Case CW 20-20 – Change to Multimodal Corridor

City of St. Petersburg Land Use amendment from Residential Medium (RM) to Planned Redevelopment – Mixed Use (PR-MU). PR-MU allows for the following zoning districts: Neighborhood Traditional – 4 (NT-4), Corridor Residential Traditional -1 (CRT-1), Corridor Residential Suburban – 2 (CRS-2), Corridor Commercial Traditional -1 (CCT-1) and Corridor Commercial Suburban -1 (CCS-1).

A written description of how each of the Planning and Urban Design Principles described in the Countywide Plan Strategies, Land Use Goal 16.0, are addressed within the AC or MMC category [Countywide Rules, 6.1.4.3.D]:

Land Use Goal 16.0: Planning and Urban Design Principles

1. Location, Size, and Areawide Density/Intensity Ranges –
   NT-4: 16.20.010.5.
   CRT-1: 16.20.060.5
   CRS-2: 16.20.070.5.
   CCS-1: 16.20.090.5
2. Connectivity –
   Comprehensive Plan Policies:
   T1.6 The City shall support high-density mixed-use developments and redevelopments in and adjacent to Activity Centers, redevelopment areas and locations that are supported by mass transit to reduce the number and length of automobile trips and encourage transit usage, bicycling and walking.
   T2.2 The City shall evaluate the need for developer reservation or dedication of rights-of-way for all new development or redevelopment projects in the City to ensure adequate roadway capacity and connectivity.
   T2.3 To promote efficient use of land resources and minimize adverse impacts on the City's urban fabric, right-of-way widths for new roadways shall be the minimum needed to accommodate the proposed roadway and sidewalks, bicycle lanes, trails or utilities.
   T2.4 The City should preserve the historical grid street pattern, including alleys, and shall not vacate public right-of-way until it is determined that the right-of-way is not required for present or future public use.
   T3.6 Through the preservation of a grid street network and linking of local streets, local traffic will be encouraged to use alternative routes that protect the interregional travel functions of FDOT's Strategic Intermodal System (SIS) facilities located within the City, particularly the Interstate system. The preservation of the grid system and the linking of streets located within one mile of the Interstate system shall be given the highest priority, followed by streets located within two miles of the Interstate system.
   T3.8 The City shall support the development of corridors in addition to Central Avenue that are identified in the Pinellas County Transit Vision Plan for enhanced bus service and future premium transit service, with a particular emphasis on the north-south routes such as the 4th Street/Roosevelt Boulevard and US 19 corridors that are parallel to the Interstate system to provide the public with a viable alternative to driving in personal vehicles along these corridors and the Interstate system.
   T9.9 The City shall encourage increased use of transit by extending sidewalks and bicycle routes to mass transit stops where feasible.
   T14.4 The City shall consider higher land use densities at appropriate locations along transportation corridors in St. Petersburg that are identified for a major transportation investment.

T23.1 The City shall maintain its prevalent grid system of streets and avenues.

3. Site Orientation –
   NT-4: 16.20.010.11
   CRT-1: 16.20.060.7.
   CRS-2: 16.20.070.7
   CCS-1: 16.20.090.7.

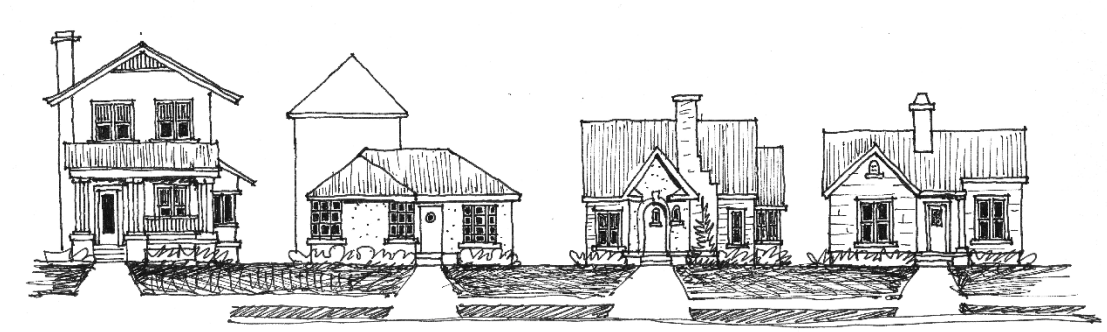
4. Public Realm Enhancements –
   T3.8 The City shall support the development of corridors in addition to Central Avenue that are identified in the Pinellas County Transit Vision Plan for enhanced bus service and future premium transit service, with a particular emphasis on the north-south routes such as the 4th Street/Roosevelt Boulevard and US 19 corridors that are parallel to the Interstate system to provide the public with a viable alternative to driving in personal vehicles along these corridors and the Interstate system.
   T9.9 The City shall encourage increased use of transit by extending sidewalks and bicycle routes to mass transit stops where feasible.
   T23.3 The downtown and other activity centers shall remain mixed-use areas with well-traveled and redeveloping commercial corridors that encourage mass transit use.
   T23.4 The City shall continue to implement its "City Trails Bicycle and Pedestrian Master Plan." Once complete, the "City Trails Plan" is expected to provide more than 150 miles of facilities and greater than two thirds of the City's major road network shall have bicycle facilities.
   T23.5 The City shall continue to pursue development of the Bus Rapid Transit (BRT) project with PSTA, which links the downtown with primary employment and activity centers.
   NT-4: 16.20.010.11
   CRT-1: 16.20.060.7.
   CRS-2: 16.20.070.7
   CCS-1: 16.20.090.7.

5. Ground Floor Design and Use –
   NT-4: 16.20.010.11
   CRT-1: 16.20.060.7.
   CRS-2: 16.20.070.7
   CCS-1: 16.20.090.7.

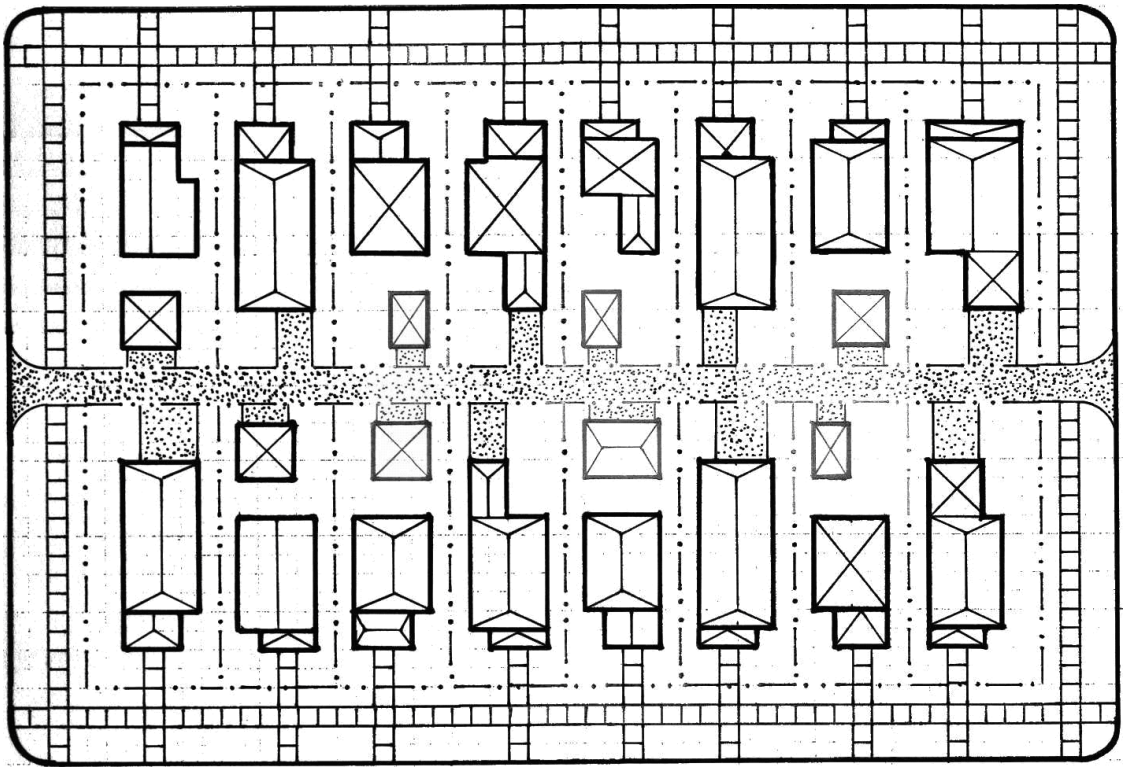
6. Transition to Neighborhoods –
   LU3.4 The Land Use Plan shall provide for compatible land use transition through an orderly land use arrangement, proper buffering, and the use of physical and natural separators.
   LU3.5 The tax base will be maintained and improved by encouraging the appropriate use of properties based on their locational characteristics and the goals, objectives and policies within this Comprehensive Plan.
   LU3.6 Land use planning decisions shall weigh heavily the established character of predominately developed areas where changes of use or intensity of development are contemplated.
   LU3.7 Land use planning decisions shall include a review to determine whether existing Land Use Plan boundaries are logically drawn in relation to existing conditions and expected future conditions.
   LU3.8 The City shall protect existing and future residential uses from incompatible uses, noise, traffic and other intrusions that detract from the long-term desirability of an area through appropriate land development regulations.

