

**PRIVATELY-INITIATED TEXT AMENDMENT**

**APPLICANT: BRIAN SEEL**

**AMENDMENT CYCLE: JANUARY 2022**

**REVISED 7/28/2023**

Sec. 27-244. - Tampa Heights Overlay District Development Standards.

(a) *Area description.* The Tampa Comprehensive Plan describes Tampa Heights as being located in the Central Tampa Planning District and is considered a Historic Urban Village neighborhood. The Tampa Heights Overlay District is an area which contains commercial and residential development, national and local designated historic properties and structures, and dedicated parks; which spans over the Tampa Heights community.

(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, said area boundary beginning at a point; point being the Northwest corner of Lot 6 of A SUB. OF BLOCK 5, WEST ARLINGTON HEIGHTS also known as the southern right-of-way line of Dr. Martin Luther King Jr. Boulevard; run thence Easterly along Southern right-of-way line of Dr. Martin Luther King Jr. Boulevard to the Westerly limited access right-of-way line of Interstate 275; run thence Southerly along Western limited access right-of-way line of Interstate 275 to the Eastern right-of-way line of N Marion Street; run thence Westerly along Northern limited access right-of-way line of Interstate 275 to the combined right-of-way line and bulkhead line of Hillsborough River; run thence Southerly along combined right-of-way line and bulkhead line of Hillsborough River to the Northern limited access right-of-way line of Interstate 275; run thence Westerly along Northern limited access right-of-way line of Interstate 275 to the Eastern right-of-way line of N Boulevard; run thence Northerly along Eastern right-of-way line of North Boulevard to the point of beginning.

(c) *Purpose and intent.* The purpose of the Tampa Heights Overlay District is to guide future development. The intent of these standards is to promote the unique character of the area, support walkability, encourage transit-oriented development, and promote housing options.

(d) *Compliance and general administrative procedures.* 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. The standards herein shall constitute minimum requirements that must be met to obtain design approval. Alternative design exceptions may be considered by the zoning administrator or designee for those properties located in the Overlay District, if consistent with the stated purpose and intent of this section.

(e) *Residential development.*

1. *Lot of record established.* Any residential lot of record, as defined by this Code, existing as of September 1, 2022 and located within the boundaries of the Tampa Heights Overlay District, shall be deemed to be conforming and may be developed for any use permitted in the underlying zoning district.
2. *Site and building standards.*

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- a. *Orientation.*
  - i. Front doors may be permitted in courtyards or interior plazas, provided garage entrances are not oriented toward the street.
  
- b. *Access & Driveways.* These standards shall apply to all single-family residential development. The following criteria are intended to maintain safety within the right of way, minimize conflict points between vehicles and pedestrians, reduce driveway proliferation, and preserve the integrity of the curbside.
  - i. Vehicle access and flow should be designed to have minimal impact on pedestrian circulation.
  - ii. If an existing lot is adjacent to an open and used public alley, vehicular access to the site may 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.
  - iii. All new driveways on non-functionally classified streets shall provide access to zoning lots less than seventy (70) feet in width should orient all new vehicular access through an adjacent improved alley.
  - iv. Parcels which do not abut an alley and parcels which abut an alley that is not navigable by vehicle as determined by the City may improve the alley to City standards, or provide access from an adjacent public street pursuant to Table 244.1 below.

<u>Minimum Lot Width<sup>1</sup></u>	<u>Maximum Driveway Width for New Driveways<sup>2,3</sup></u>
<u>70' or more</u>	<u>20'</u>
<u>50'-69'</u>	<u>10'</u>
<u>Less than 50'</u>	<u>10'</u>

Footnotes:

<sup>1</sup> Irregular lots, as defined in Sec. 27-43, shall provide a maximum driveway width of ten (10) feet.

<sup>2</sup> For the purpose of this section, the term “driveway” means the portion of the traveled way within the right-of-way that connects the edge of the street to the parking area on the private property.

