height limit. In no case may the height exceed that of the existing principal structures.
 - ii. The zoning administrator may also reduce the separation requirement between accessory structures and principal structures when it is demonstrated that it is the precedent characteristic of the subject block and immediately adjacent blocks within the district.
- (f) *Encroachments.* Encroachments into the public right(s)-of-way for awnings, awning signs, architectural features, streetscape features, or street furniture may be authorized after an administrative review by the planning and development department.

A separate encroachment application for awnings or architectural features may not be required provided the projections comply with the criteria listed in section 27-204, Development design standards.

- (g) *Transit stops.* Development within the West Tampa 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 and transit shelters. These improvements may be considered for justification for the reduction of up to twenty (20) percent of the required parking spaces.
- (h) *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 acceleration/deceleration lanes. These transportation improvements are in no instance creditable against any applicable multi-modal transportation impact fees.

(Ord. No. 2015-83, § 4, 7-30-2015; Ord. No. 2017-103, § 6, 6-22-2017; Ord. No. 2021-10, § 1, 2-4-2021; Ord. No. 2020-166, § 33, 12-17-2020)