NT-4: 16.20.010.11
CRT-1: 16.20.060.7.
CRS-2: 16.20.070.7
CCS-1: 16.20.090.7.

SECTION 16.20.010. - NEIGHBORHOOD TRADITIONAL SINGLE-FAMILY DISTRICTS ("NT")



Typical Houses in a Neighborhood Traditional District



Typical Block in a Neighborhood Traditional District

Common features of these districts include:

Narrow rectangular lots facing the avenue.

Houses built toward the front of the lot with reduced setbacks.

Front porches and primary entrances facing the avenue.

Sidewalk connections leading to the public sidewalk and the street.

Vehicular access from the rear alley instead of driveways in front yards.

Recognized architectural styles with consistent and appropriate materials.

Sections:

16.20.010.1. - History and composition of traditional neighborhoods.

Generally, the traditional neighborhoods of the City were platted between the incorporation of the City and the mid-1920's, before multi-car households became common and when most people walked or rode public transportation. As such, these neighborhoods feature streets and buildings oriented to the needs of pedestrians rather than to the needs of cars.

Lots in traditional neighborhoods are narrow compared to lots in suburban neighborhoods. Traditional lot widths typically range between 45 and 60 feet. Widths in excess of 60 feet exist in certain areas, but are relatively rare. Sidewalks are provided along all sides of blocks and on both sides of the street.

The homes in traditional neighborhoods were typically constructed prior to 1950 and exhibit architecture of the early 20th Century. Buildings typically feature vertically-oriented architecture and were constructed close to the street. Front doors face the street and are enhanced with architecturally appropriate features. Front porches or stoops are common and add emphasis and visual interest to the primary entrance. Side and rear yard setbacks are minimal. Building heights typically do not exceed 24 feet. Buildings include a variety of roof designs such as gable, hip, and gambrel. The upper portions of taller buildings typically taper or step back from the property lines.

Alleyways are the primary means of providing areas for utilities and access to off-street parking to the rear of the properties. Driveways and garages in front yards are not typical in most traditional neighborhoods.

While traditional neighborhoods are primarily characterized by single-family residential structures, house sizes and types are varied. Small apartment buildings and ancillary dwelling units, such as garage apartments, are sprinkled throughout many of these areas. The diverse housing opportunities allow for persons in different stages of life and at different income levels to enjoy the same neighborhood. Residents can remain in the same neighborhood throughout their lives, even though an individual's housing needs and preferences may change (lifecycle housing). There are also several remaining corner stores located within the heart of some traditional neighborhoods. Historically, these small stores provided basic goods and services to residents within walking distance.

(Code 1992, § 16.20.010.1; Ord. No. 876-G, § 2, 2-21-2008)

16.20.010.2. - Purpose and intent.

The purpose of the NT district regulations is to protect the traditional single-family character of these neighborhoods, while permitting rehabilitation, improvement and redevelopment in a manner that is consistent with the scale of the neighborhood. The standards for each of the NT districts are intended to reflect and reinforce their unique character. Street standards are intended to preserve the alley system as a mechanism to provide limited access for parking and utility functions in the rear of the site.

(Code 1992, § 16.20.010.2; Ord. No. 876-G, § 2, 2-21-2008)

16.20.010.3. - Permitted uses.

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

16.20.010.3.1. Preservation of single-family character.

NT districts are primarily single-family in character. While some NT districts allow accessory units or limited neighborhood-scale mixed uses, the character and context along the street should reinforce the pattern of

a traditional single-family neighborhood. Generally, duplex and multifamily buildings are prohibited. Some multifamily uses are existing and grandfathered.

16.20.010.3.2. Grandfathered units. (See use matrix.)

Multifamily units were built in many traditional neighborhoods to accommodate the winter tourist industry in the first half of the 20th Century. These units provide a diversity of housing stock which enriches the neighborhood and provides lifecycle housing. Renovation and revitalization of these units can create a highly desirable amenity within the neighborhood and is an ideal way of providing workforce-housing units. Restoration of these resources is desirable over replacement. Special approval may be required to redevelop these uses as established by the process in the application and procedures section. Replacement construction should be consistent with the development pattern and architectural context of the neighborhood.

(Code 1992, § 16.20.010.3; Ord. No. 876-G, § 2, 2-21-2008)

16.20.010.4. - Introduction to NT districts.

The NT districts are the NT-1, NT-2, NT-3 and NT-4 districts. The standards for the NT districts are intended to allow for redevelopment of the traditional neighborhoods with modern amenities, while respecting the existing development pattern and unique character of these areas.

(Code 1992, § 16.20.010.4; Ord. No. 876-G, § 2, 2-21-2008)

Typical Row of Mixed Uses within the NT-4 District

(Code 1992, § 16.20.010.4; Ord. No. 876-G, § 2, 2-21-2008)

16.20.010.5. - Maximum development potential.

Development potential is different within each district in order 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, floor area ratios, maximum building and impervious surface ratios, and building setbacks.

To maintain community character and provide for desirable redevelopment and infill housing, homes shall be built using FARs as set forth herein. Various design standards may be used to increase the FAR and maintain the compatibility of new and modified homes with the existing neighborhood character. Therefore a maximum FAR is established and FAR bonuses may be permitted if the home incorporates design elements as set forth herein which are intended to be beneficial to the character of the neighborhood and reduce the appearance of mass and bulk from the public view.

Minimum Lot Size, Maximum Density and Maximum Intensity

		NT-1	NT-2	NT-3	NT-4
Minimum Lot Width	Residential	45 ft.	50 ft.	60 ft.	45 ft.
	Nonresidential	180 ft.	200 ft.	240 ft.	180 ft.
	Residential	4,500	5,800	7,620	5,800

Minimum Lot Area (square feet)	Nonresidential	22,860	25,400	30,480	22,860
Maximum Residential Density (units per acre)		15 (1 principal unit and 1 accessory unit per lot) (1)	15 (1 principal unit and 1 accessory unit per lot) (1)	7 (1 principal unit; accessory unit not permitted)	15 (1 principal unit and 1 accessory unit per lot) (1)
Maximum Residential Intensity (floor area ratio) (2)(3)		0.50	.040	0.40	0.50
Maximum Nonresidential Intensity (floor area ratio)		0.50	0.50	0.40	0.85
Maximum Residential Building Coverage (includes all enclosed structures) except where the primary structure is one story then a 0.60 building coverage is allowed		0.55	0.55	0.55	0.55
Maximum Impervious Surface (site area ratio)	Residential	0.65	0.65	0.65	0.65
	Nonresidential	0.55	0.55	0.55	0.55

(1)Refer to use specific development standards for regulations regarding development of accessory dwelling and accessory living space.

(2) Residential floor area ratio exemption. The FAR includes any enclosed space above the required design flood elevation line, including enclosed garage space, but excludes that portion of the enclosed space that is below the required design flood elevation and up to 500 sf of the floor area of any detached accessory dwelling unit.

(3) Residential floor area ratio bonus. An FAR bonus of up to 0.20 shall be granted when structures incorporate design elements set forth herein. The following options may be utilized in any combination, however, the maximum FAR bonus is 0.20.

a. One story covered front porch with a separate roof structure with a minimum width of 60 percent of the front façade: 0.08 bonus. No bonus is allowed if there is a second story deck, porch or roof structure.

b. Additional second story front setbacks: .01 bonus for every 1 foot of additional front setback of the entire facade, and .005 bonus for every 1 foot of additional front setback of at least one third of the facade but which is less than the entire facade, no bonus is allowed unless the setback is at least six feet, maximum 0.10 bonus. No bonus is allowed if there is a second story deck, porch or roof structure.

c. Additional second story side setbacks: .01 bonus for every one foot of additional side setback of the entire façade, maximum 0.05 bonus per side.

d. Total residential floor area of the second story does not exceed 75 percent of the first story (excludes garage sf): 0.05 bonus.

e. Reduction of the height of both the peak and roofline of a two story building from the maximum allowed height: 0.02 bonus per foot, maximum 0.06.

f. The entire peak of the primary roof structure of the front façade is parallel to the front property line: bonus 0.02, or if the entire peak of the primary roof structure of the front façade is parallel to the front property line and the roof has dormer(s) which are equal to at least 20 percent of the width of the front façade: 0.04 bonus.

g. Side façade articulation: side facades which feature offsets of at least two feet in depth that are at least twelve feet in length that divide the building design and are in the front two thirds of the side facade: 0.02 bonus per side, maximum 0.04.

h. Front facade articulation: front facades (excluding the porch) which feature offsets of at least six feet in depth for a minimum of one third of the front façade, 0.06 bonus for each additional foot, maximum 0.10.

i. All windows have true or simulated divided light muntins on interior and exterior surfaces: 0.03 bonus.

j. One story—principal structure: 0.15 bonus.

k. One story—all structures: 0.20 bonus.

l. Style, materials and detailing consistent with an architectural style in St. Petersburg's Design Guidelines for Historic Properties: 0.10 bonus

m. Planting of larger shade trees between the front façade and the curb—four inches min caliper measured six inches above grade, spread eight inches—ten inches, height 14 feet to 16 feet, 100 gallon container grown: 0.01 bonus per tree, maximum 0.02 bonus.

n. LEED or Florida Green Building: 0.05 bonus.

o. Solar ready: 0.02 bonus.