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<sup>3</sup> Minimum width criteria measured as the narrowest width of the driveway between the edge of the roadway (not including flares) and the right of way line.

- v. New driveways on public streets should be located such that the edge of the driveway flare is within 1 foot of the extended property line. Pairing of driveways with adjacent parcels is encouraged.
- e. *Parking for residential uses.*
- i. Garages shall not be required to be structurally integrated within the primary structure.
  - ii. *On-street parking.* If on-street parking is available directly adjacent to the property, or is proposed directly adjacent by the applicant, the number of on-street parking spaces provided may count towards the total parking required for each development. The on-street parking spaces shall remain open to the public, shall not be designated for any specific use, and are subject to review and approval by the Mobility Department. If on-site parking is reduced pursuant to this section, the applicable standards in Section Sec. 27-244.(e)2.b. shall be met. On-Street parking in city right-of-way shall remain under the operation and management of the City of Tampa and may be altered at any time at the city's discretion.
  - iii. Per section 27-283.12, all off-street parking spaces may utilize public alley right-of-way for maneuvering into and out of a legally sized parking space provided the provisions of that section are met. The total width of the public right-of-way of the alley may be counted toward the required aisle width. This provision may only be used if the applicable standards in Section Sec. 27-244.(e)2.b. are met.
- f. *Accessory Structures.*
- i. The height of an accessory structure may exceed fifteen (15) feet in height but shall not exceed the maximum height allowed in the underlying zoning district. In the Tampa Heights Local Historic District, accessory structures shall not exceed twenty-two feet six inches (22.5 feet) in height.
  - ii. Accessory structures shall be limited to a maximum of one thousand one hundred (1,100) square feet in size.
- g. *Accessory Dwelling Units.* Accessory dwelling units are permitted in all residential districts, including properties located in Local Historic Districts, provided the following conditions are met.

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- i. Accessory Dwelling Units shall be required to provide one (1) parking space per unit on-site. On-site parking shall only be required for accessory dwelling units greater than 600 square feet in size. Tandem parking is permitted.
  - iii. An accessory dwelling unit may be designed to be located within the single-family dwelling with a separate entrance or in an accessory structure.
  - v. At no time may the number of unrelated occupant(s) of an accessory dwelling unit exceed two (2).
  - vi. An accessory dwelling unit may be separately metered for utilities
  - h. *Front Porches.* Front porches shall be permitted to encroach into the front setback up to ten (10) feet. This shall be permitted for multiple floors provided the ground floor porch is provided within the same setback.
- (f) *Commercial and Mixed-Use development.*
1. *Lot of record established.* Any nonresidential lot of record, as defined by this Code, existing as of September 1, 2022 and located within the boundaries of the Tampa Heights Overlay District, shall be deemed to be conforming and may be developed for any use permitted in the underlying zoning district.
  2. *Parking design and access management.*
    - a. On street parking. If on-street parking is available directly adjacent to the property, or is proposed directly adjacent by the applicant, the number of on-street parking spaces provided may count towards the total parking required for each development. The on-street parking spaces shall remain open to the public and shall not be designated for any specific use.
    - b. Parking placement. On-site parking should be located in the side or rear of the property for new construction built after the effective date of this Overlay District.
    - c. Exemption. Any site fronting Franklin Street with less than twenty thousand (20,000) square feet gross floor area of land is exempt from minimum off-street parking requirements in Sec. 27-283.7.
    - d. Non-residential parking required. For non-residential development and non-residential uses within a mixed-use development up to twenty thousand (20,000) square feet gross floor area, parking is required at the following ratio: 2 spaces per 1,000 square feet. Structures under one thousand five hundred (1,500) square feet gross floor area shall not be required to provide parking.
    - i. Parking offsets. For developments providing bicycle parking on site, the following parking offsets shall apply: Up to 10% of required parking may be off-

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set with the installation of bicycle racks at a rate of 1 vehicle stall = 5 bicycle slots.