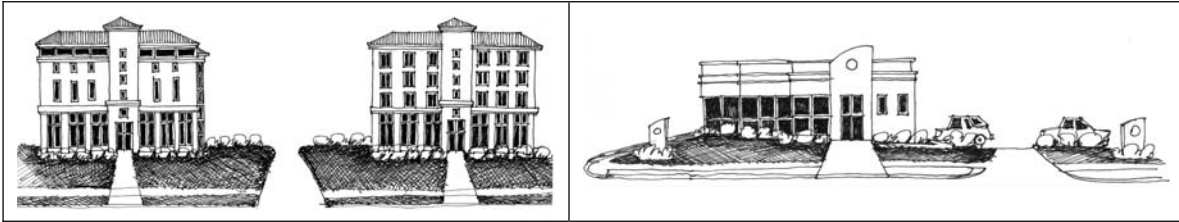


Section 16.20.090 - Corridor Commercial Suburban Districts (“CCS”)



Typical Buildings in the CCS District

Sections:

- 16.20.090.1 [Composition of Corridor Commercial Suburban](#)
- 16.20.090.2 [Purpose and Intent](#)
- 16.20.090.3 [Permitted Uses](#)
- 16.20.090.4 [Introduction to CCS districts](#)
- 16.20.090.5 [Development Potential](#)
- 16.20.090.6 [Building Envelope: Maximum Height & Minimum Setbacks](#)
- 16.20.090.7 [Building Design](#)

16.20.090.1 Composition of Corridor Commercial Suburban

The Corridor Commercial Suburban development pattern includes the design aesthetics, densities and uses found in the various shopping districts of the mid to late 20th Century. Historically, the development of suburban commercial corridors was most influenced by the automobile. Businesses as varied as laundromats, restaurants, banks and theaters catered to the automobile by adding drive-thru windows. Parking became an important factor in designing a new business as the provision of ample on-site parking became a paramount consideration. These changes resulted in greater separation of land uses and a reduction in accommodations for the pedestrian.

The regulations of this district recognize that corridor commercial suburban development is primarily influence by the automobile. Regulations of site design, building design, scale and intensity are provided to minimize the impacts of parking lots, drive-thrus, and national chain architecture.

16.20.090.2 Purpose and Intent

The purpose of the CCS district regulations is to improve the appearance of restaurants, “big box” retailers, drug stores and apartment buildings; accommodate both vehicles and pedestrians; improve connections between the individual developments and compatibility with surrounding neighborhoods; and minimize automobile dependency. The corridor features building setbacks, improved landscaping, internal pedestrian amenities, cross-access among developments, and other standards to minimize visual and traffic impacts. A specific purpose statement is included in each introduction to the specific CCS district.

16.20.090.3 Permitted Uses

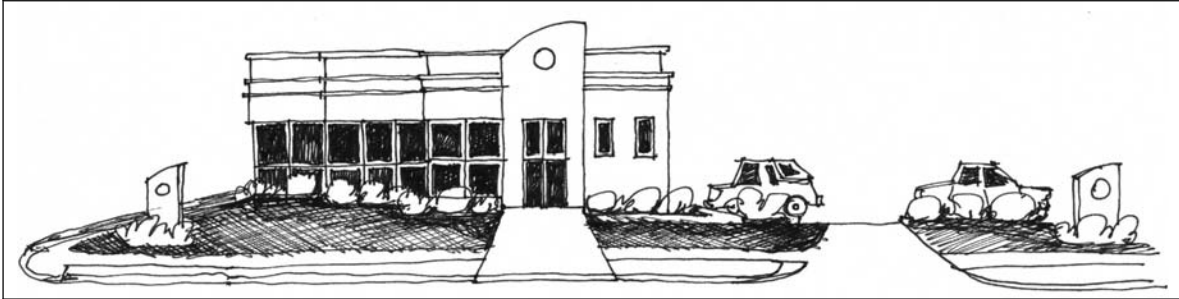
Uses in these districts shall be allowed as provided in the Matrix: Use Permissions and Parking Requirements.

16.20.090.4 Introduction to CCS districts

The CCS districts are the CCS-1, CCS-2 and CCS-3 Districts.