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

For mixed use developments, refer to additional regulations within the use specific development standards section for mixed uses (currently section 16.50.200).

(Code 1992, § 16.20.010.5; Ord. No. 876-G, § 2, 2-21-2008; Ord. No. 166-H, § 3, 5-21-2015; Ord. No. 203-H, § 9, 11-23-2015; Ord. No. 287-H, § 1, 7-20-2017)

16.20.010.6. - Building envelope: Maximum height and minimum setbacks.

Building Height	Beginning of Roofline	Top of Roof Peak

Primary building	24 ft.	36 ft.
Accessory building	20 ft.	30 ft.
Refer to technical standards regarding measurement of building height and height encroachments.		

Minimum Building Setbacks

Building Setbacks		**NT-1 and 2**			**NT-3**		**NT-4**	
		If building height is up to 18 ft.	**If building height is +18 ft. to 24 ft.**	**If building height is over 24 ft.**	**If building height is up to 24 ft.**	**If building height is over 24 ft.**	**If building height is up to 24 ft.**	**If building height is over 24 ft.**
Front yard	Stoop	15 ft. or M	15 ft. or M	35 ft.	20 ft. or M	40 ft.	9 ft. or M	28 ft.
	Open Porch	18 ft. or M	18 ft. or M	35 ft.	23 ft. or M	40 ft.	12 ft. or M	28 ft.
	Building	25 ft. or M	25 ft. or M	35 ft.	30 ft. or M	40 ft.	18 ft. or M	28 ft.
	For lots greater than 60	6 ft. or M	6 ft. or M	12 ft.	7.5 ft. or M	16 ft.	5 ft. or M	10 ft.

Interior side yard	ft. in width							
	For lots equal to or less than 60 ft. in width	10 percent of lot width (2)	6 ft. or M	12 ft.	7.5 ft. or M	16 ft.	5 ft. or M	10 ft.
Street side yard		12 ft. or M	12 ft. or M	16 ft.	15 ft. or M	22 ft.	8 ft. or M	15 ft.
Rear yard, with alley	For alleys equal to or greater than 16 ft. in width	6 ft. or M	6 ft. or M	20 ft.	6 ft. or M	20 ft.	5 ft. or M	20 ft.
	For alleys less than 16 ft. in width	10 ft., or 22 ft. including the width of the alley, whichever is less, or M	10 ft., or 22 ft. including the width of the alley, whichever is less, or M	20 ft.	10 ft., or 22 ft. including the width of the alley, whichever is less, or M	20 ft.	8 ft., or 22 ft. including the width of the alley, whichever is less, or M	20 ft.
Rear yard, no alley		10 ft. or M	10 ft. or M	30 ft.	10 ft. or M	30 ft.	10 ft. or M	30 ft.
Waterfront yard		20 ft.	20 ft.	20 ft.	20 ft.	20 ft.	20 ft. ft.	20 ft.

Notes:

(1) Open porches are limited to a one story covered porch with or without a second story uncovered porch; two story covered porches shall meet the principal structure setback.

(2) For properties that are 50 feet or less in width, the minimum side yard building setback shall be five feet.

M (minor encroachment): Minor encroachments into normally prescribed setbacks may be allowed in order to accommodate an addition to align with the side of the existing structure, provided:

(a) The total floor area of the encroaching portion of an addition shall not exceed 50 square feet;

(b) No portion of the encroachment shall exceed 24 feet in height;

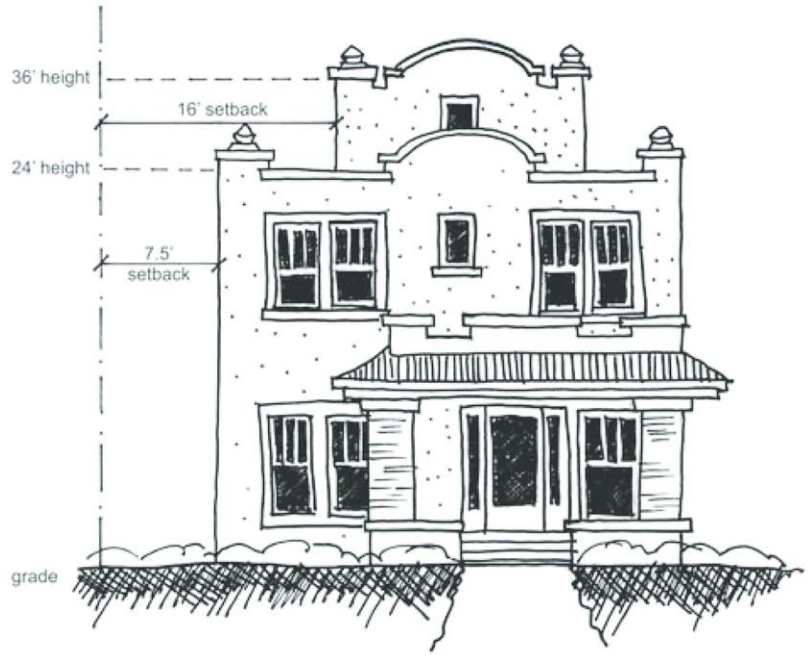
(c) In no case shall any encroaching structure be closer to a property line than four feet.

Refer to the dimensional regulations and lot characteristics and height, maximum allowable and encroachments sections (currently 16.60.010 and 020) for yard types and setback encroachments.

Enclosing porches in the front yard setback is regulated by the general development standards.

The larger of the minimum building separation distances required by the Florida Building Code or the fire prevention code or the minimum building setback established for the interior side yard setback shall apply.;rol;

Building setbacks are based on the overall height of the various sections of a proposed building. As the building height increases, so does the minimum required setback.



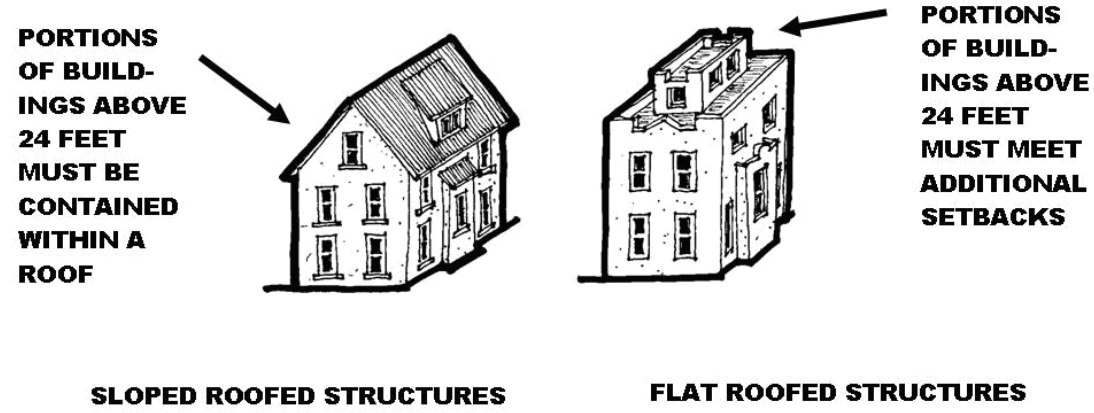
Minimum Building Setbacks for SE Uses

Building Setbacks SE Uses	NT-1 and 2	NT-3	NT-4
All yards (including waterfront)	35 ft.	35 ft.	35 ft.
Refer to technical standards for yard types.			

(Code 1992, § 16.20.010.6; Ord. No. 876-G, § 2, 2-21-2008; Ord. No. 893-G, § 2, 9-4-2008; Ord. No. 287-H, § 2, 7-20-2017)

16.20.010.7. - Roof lines and slopes.

