

## Section 16.20.080 - Corridor Commercial Traditional Districts (“CCT”)



Typical Buildings in the CCT District

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### 16.20.080.1 Composition of Corridor Commercial Traditional

The Corridor Commercial Traditional development pattern includes the design aesthetics, densities and uses found in the various neighborhood shopping districts of the early 20<sup>th</sup> Century Main Street.

These districts are characterized by a collection of compatible, interrelated uses that include shopping, service, employment and residential opportunities. The symbiotic relationship of these mixed uses creates a more balanced community, reduces traffic, consolidates service delivery, and benefits the surrounding residential areas that are within walking distance.

The buildings in the Corridor Commercial Traditional districts often exhibit architecture of the early 20<sup>th</sup> Century Main Street. Buildings typically feature vertically oriented architecture and are constructed close to the street, as these uses depend upon pedestrian access. Architectural details such as large display windows, awnings, an articulated base course and cornice, use of natural materials and other fenestrations are common. Primary entries face the street and are enhanced with architecturally appropriate features.

Driveways and parking areas in front yards are not typical in most traditional corridors. Consequently, alleys and secondary roadways are the primary routes for utilities and access to off-street parking to the rear of properties. Rear parking areas are often connected to the building by rear entrances, arcades within buildings or small pedestrian paths, courtyards or plazas between buildings.

### 16.20.080.2 Purpose and Intent

The purpose of the CCT district regulations is to protect the traditional commercial character of these corridors while permitting rehabilitation, improvement and redevelopment in a manner that encourages walkable streetscapes. The regulations include urban design guidelines, including zero setbacks, building design (e.g. requiring windows and entryways at ground level), cross-access, and other standards, to reflect and reinforce the unique character within each of the districts.

**16.20.080.3 Permitted Uses**

Uses in these districts shall be allowed as provided in the Matrix: Use Permissions and Parking Requirements.

**16.20.080.4 Introduction to CCT districts**

The CCT districts are the CCT-1 and the CCT-2 Districts.

**16.20.080.4.1 Corridor Commercial Traditional– 1 (CCT-1)**

This district generally allows one-story to three-story development containing mixed uses with multi-family structures. Additional density is possible when affordable workforce housing is provided.



Typical Residential Uses in CCT-1 district

**16.20.080.4.2 Corridor Commercial Traditional – 2 (CCT-2)**

This district generally allows one to five story development containing mixed uses with multi-family structures. Additional density is possible when affordable workforce housing is provided.



Typical Multi-family Uses in CCT-2 district

**16.20.080.5 Development Potential**

Development potential is slightly different within the districts to respect the character of the neighborhoods. Achieving maximum development potential will depend upon market forces, such as minimum desirable unit size, and development standards, such as minimum lot size, parking requirements, height restrictions, and building setbacks.

**Corridor Commercial Traditional District Regulations**  
 City of St. Petersburg City Code – Chapter 16, Land Development Regulations

<b>MINIMUM LOT SIZE, MAXIMUM DENSITY &amp; MAXIMUM INTENSITY</b>			
		<b>CCT-1</b>	<b>CCT-2</b>
Minimum Lot Area (square feet)		<b>4,500</b>	<b>4,500</b>
Maximum Residential Density (units per acre)	Residential Density	<b>24</b>	<b>40</b>
	Work Force Housing Density Bonus	<b>6</b>	<b>6</b>
	Hotel Density (rooms per acre)	<b>45</b>	<b>NA</b>
Maximum Nonresidential Intensity (floor area ratio)	Nonresidential Intensity	<b>1.0</b>	<b>1.5</b>
	Work Force Housing Intensity Bonus	<b>0.2</b>	<b>0.2</b>
Maximum Impervious Surface (site area ratio)		<b>0.95</b>	<b>0.95</b>
Workforce Housing Density and Intensity Bonus: All units associated with this bonus shall be utilized in the creation of Workforce Housing units as prescribed in the City's Workforce Housing Program and shall meet all requirements of the program. Refer to Technical Standards regarding measurement of lot dimensions, calculation of maximum residential density, nonresidential floor area and impervious surface.			