16.20.090.4.1 Corridor Commercial Suburban – 1 (CCS-1)

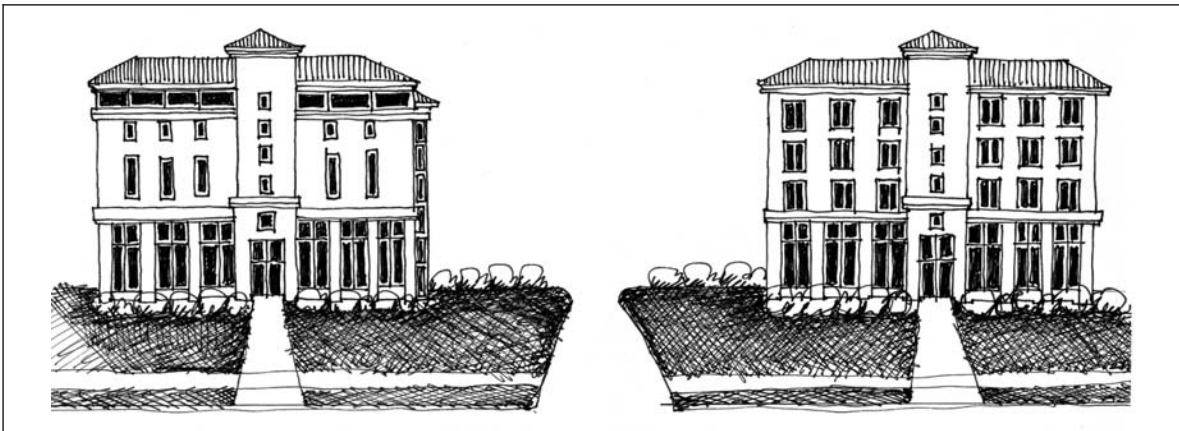
It is the purpose of this district to generally allow one-story to four-story development containing mixed uses of local interest in conjunction with residential, multi-family units or structures. Additional building height and density is possible within Primary and Secondary Activity Centers. Additional density is possible when work force housing is provided.



CCS

16.20.090.4.2 Corridor Commercial Suburban – 2 (CCS-2)

It is the purpose of this district to generally allow one-story to four-story development containing mixed uses of regional interest in conjunction with residential, multi-family units or structures. Additional building height and density is possible within Primary and Secondary Activity Centers. Additional density is possible when work force housing is provided.



CCS2

16.20.090.4.3 Corridor Commercial Suburban – 3 (CCS-3)

It is the purpose of this waterfront district to generally allow retail shops, personal services, indoor and outdoor eating and drinking establishments and recreation uses designed primarily to serve tourist and seasonal residents in conjunction with residential and transient accommodation uses, such as hotels for temporary lodging. Additional density and intensity are possible when hotels or work force housing is provided.

16.20.090.5 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 Suburban District Regulations
 City of St. Petersburg City Code – Chapter 16, Land Development Regulations

MINIMUM LOT SIZE, MAXIMUM DENSITY & MAXIMUM INTENSITY				
		CCS-1	CCS-2	CCS-3
Minimum Lot Width	SMALL LOT (Less than 1.0 acre)	100'	100'	100'
	MEDIUM LOT (Between 1.0 - 2.0 acres)	200'	200'	200'
	LARGE LOT (Greater than 2.0 acres)	300'	300'	300'
Minimum Lot Area (square feet)		4,500	4,500	4,500
Maximum Residential Density (units per acre)	Residential Density	15	40	24
	Residential Density Within Activity Center	22	60	N/A
	Work Force Housing Density Bonus	6	6	6
	Work Force Housing Density Bonus Within Activity Center	6	10	N/A
	Hotel Density (rooms per acre)	45	55	40
	TDR Density Bonus	9	0	0
Maximum Nonresidential Intensity (floor area ratio)	Non Residential Intensity	0.55	0.75	0.55
	Non Residential Intensity Within Activity Center	0.82	1.12	N/A
	Work Force Housing Intensity Bonus	0.2	0.2	N/A
	Work Force Housing Intensity Bonus Within Activity Center	0.2	0.5	N/A
	TDR Intensity Bonus	0.2	0	0.11
Maximum Impervious Surface (site area ratio)		0.85	0.9	0.9

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.

Hotel Density: Additional hotel density may be allowed pursuant to the CG (Commercial General) Comprehensive Plan Future Land Use category and Section 4.2.7.6 of the Countywide Plan Rules.

In order to preserve existing commercial floor area on redevelopment sites within CCS-1 equal to or greater than 5 acres, the residential component shall not exceed 40 percent of the total FAR. Where the residential component exceeds 40 percent of the total FAR, Special Exception approval is required.

Refer to Technical Standards regarding measurement of lot dimensions, calculation of maximum residential density, nonresidential floor area, and impervious surface.