Required building setbacks increase above 24 feet in height except for towers, turrets, and dormers as provided herein. At 24 feet or below, a cornice line shall be provided and the roofline shall begin. The roof slope shall not exceed 45 degrees (12:12 pitch). The roof peak shall not exceed the maximum height of 36 feet. If a sloped roof is not characteristic of the design style, the wall shall be accentuated with a cornice line at or below 24 feet in height.



(Code 1992, § 16.20.010.7; Ord. No. 876-G, § 2, 2-21-2008; Ord. No. 287-H, § 3, 7-20-2017)

16.20.010.8. - Towers and turrets.

Many architectural styles feature towers and turrets. A tower or a turret may exceed the roof slope, provided no horizontal wall dimension exceeds 16 feet and for a tower or turret with a non-straight (or rounded) wall, this dimension shall be calculated using the smallest rectangle which will enclose the wall.

(Code 1992, § 16.20.010.8; Ord. No. 876-G, § 2, 2-21-2008; Ord. No. 985-G, § 19, 7-15-2010)

16.20.010.9. - Dormers.

Many architectural styles feature dormers. A dormer may exceed the roof slope above 24 feet, provided the width of the dormer wall or the total width of the dormer walls, if more than one dormer, shall

not exceed 50 percent of the roof width, or 16 feet of width, whichever is less. Dormers shall be compatible with the chosen architectural style.

ACCEPTABLE ACCEPTABLE NOT ACCEPTABLE

(Code 1992, § 16.20.010.9; Ord. No. 876-G, § 2, 2-21-2008)

16.20.010.10. - Setbacks and FAR consistent with established neighborhood patterns.

There are building setback and FAR characteristics of existing neighborhoods related to front yard setbacks, FAR, and alignment of buildings along the block face. Minimum yard setback and FAR characteristics of neighborhoods may differ from the requirements of this district. The POD may approve, without a variance, residential development that meets these setback and FAR characteristics. Approval shall be based on the following:

1. Front yard setbacks will be based on predominant building setbacks established in the block in which the development is proposed.
2. FAR will be based on predominant building FAR established in the block in which the development is proposed based on the property appraisers records.
3. Predominant shall mean equal to or greater than 50 percent.
4. These are administrative approvals appealable only by the property owner.

(Code 1992, § 16.20.010.10; Ord. No. 876-G, § 2, 2-21-2008; Ord. No. 287-H, § 4, 7-20-2017)

16.20.010.11. - Building and site 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.

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 layout and orientation.

1. For nonresidential uses, all service areas and loading docks shall be located behind the front facade line of the principal structure.
2. All mechanical equipment and utility functions (e.g. electrical conduits, meters and HVAC equipment) shall be located behind the front façade line of the principal structure. Mechanical equipment that is visible from the primary street shall be screened with a material that is compatible with the architecture of the principal structure.
3. Accessory structures (including sheds) shall be located behind the front façade of the principal structure.

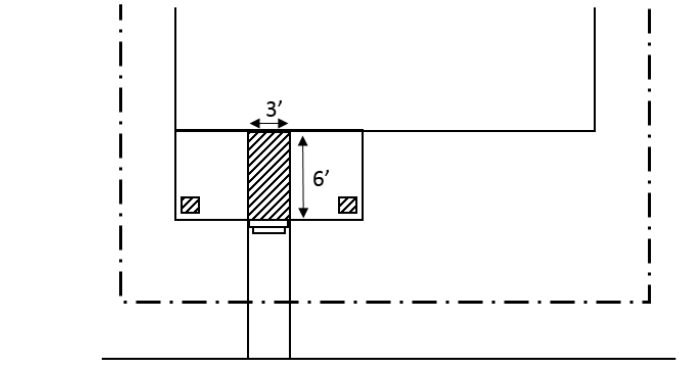
Vehicle connections and parking.

1. The following vehicle connection regulations are required for properties located within NT-2, NT-3 or NT-4 and are recommended for properties located within NT-1. Access for new garages and driveways shall be designed to take advantage of the first available alternative in the following prioritized list:
    a. Driveways and garage doors shall face the alley;
    b. Where no alley exists, driveways and garage doors shall face the side street and shall be restricted to the rear one-third of the lot;
    c. Where access via the rear third of the lot is not possible and/or the alley is unable to be traversed with a vehicle due to physical obstructions or barriers, driveways and garage doors shall be permitted within the front two-thirds of the lot facing the side street;
    d. In the absence of an alley and a side street, a single lane width curb cut and driveway shall be allowed which shall be located to the side of the principal structure. Required parking shall be allowed only behind the front façade line of the principal structure, including the porch, if any.
2. When a driveway is allowed in the front yard, not more than one curb cut shall be allowed for each property except as follows:
    a. Where the property is abutting a major street identified on the Future Major Streets Map within the Comprehensive Plan; and
    b. Where in accordance with the access requirements of this section, the only available access point is from the major street; and
    c. Where a circular driveway and second curb cut is necessary to permit vehicles to enter and exit the major street in a forward motion. Pursuant to this section, a second curb cut shall only be approved for the purpose of improved traffic safety and shall not be approved for other ancillary uses, such as access to accessory parking spaces or the maneuvering of domestic equipment.

Porches and pedestrian connections.

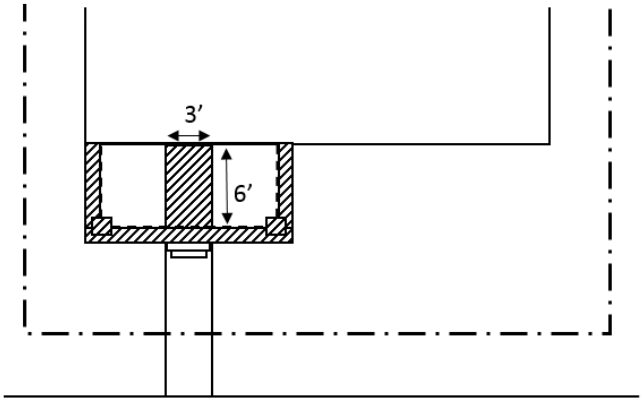
1. Principal entries to a structure shall be connected to the public sidewalk and the curb of the primary street with a sidewalk except when the structure faces a major street which does not allow on-street parking in front of the property.
2. Where a driveway exists in the legal front yard, the required sidewalk from the principal entry may be connected to the driveway in lieu of the connection to the street.
3. Principal entries shall include a porch, portico or stoop, with a minimum usable depth of six feet (measured from the front façade of the structure to the interior side of the railing or, if there is no railing, the furthest edge of the floor) and 48 square feet of total floor area, excluding a three-foot wide walkway to the primary entrance and the floor area of any column. Where a railing exists, only the floor area within the interior side of the railing shall count towards the minimum floor area.
4. Existing public sidewalks shall be repaired to City standards. Where no public sidewalk exists, a public sidewalk shall be constructed in accordance with the requirements of the subdivision section.

Porch Dimension Requirement:
Example without Railing



This area excluded from the minimum floor area requirement of 48 sq ft

Porch Dimension Requirement:
Example with Railing



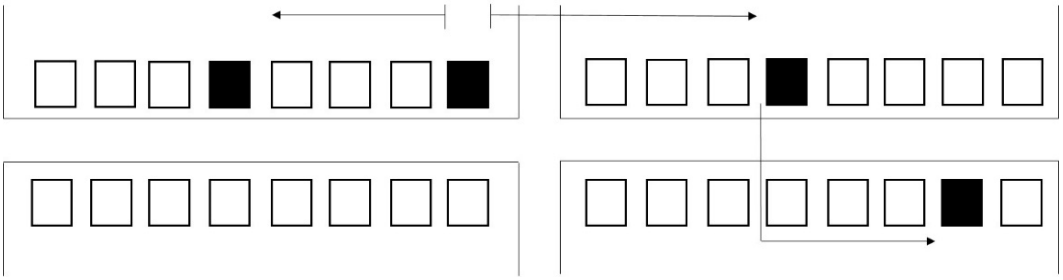
This area excluded from the minimum floor area requirement of 48 sq ft

Building and architectural design standards. All buildings should present an inviting, human scale facade 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. See architectural and building design section, currently Section 16.40.020.
2. Design of homes on the same block face on either side of the street or within an adjacent block face on either side of the street shall be varied, such that a substantially similar design will not be replicated. There shall be a minimum separation of three parcels in every direction before a substantially similar design can be repeated. Variation shall include at least three of the following elements: architectural style, roof form (principal or porch), materials, architectural details (doors, windows, columns, porches).

Non-Repeating Facades



3. 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.

Building form.

1. The front porch shall be elevated at least 12 inches above the abutting finished grade level as measured abutting the porch at the front entry.
2. The front façade of a building shall 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.