**16.20.080.6 Building Envelope: Maximum Height & Minimum Setbacks**

<b>MAXIMUM BUILDING HEIGHT (ALL DISTRICTS)</b>		
<b>Building Height</b>	<b>CCT-1</b>	<b>CCT-2</b>
All Buildings	<b>42'</b>	<b>60'</b>
Refer to Technical Standards regarding measurement of building height and height encroachments.		

<b>MINIMUM BUILDING SETBACKS</b>				
<b>Building Setbacks</b>		<b>CCT-1</b>	<b>CCT-2</b>	
		Building Height 0' to 42'	Building Height 0' to 42'	Building Height 42' to 60'
Front Yard		<b>0' or 10 feet from the curb, whichever is greater</b>	<b>0' or 10 feet from the curb, whichever is greater</b>	<b>10' or 10 feet from the curb, whichever is greater</b>
Interior Side Yard		<b>0'</b>	<b>0'</b>	<b>0'</b>
Street Side Yard		<b>0' or 5 feet from the curb, whichever is greater</b>	<b>0' or 5 feet from the curb, whichever is greater</b>	<b>10' or 10 feet from the curb, whichever is greater</b>
Rear Yard	With Alley	<b>0'</b>	<b>0'</b>	<b>0'</b>
	No Alley	<b>10'</b>	<b>10'</b>	<b>10'</b>

For measurements from the curb, if there is no curb, the measurement shall be from the edge of the street pavement.  
 Additional criteria may affect setback requirements including design standards and building or fire codes.  
 Refer to Technical Standards for yard types and setback encroachments.

**16.20.080.7 Building Design**

The following design criteria allows the property owner and design professional to choose their preferred architectural style, building form, scale and massing, while creating a framework for good urban design practices which create a positive experience for the pedestrian. For a more complete introduction, see Section 16.10.010.

**Site Layout and Orientation**

The City is committed to creating and preserving a network of linkages for pedestrians. Consequently, pedestrian and vehicle connections between public rights-of-way and private property are subject to a hierarchy of transportation, which begins with the pedestrian.

**Building and Parking Layout and Orientation**

1. New multi building development shall relate to the development of the surrounding properties. This means there shall be no internally oriented buildings which cause a rear yard or rear façade to face toward abutting properties. .
2. Buildings shall create a presence on the street. This means that a minimum of 60 percent of the principal structure’s linear frontage, per street face, shall be on the building setback line.
3. All service areas and loading docks shall be located behind the front facade line of the principal structure.
4. All principal structures shall be oriented toward the primary street. A building on a corner property may be oriented to the secondary street so long as all street facades are

articulated as primary facades. Buildings at the corner of two intersecting streets are encouraged to highlight and articulate the corner of the building.

5. All mechanical equipment and utility functions (e.g. electrical conduits, meters, HVAC equipment) shall be located behind the front façade line of the principal structure. Mechanical equipment that is visible from the primary street or that is elevated more than 18 inches above grade shall be screened with material compatible with the architecture of the principal structure.
6. Parking, retention ponds, and accessory structures shall be placed to the rear of the property.
7. Parking structures shall be internal to the site and include architectural features related to the principal structure. Parking structures that abut the street shall contain retail, offices or residential uses along the street sides.

### **Vehicle Connections**

1. Non-residential Development within CCT-1:  
Access to parking shall be from the street. If the primary street is utilized for vehicular access, the driveway shall serve the entire complex, not individual units, and shall not exceed one lane in each direction.
2. Residential Development within CCT-1  
Access to parking shall be designed to take advantage of the first available alternative in the following prioritized list:
  - a. Access shall be made from the alley or secondary street;
  - b. Where no alley or secondary street are present, access shall occur from the primary street.
  - c. For multi unit structures, the driveway shall serve the entire complex, not individual units and shall not be wider than one lane in each direction.
3. All Development within CCT-2  
Access to parking shall be made from the alley or secondary roadway. No new curb cuts shall be allowed on Central Avenue.

### **Pedestrian Connections**

1. Each ground floor multi-family unit or commercial unit that faces a primary street shall contain a primary entry which faces the primary street. The primary entry shall include decorative door surrounds, porches, porticos and/or stoops.
2. Where a single building includes separate commercial and residential entrances, the residential entrance(s) shall be raised at least 16 inches above ground-level or recessed within the façade to reinforce a privacy zone and distinguish it from the commercial entrance(s).
3. Doors shall be a commercial size and style.