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

16.20.090.6 Building Envelope: Maximum Height & Building Setbacks

MAXIMUM BUILDING HEIGHT (ALL DISTRICTS)			
Building Height	CCS-1, CCS-2 and CCS-3		
	SMALL LOT (Less than 1.0 acre)	MEDIUM LOT (Between 1.0 - 2.0 acres)	LARGE LOT (Greater than 2.0 acres)
All Buildings	36'	36'	48'
Within Activity Center	48'	60'	84'

Refer to Technical Standards regarding measurement of building height and height encroachments.

MINIMUM BUILDING SETBACKS (ALL DISTRICTS)				
Building Setbacks		CCS-1, CCS-2 and CCS-3		
		SMALL LOT (Less than 1.0 acre)	MEDIUM LOT (Between 1.0 - 2.0 acres)	LARGE LOT (Greater than 2.0 acres)
Adjacent to street (not alleys) Minimum Setback	Non-residential use	10'	20'	20'
	Residential use including residential use liner	0'	20'	20'
Adjacent to street (not alleys) Maximum Setback	Any use	30'	80'	NA
Interior Side Yard	Non-residential use abutting a non-residential use	10'	10'	10'
	Non residential use abutting a residential use	25'	35'	50'
	Residential use (including residential use liner) abutting a residential use	20'	20'	20'
Rear Yard	Non-residential use abutting a non-residential use	20'	20'	20'
	Non-residential use abutting a residential use	25'	35'	50'
	Residential use (including residential use liner) abutting a residential use	20'	20'	20'
Waterfront Yard		20'	20'	20'

Additional criteria may affect setback requirements including design standards and building or fire codes.
Refer to Technical Standards for yard types and setback encroachments.

16.20.090.7 Building Design

The following design criteria allow 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 rear yards or rear façades to face toward abutting properties.
2. All service areas and loading docks shall be located behind the front facade line of the principal structure.
3. All principal structures shall be oriented toward the primary street. The first floor of big box buildings shall be edged with a use liner containing any permitted use (e.g. retail, restaurant, residential) or the entire wall shall include architectural details such as fenestration, large false (or real) display windows, natural finishes and other architectural features.
4. 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.
5. Parking areas shall be compartmentalized with islands as required by the General Development Standards to reduce the overall scale of the parking area. Not more than 40 parking spaces shall be allowed between landscaped islands.
6. Parking lot location:
 - a. For Small Lots, no parking spaces shall be allowed between the principal building and the primary street;
 - b. For Medium Lots, no more than a double row of parking spaces with a single drive lane shall be allowed between the principal building and the primary street; and
 - c. For Large Lots, parking spaces are allowed anywhere on the property but if placed to the rear of the property, provision shall be made to allow current or future out-parcel development to comply with the small lot/out parcel design guidelines
7. Parking structures are encouraged to be internal to the site and to include architectural features related to the principal structure. A parking structure shall meet the General Development Standards for parking structures.

Vehicle Connections

Cross easements which connect an internal vehicle system are encouraged between abutting property owners.

Pedestrian Connections

1. Where multiple store fronts or multiple buildings exist within the same development, each store front and building shall be connected by an internal sidewalk system that is clearly delineated from the vehicular pavement. The internal sidewalk system shall connect to any public sidewalk that abuts the property.
2. Cross easements which connect the internal pedestrian system are encouraged between abutting property owners.
3. Each ground floor multi-family dwelling 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 or stoops or a combination thereof.
4. 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 facade to reinforce a privacy zone and distinguish it from the commercial entrance(s).
5. 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, 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. Shopping centers shall provide a unified architectural theme with standardized building materials, finishes, and color schemes.
4. 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. Commercial buildings should create a width to height ratio of no more than 3:1. Buildings that exceed the width to height ratio of 3:1 shall have architectural fenestration creating a

bay system that divides the building design into a maximum ratio of 3:1. This may be done through pilasters, arcades, building line and roof line off-sets, materials and other appropriate architectural features.

2. Residential buildings should provide a width to height ratio of no more than 2:1. Buildings that exceed the width to height ratio of 2:1 shall have architectural fenestration creating a bay system that divides the building design into a maximum ratio of 2:1.
3. The first floor of each multi-story building shall be at least 12 feet in height 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. 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.
2. There shall be no blank facades. All facades shall include fenestration, architectural features, or both. For multi-story buildings, no portion of a facade corresponding to the height between two floors shall have a blank area greater than 24 feet in width.

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 non-residential buildings abutting streets shall be transparent. The bottom of windows shall begin no higher than three (3) 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. Windows on the street side façades shall be evenly distributed in a consistent pattern.
3. At least 20 percent of street side facades of residential buildings shall be transparent and at least 15 percent of all other facades shall be transparent

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.

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.