Wall composition and transparency. Wall composition standards ensure that ground-level storefronts and multifamily and single-family residential buildings offer attractive features to the pedestrian. Wall composition standards also mitigate blank walls and ensure that all sides of a building have visual interest. Transparency enhances visual connections between activities inside and outside buildings, thereby improving pedestrian safety. The following criteria shall not apply to accessory structures.

1. Doors, windows and other appropriate fenestration, architectural details, and features shall be incorporated into all sides of a building. There shall be no blank facades, except that garages located at the rear one-third of the lot may have blank facades but not on the street side. No portion of a facade shall contain a blank area greater than 16 feet in width.
2. At least 30 percent of primary and secondary street facades shall consist of fenestration or architectural details and features. At least 20 percent of the front two-thirds of interior side facades shall consist of fenestration or architectural details and features. At least ten percent of the rear

façade on corner lots and through lots shall consist of fenestration or architectural details and features. At least 50 percent of the required fenestration shall be transparent (i.e., window glass).

For yards on through-lots see the dimensional regulations and lot characteristics section.

3. Structures which are situated on corner lots, through lots, or, by the nature of the site layout have a facade which is clearly visible from rights-of-way, shall be designed with full architectural treatment on all sides visible from rights-of-way. Full architectural treatment shall include roof design, wall materials, 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. Windows on the street side facades shall be evenly distributed in a consistent pattern, unless a different proportion is permitted or required by an identifiable architectural.
4. Window sashes and glass shall be square or vertical, unless a different proportion is permitted or required by an identifiable architectural style.
5. Windows shall not be flush mounted. Windows recessed less than three inches shall feature architectural trim including a header, sill and side trim or decorative shutters. Windows recessed three inches or more shall feature a window sill. Trim is not required if not consistent with the architectural style, i.e. Modern or Mediterranean Revival.
6. Where the required design elevation is equal to or greater than 48 inches above finished grade, an articulated base is required to delineate the first floor level. The base may consist of a different material or decorative band, depending on the 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. The requirements relating to garage doors do not apply to garage doors facing alleys.

1. Garage doors facing the primary street:
    a. Shall be located at least ten feet behind the front facade line of the principal structure. In the NT-1, NT-2 and NT-4 districts, this distance shall be measured from the front of the front porch, if any.
    b. Shall not exceed 40 percent of the linear frontage of the facade of the principal structure and shall have decorative garage doors. Decorative garage doors shall include raised panels with decorative hardware and/or glazing, or other designs approved by the POD which serve to visually break up a blank door.
2. Garage doors facing a non-primary side street, where adjoining side yard abuts another property's front yard:
    a. Shall be one or two single bay garage doors. Double garage bay doors are prohibited.
    b. Shall not exceed 40 percent of the linear frontage of the facade of the principal structure.
    c. Shall be decorative garage doors or feature at least one of the following enhancements: an arbor system surrounding the garage doors, or a projecting balcony, cupola, or other decorative element above the garage to lessen the impact of the vehicular orientation of the house. The decorative feature proposed by the applicant shall be compatible with the principal structure and must be approved by the POD. This decision may only be appealed by the property owner.

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.

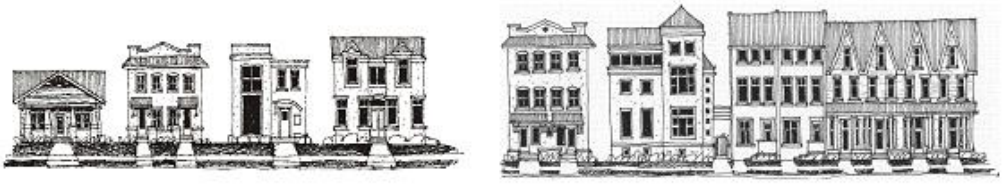
1. Building materials shall be appropriate to the selected architectural style and shall be consistent throughout the structure except for one story covered patios or screen enclosures located at least ten feet behind the front façade of the principal structure. If multiple materials are used in a building façade, the visually heavier materials shall be located below the lighter materials, e.g. brick or stone shall be located below stucco or siding materials, unless they are used as architectural features.

Accessory structures and ancillary equipment and carports. Accessory structures shall reinforce the pedestrian character of the City. Above-ground utility and service features, accessory storage structures, and carports shall be located and designed to reduce their visual impact upon the streetscape. See use specific standards for accessory structures.

1. Detached accessory structures, such as garages and garage apartments, shall be consistent with the architectural style, materials, and color of the principal structure. For multi-story accessory buildings, no portion of an exterior wall on any floor may contain a blank area greater than 16-feet in width except as allowed herein for garages.

(Code 1992, § 16.20.010.11; Ord. No. 876-G, § 2, 2-21-2008; Ord. No. 1029-G, § 15, 9-8-2011; Ord. No. 287-H, § 5, 7-20-2017)

SECTION 16.20.060. - CORRIDOR RESIDENTIAL TRADITIONAL DISTRICTS ("CRT")



Typical Buildings in the CRT District

Sections:

16.20.060.1. - Composition of traditional residential corridors.

The CRT district addresses major streets lined with residential uses. Examples include portions of 9th, 16th, 49th, and 58th Streets, as well as 1st, 5th, and 22nd Avenues North and South and 9th Avenue North. While some multifamily uses can be found along these corridors, the majority of these areas are single-family in character. Some of these areas are highly desirable, although most are struggling and in a distressed condition.

(Code 1992, § 16.20.060.1)

16.20.060.2. - Purpose and intent.

The purpose of the CRT district is to encourage development of townhomes, condominiums, apartment buildings and mixed-use buildings that are appropriately scaled to the context of the corridor and to facilitate conversion of remaining single-family homes to offices or limited retail uses. These uses can provide affordable workforce housing units and buffer the adjacent interior single-family neighborhoods from the high volumes of traffic on major streets. Development standards reinforce the traditional development pattern.

(Code 1992, § 16.20.060.2)

16.20.060.3. - Permitted uses.

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

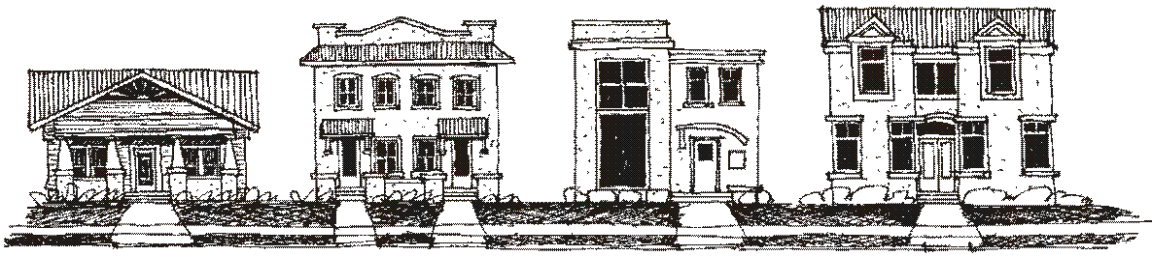
(Code 1992, § 16.20.060.3)

16.20.060.4. - Introduction to CRT districts.

The CRT districts are the CRT-1 and the CRT-2 districts.

16.20.060.4.1. Corridor Residential Tradition-1 (CRT-1).

This district allows multifamily structures. Additional density is possible when workforce housing is provided. Building heights typically range between one and three stories.



Typical Residential Uses in CRT-1 District

(Code 1992, § 16.20.060.4.1)

16.20.060.4.2. Corridor Residential Traditional-2 (CRT-2).

This district allows multifamily structures. Additional density is possible when affordable workforce housing is provided. Building heights typically range between two and four stories.

Typical Multi-Family Uses in CRT-2 District

(Code 1992, § 16.20.060.4.2)

16.20.060.5. - 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.

Minimum Lot Size, Maximum Density and Maximum Intensity

		CRT-1	**CRT-2**
Minimum lot area (square ft.)		4,500	4,500
	Residential density	24	40

Maximum residential density (units per acre)	Residential density within activity center	60	60
	Workforce housing density bonus	6	6
Maximum nonresidential intensity (floor area ratio)	Nonresidential intensity	1	1.5
	Nonresidential intensity within activity center	2.5	2.5
	Workforce housing intensity bonus	0.2	0.2
Maximum impervious surface (site area ratio)		0.75	0.95
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. For mixed use developments, refer to additional regulations within the use specific development standards section for mixed uses (currently section 16.50.200). A 100% intensity bonus is allowed for manufacturing, office, and laboratories and research and development uses on parcels designated as Target Employment Center (TEC) Overlay on the future land use map.			

(Code 1992, § 16.20.060.5; Ord. No. 876-G, § 6, 2-21-2008; Ord. No. 66-H, § 1, 2-7-2013; Ord. No. 83-H, § 6, 12-19-2013; Ord. No. 166-H, § 3, 5-21-2015; Ord. No. 203-H, § 25, 11-23-2015)

16.20.060.6. - Building envelope: Maximum height and minimum setbacks.