**Building and Architectural Design Standards**

All buildings should present an inviting, human scale façade to the streets roadway, internal drives, parking areas and surrounding neighborhoods. The architectural elements of a building should give it character, richness and visual interest.

**Building Style**

1. New construction shall utilize an identifiable architectural style which is recognized by design professionals as having a basis in academic architectural design philosophies.
2. Renovations, additions and accessory structures shall utilize the architectural style of the existing structure, or the entire existing structure shall be modified to utilize an identifiable architectural style which is recognized by design professionals as having a basis in academic architectural design philosophies.
3. All accessory structures, including, but not limited to, drive-thrus, canopies, storage buildings, and solid waste container enclosures shall be compatible with the architectural design of the principal structure. Compatibility shall be determined by reviewing building materials, finishes and other significant features.

**Building Form**

1. Buildings should create a width to height ratio of no more than 1:1. Buildings that exceed the width to height ratio of 1:1 shall feature architectural fenestration creating a bay system that divides the building design into a maximum ratio of 1:1. This may be done through pilasters, arcades, building line and roof line off-sets, materials and other appropriate architectural features.
2. The first floor of each multi-story building shall be at least than 12 feet in height as measured to the bottom of the second floor.

**Wall Composition**

Wall composition standards ensure that ground-level storefronts, and multi-family and single-family residential buildings, offer attractive features to the pedestrian. Wall composition also mitigates blank walls and ensures that all sides of a building have visual interest.

1. Buildings shall be articulated and fenestrated with vertical proportioning.
2. At least 50 percent of street facades shall have fenestration. At least 30 percent of the interior side and rear facades shall have fenestration. Entry doors shall be counted as toward fenestration if side panels or decorative windows or lights are provided. Garage doors are not shall not count towards fenestration percentage on street facing facades.
3. A zero lot line building, abutting another zero lot line building, is exempt from providing fenestration on any portion of the façade concealed by the abutting building. Portions of facades which are not concealed by another zero lot line building shall meet fenestration requirements, but do not need to provide transparency.
4. Where fire or building codes prohibit the use of transparency along interior side or rear facades, total fenestration percentages must still be met, but without the transparency percentage.
5. Structures which are situated on corner lots, through lots, or by the nature of the site

layout are clearly visible from rights-of-way shall be designed with full architectural treatment on all sides visible from public rights-of-way. Full architectural treatment shall include roof design, wall materials, and architectural trim, and door and window openings. While it is recognized that buildings have primary and secondary facades, the construction materials and detailing should be similar throughout.

### **Transparency**

The provision of transparency enhances visual connections between activities inside and outside buildings thereby improving pedestrian safety.

1. At least 50 percent of street level facades of commercial units shall be transparent. The bottom of windows shall begin no higher than two (2) feet above grade level, and the top of all windows and doors shall be no lower than eight (8) feet above grade level. Taller windows are encouraged.
2. At least two thirds of the fenestration on all facades shall be transparent.
3. Windows on the street side façades shall be evenly distributed in a consistent pattern.
4. Windows shall not be flush mounted. Windows recessed less than three (3) inches shall feature architectural trim including a header, sill and side trim or decorative shutters. Windows recessed three (3) inches or more shall feature a window sill.
5. Window sashes and glass shall be square or vertical, unless a different proportion is permitted or required by an identifiable architectural style.

### **Roofs**

Rooflines add visual interest to the streetscape and establish a sense of continuity between adjacent buildings. When used properly, rooflines can help distinguish between residential and commercial land uses, reduce the mass of large structures, emphasize entrances, and provide shade and shelter for pedestrians.

1. Buildings shall provide a pitched roof or a flat roof with a decorative parapet wall compatible with the architectural style of the building.

### **Garages**

Garage standards maintain and enhance the attractiveness of the streetscape and are influenced by a hierarchy of transportation which begins with the pedestrian.

1. Garage doors should face the rear or side of the property. Garage doors facing the primary roadway shall be set back behind the principal façade line at least 20 feet.

### **Building Materials**

Building material standards protect neighboring properties by holding the building's value longer thereby creating a greater resale value and stabilizing the value of neighboring properties.

1. Building materials shall be appropriate to the selected architectural style and shall be consistent throughout the project.