Maximum Building Height (All Districts)

Building Height	**Top of roof peak**	
	CRT-1	**CRT-2**
All buildings	36 ft.	48 ft.
All buildings within activity center	48 ft.	48 ft.

All buildings within Central Avenue Corridor Activity Center	72 ft.*	72 ft.*
Refer to technical standards regarding measurement of building height and height encroachments. * The allowable height encroachment identified in section 16.20.060 and referred to as "Building in a mixed-use or nonresidential zoning district (with 50 percent or more of the first floor of the principal structure devoted to parking spaces)" shall be prohibited within the Central Avenue Corridor Activity Center.		

Minimum Building Setbacks

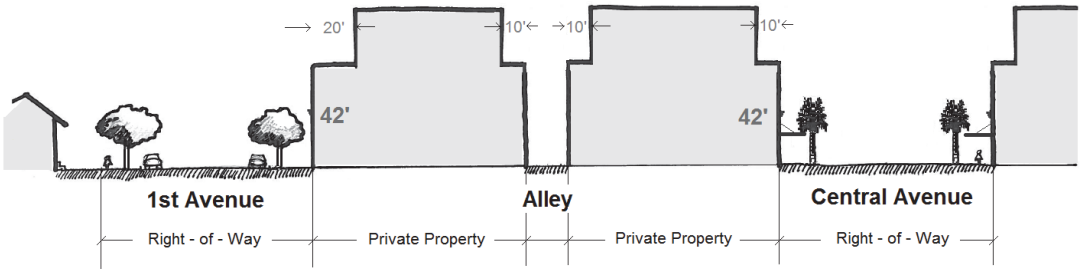
Building Setbacks		**CRT-1**	**CRT-2**
Front yard	Stoop	7 ft.	0 ft. from the property line or 10 ft. from the curb, whichever is greater
	Open porch	10 ft.	
	Building	15 ft.	
Interior side yard		5 ft.	0 ft.
Street side yard		10 ft.	0 ft. from the property line or 10 ft. from the curb, whichever is greater
Rear yard	With alley	5 ft.	0 ft.
	No alley	7.5 ft.	7.5 ft.
Additional criteria may affect setback requirements including design standards and building or fire codes. Refer to technical standards for yard types, and setback encroachments. Enclosing porches in the front yard setback is regulated by the general development standards.			

Minimum Building Setbacks Within the Central Avenue Corridor Activity Center

Building Setbacks Within Central	**CRT-1 and CRT-2**	
	1st Avenues North and South	**Central Avenue**

Avenue Corridor Activity Center		Building height in setback up to 42 ft.*	Building height in setback 42 ft.* to 72 ft.	Building height in setback up to 42 ft.*	Building height in setback 42 ft.* to 72 ft.
Front yard		0 ft. from the property line or 10 ft. from the curb, whichever is greater	20 ft. from the property line or 30 ft. from the curb, whichever is greater	0 ft. from the property line or 10 ft. from the curb, whichever is greater	10 ft. from the property line or 20 ft. from the curb, whichever is greater
Interior side yard	CRT-1	5 ft.	15 ft.	5 ft.	15 ft.
	CRT-2	0 ft.	0 ft.	0 ft.	0 ft.
Street side yard		0 ft. from the property line or 10 ft. from the curb, whichever is greater	20 ft. from the property line or 30 ft. from the curb, whichever is greater	0 ft. from the property line or 10 ft. from the curb, whichever is greater	10 ft. from the property line or 20 ft. from the curb, whichever is greater
Rear yard	With alley	0 ft.	10 ft.	0 ft.	10 ft.
	No alley	10 ft.	10 ft.	10 ft.	10 ft.

Additional criteria may affect setback requirements including design standards and building or fire codes.
Refer to technical standards for yard types, and setback encroachments.
Enclosing porches in the front yard setback is regulated by the general development standards.
* Where a single development project includes at least 135 feet of linear frontage along the primary street, building setbacks will be assessed above 48 feet in lieu of the standard 42 feet.



Minimum Building Setbacks for SE Uses

Building Setbacks SE Uses	CRT-1	CRT-2
All yards	35 ft.	35 ft.
Refer to technical standards for yard types.		

(Code 1992, § 16.20.060.6; Ord. No. 876-G, § 6, 2-21-2008; Ord. No. 66-H, § 2, 2-7-2013; Ord. No. 83-H, § 7, 12-19-2013)

16.20.060.7. - 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.

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 and rear facades 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 built on the building setback line.
    a. For properties located within the Central Avenue Corridor Activity Center, ground floor residential dwelling units may be setback up to an additional six feet from the building setback line in fulfillment of the 60 percent requirement.
3. All service areas and loading docks shall be located behind the front facade line of the principal structure.
4. The principal structure shall be oriented toward the primary street. A principal structure 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 shall be screened with a material that is compatible with the architecture of the principal structure.
6. Parking, detention and retention ponds, drainage ditches, and accessory structures shall be located behind the principal building to the rear of the property. Detention and retention ponds and drainage ditches shall comply with the design standards set forth in the drainage and surface water management section.

Vehicle connections.

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 is present, access shall occur from the primary street.

    For multi-unit structures, driveways shall serve the entire complex, not individual units, and shall not be wider than one lane in each direction.

Pedestrian connections.

1. Principal entries to a structure shall be connected to the public sidewalk and the curb of the primary street with a sidewalk.
2. Each ground floor multifamily 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.

3. Where a single building includes separate commercial and residential entrances, the residential entrances 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 entrances.

Building and architectural design standards. All buildings should present an inviting, human scale facade 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. New construction shall utilize an identifiable architectural style which is recognized by design professionals as having a basis in academic architectural design philosophies.

1. 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.
2. All accessory structures, including, but not limited to, drive-throughs, 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.

Streetwall. Articulating different uses at lower building levels will aid in creating a sense of human scale in mid-rise buildings. Addressing human scale may be achieved through architectural detailing and by variation in the three-dimensional character of the building mass as it rises skyward.

1. Buildings shall use expression lines within the first two floors to delineate the divisions between the base and middle or top of the building. Expression lines may include a horizontal band, projecting material, shift in vertical plane, change in building material, or other treatment. Where existing, adjacent buildings have an established expression line, minor variations to this standard will be considered.

Wall composition. Wall composition standards ensure that ground-level storefronts and multifamily 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. 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 count as fenestration if side panels or decorative windows are provided. Garage doors are not fenestration on streets facing facades.
2. A zero lot line building, abutting another zero lot line building, is exempt from providing fenestration on any portion of the building concealed by the adjacent building. Portions of these facades, which are not concealed, shall meet fenestration percentages, but do not need to provide transparency.
3. Where fire or Florida 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.
4. 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 these windows shall begin no higher than two feet above grade level, and the top of all windows and doors shall be no lower than eight feet above grade level. Taller windows are encouraged.
2. At least two-thirds of the fenestration on each facade shall be transparent (i.e., window glass).
3. Windows on the street side facades shall be evenly distributed in a consistent pattern.
4. Windows shall not be flush mounted. Windows recessed less than three inches shall feature architectural trim including a header, sill and side trim or decorative shutters. Windows recessed three 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. A garage door facing the primary roadway shall be set back at least 20 feet behind the facade line.

Parking structures and surface parking lots.

1. Parking structures shall utilize a recognized architectural style.
2. Parking structures which are part of an overall project shall utilize the same architectural style, fenestration and detailing as the principal structure.
3. Sloping interior floors shall not be visible or expressed on the exterior face of the building.
4. Parking structures may be located at grade, provided that the perimeter along each street is devoted to active uses in accordance with the use regulations of this section. Parking structures located above the ground floor are encouraged to either encase the parking level with active uses or an architecturally compatible design that creates an attractive façade to screen the structure from the street (not alley).
5. Surface parking lots that are visible from the street (not alleys) shall provide a solid knee wall not less than 36 inches high.

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.
2. The base of buildings, where the building meets the sidewalk and entryway, shall be constructed of high-quality, hardened materials. The use of high-quality materials will protect against damage caused by pedestrian traffic and thereby benefit the lifetime maintenance costs of the building.

Use regulations. For properties located within the Central Avenue Corridor Activity Center, non-vehicular, pedestrian-oriented uses shall be incorporated into no less than 60 percent of the linear building frontage along Central and 1st Avenues North and South.

1. Non-vehicular, pedestrian-oriented uses shall have a minimum average depth of 25 feet;
2. Non-residential, pedestrian-oriented uses including office, personal service, and neighborhood scale retail and café, are encouraged;
3. Credit toward fulfillment of the 60 percent requirement shall also be granted for those portions of the building including limited residential support activities (e.g., lobbies, fitness centers) and where each ground floor, multi-family dwelling unit has a primary entrance along the street. The primary entrance shall include a decorative door surround, porch, portico or stoop, or a combination thereof.

Streetscape improvements. For properties located within the Central Avenue Corridor Activity Center, the abutting public sidewalk shall be generally improved consistent with the "Promenade: Level Two" streetscape treatment plan identified in the Plaza Parkway Design Guidelines, except as may be prohibited by the relevant permitting authority.

(Code 1992, § 16.20.060.7; Ord. No. 1029-G, § 19, 9-8-2011; Ord. No. 83-H, § 8, 12-19-2013; Ord. No. 287-H, § 41, 7-20-2017)

SECTION 16.20.070. - CORRIDOR RESIDENTIAL SUBURBAN DISTRICTS (CRS)

Typical Buildings in the CRS District

Sections:

16.20.070.1. - Composition of suburban residential corridors.

This district establishes regulations for heavily traveled and highly visible residential corridors in the City. Lot and building design standards provide safe, efficient building forms that are suitable for all transportation modes and residential living environments. Appearance is enhanced by reducing visible paved surfaces, hiding or deemphasizing parking areas, locating buildings closer to the street, and enhancing landscaping.

(Code 1992, § 16.20.070.1)

16.20.070.2. - Purpose and intent.

The purpose of the CRS district is to provide housing opportunities and relief from the linear, sprawling commercial corridor development patterns. Like the traditional residential corridor, the suburban residential corridor permits a rich variety of housing types along with limited office developments. The design standards place more emphasis on architectural style, while recognizing the automobile dependent development pattern.

(Code 1992, § 16.20.070.2)

16.20.070.3. - Permitted uses.

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

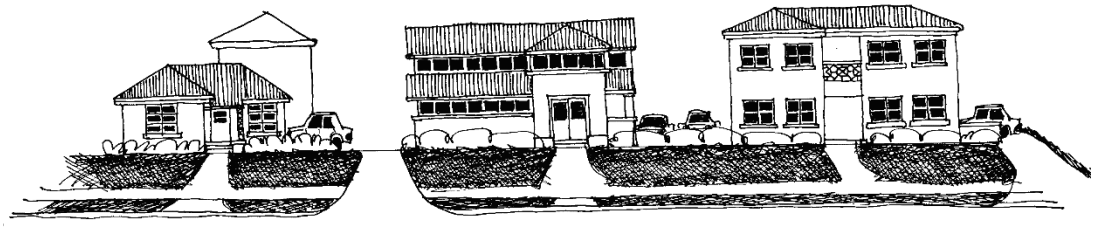
(Code 1992, § 16.20.070.3)

16.20.070.4. - Introduction to CRS districts.

The CRS districts are the CRS-1 and the CRS-2 districts.

16.20.070.4.1. Corridor Residential Suburban-1 (CRS-1).

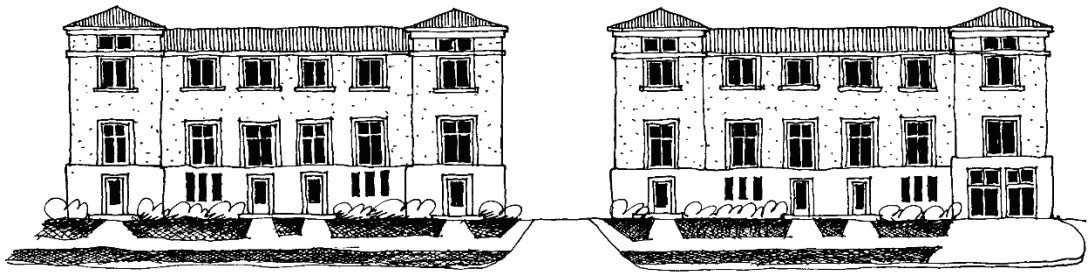
This district allows multifamily structures. Additional density is possible when workforce housing is provided. Building heights typically range between one and three stories.



Typical Residential Uses in CRS-1 District

16.20.070.4.2. Corridor Residential Suburban-2 (CRS-2).

This district allows multifamily structures. Additional density is possible when affordable workforce housing is provided. Building heights typically range between two and four stories.



Typical Multi-Family Uses in CRS-2 District

(Code 1992, § 16.20.070.4)

16.20.070.5. - 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.

Minimum Lot Size, Maximum Density and Maximum Intensity

		CRS-1	**CRS-2**
Minimum lot area (square ft.)		4,500	4,500
Maximum residential density (units per acre)	Residential density	15	30
Residential density within activity center	N/A	30	

	Workforce housing density bonus	6	8
	Workforce housing density bonus within activity center	N/A	10
Maximum nonresidential intensity (floor area ratio)	Nonresidential intensity	0.5	0.65
	Nonresidential intensity within activity center	N/A	0.70
	Workforce housing intensity bonus	N/A	0.2
Workforce housing intensity bonus within activity center	N/A	0.2	
Maximum impervious surface (site area ratio)		0.75	0.75

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 standard regarding measurement of lot dimensions, calculation of maximum residential density, nonresidential floor area and impervious surface.
For mixed use developments, refer to additional regulations within the use specific development standards section for mixed uses (currently section 16.50.200).
A 100% intensity bonus is allowed for manufacturing, office, and laboratories and research and development uses on parcels designated as Target Employment Center (TEC) Overlay on the future land use map.

(Code 1992, § 16.20.070.5; Ord. No. 876-G, § 7, 2-21-2008; Ord. No. 166-H, § 3, 5-21-2015; Ord. No. 203-H, § 25, 11-23-2015; Ord. No. 405-H, § 4, 12-12-2019)

16.20.070.6. - Building envelope: Maximum height and minimum setbacks.

Maximum Building Height

Building Height		**Top of Roof Peak**
	CRS-1	**CRS-2**
Primary building	36 ft.	48 ft.

Accessory building	24 ft.	48 ft.
Refer to technical standard regarding measurement of building height and encroachments.		

Minimum Building Setbacks

Building Setbacks		**CRS-1**	**CRS-2**
Front yard	Stoop	11 ft.	5 ft.
	Open porch	14 ft.	8 ft.
	Building	20 ft.	15 ft.
Interior side yard		5 ft.	5 ft.
Street side yard		10 ft.	5 ft.
Rear yard	With alley	5 ft.	0 ft.
	No alley	10 ft.	10 ft.
Additional criteria may affect setback requirements including design standards and building or fire codes. Refer to technical standards for yard types and setback encroachments. Enclosing porches in the front yard setback is regulated in the general development standards.			

Minimum Building Setbacks for SE Uses

Building Setbacks SE Uses	**CRS-1**	**CRS-2**
All yards	35 ft.	35 ft.
Refer to technical standards for yard types.		

(Code 1992, § 16.20.070.6; Ord. No. 876-G, § 7, 2-21-2008)

16.20.070.7. - 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.

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. 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 façade line of the principal structure.
4. All principal structures shall be oriented toward the primary street. A principal structure on a corner property may be oriented to the secondary street so long as all street façades are articulated as primary façades. 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 shall be screened with a material that is compatible with the architecture of the principal structure.
6. Parking, detention and retention ponds, drainage ditches, and accessory structures shall be located behind the principal building to the rear of the property. Detention and retention ponds and drainage ditches shall comply with the design standards set forth in the drainage and surface water management section.

Vehicle connections.

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.

Pedestrian connections.

1. Principal entries to a structure shall be connected to the public sidewalk and the curb of the primary street with a sidewalk.
2. Each ground floor multifamily 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 and/or stoops.
3. Where a single building includes separate commercial and residential entrances, the residential entrances 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 entrances.

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. All accessory structures, including, but not limited to, drive-throughs, 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. 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.

Wall composition. Wall composition standards ensure that ground-level storefronts, and multifamily 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. At least 50 percent of street façades shall have fenestration. At least 30 percent of the interior side and rear façades shall have fenestration. Entry doors shall count as fenestration if side panels or decorative windows are provided. Garage doors are not fenestration on street facing façades.
2. 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 façades which are not concealed by another zero lot line building shall meet fenestration requirements, but do not need to provide transparency.
3. Where fire or Florida Building Codes prohibit the use of transparency along interior side or rear façades, total fenestration percentages must still be met, but without the transparency percentage.
4. 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 façades, 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 two-thirds of the fenestration on each façade shall be transparent (i.e., window glass).
2. Windows on the street side façades shall be evenly distributed in a consistent pattern.
3. Windows shall not be flush mounted. Windows recessed less than three inches shall feature architectural trim including a header, sill and side trim or decorative shutters. Windows recessed three inches or more shall feature a window sill.

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.

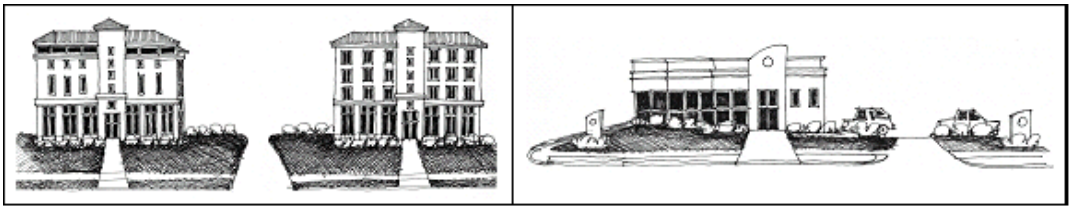
1. Garage doors should face the rear or side of the property. Garage doors facing the primary roadway shall be set back at least 20 feet behind the façade line.

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.

(Code 1992, § 16.20.070.7; Ord. No. 1029-G, § 20, 9-8-2011; Ord. No. 287-H, § 41, 7-20-2017)

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.

A. 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-through 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.

B. The regulations of this district recognize that corridor commercial suburban development is primarily influenced 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.

(Code 1992, § 16.20.090.1; Ord. No. 876-G, § 9, 2-21-2008; Ord. No. 246-H, § 7, 10-20-2016)

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 districts.

(Code 1992, § 16.20.090.2; Ord. No. 876-G, § 9, 2-21-2008)

16.20.090.3. - Permitted uses.

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

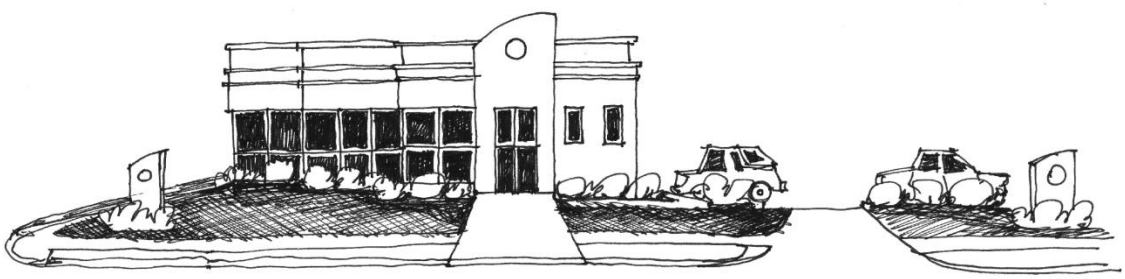
(Code 1992, § 16.20.090.3; Ord. No. 876-G, § 9, 2-21-2008)

16.20.090.4. - Introduction to CCS districts.

The CCS districts are the CCS-1 and CCS-2.

16.20.090.4.1. Corridor Commercial Suburban-1 (CCS-1).

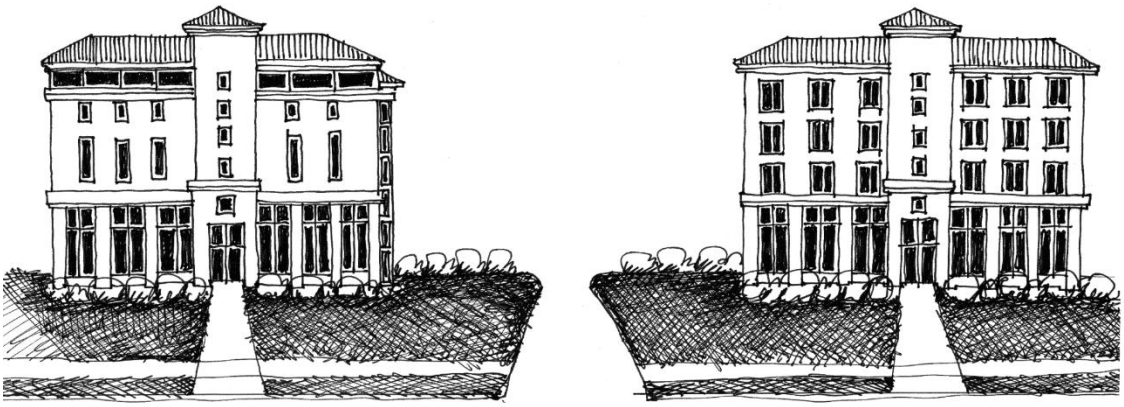
It is the purpose of this district to generally allow one-story to four-story development containing mixed uses of local interest in conjunction with residential, multifamily units or structures. Additional building height and density is possible within primary and secondary activity centers. Additional density is possible when workforce housing is provided.



CCS-1

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, multifamily units or structures. Additional building height and density is possible within primary and secondary activity centers. Additional density is possible when workforce housing is provided.



CCS-2

(Code 1992, § 16.20.090.4; Ord. No. 876-G, § 9, 2-21-2008; Ord. No. 246-H, § 7, 10-20-2016)

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.

Minimum Lot Size, Maximum Density and Maximum Intensity

		CCS-1	CCS-2
Minimum lot width	Small lot (less than 1.0 acre)	100 ft.	100 ft.
	Medium lot (between 1.0 - 2.0 acres)	200 ft.	200 ft.
	Large lot (greater than 2.0 acres)	300 ft.	300 ft.
Minimum lot area (square ft.)		4,500	4,500
Maximum residential density (units per acre)	Residential density	15	40
	Residential density within activity center	60	60
	Workforce housing density bonus	8	10
	Workforce housing density bonus within activity center	10	15
	Hotel density (rooms per acre)	45	55
	TDR density bonus	9	0
Maximum nonresidential intensity (floor area ratio)	Nonresidential intensity	0.55	0.75
	Nonresidential intensity within activity center	2.5	1.12
	Workforce housing intensity bonus	0.2	0.2
	Workforce housing intensity bonus within activity center	0.2	0.5
	TDR intensity bonus	0.2	0
Maximum impervious surface (site area ratio)		0.85	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. For mixed use developments, refer to additional regulations within the use specific development standards section for mixed uses (currently section 16.50.200). A 100% intensity bonus is allowed for manufacturing, office, and laboratories and research and development uses on parcels designated as Target Employment Center (TEC) Overlay on the future land use map.

(Code 1992, § 16.20.090.5; Ord. No. 876-G, § 9, 2-21-2008; Ord. No. 83-H, § 12, 12-19-2013; Ord. No. 166-H, § 3, 5-21-2015; Ord. No. 203-H, § 25, 11-23-2015; Ord. No. 246-H, § 7, 10-20-2016; Ord. No. 405-H, § 4, 12-12-2019)

16.20.090.6. - Building envelope: Maximum height and minimum setbacks.

Maximum Building Height (All Districts)

Building Height	**CCS-1 and CCS-2**		
	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 ft.	36 ft.	48 ft.
Within activity center	48 ft.	60 ft.	84 ft.
Within Central Avenue Corridor Activity Center	72 ft.*	72 ft *	72 ft.*
Refer to technical standards regarding measurement of building height and height encroachments. * The allowable height encroachment identified in section 16.20.060 and referred to as "Building in a mixed-use or nonresidential zoning district (with 50 percent or more of the first floor of the principal structure devoted to parking spaces)" shall be prohibited within the Central Avenue Corridor Activity Center.			

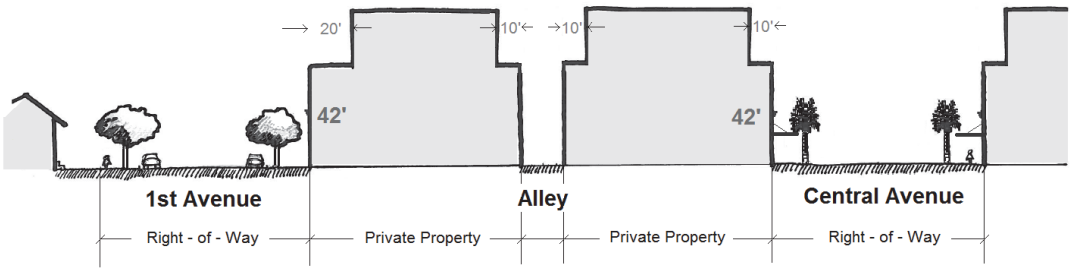
Minimum Building Setbacks

Building Setbacks	**CCS-1 and CCS-2**

		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	Nonresidential use	10 ft.	20 ft.	20 ft.
	Residential use including residential use liner	0 ft.	20 ft.	20 ft.
Adjacent to street (not alleys) maximum setback	Any use	30 ft.	80 ft.	N/A
Interior side yard	Nonresidential use abutting a nonresidential use	10 ft.	10 ft.	10 ft.
	Nonresidential use abutting a residential use	25 ft.	35 ft.	50 ft.
	Residential use (including residential use liner) abutting a residential use	20 ft.	20 ft.	20 ft.
Rear yard	Nonresidential use abutting a nonresidential use	20 ft.	20 ft.	20 ft.
	Nonresidential use abutting a residential use	25 ft.	35 ft.	50 ft.
	Residential use (including residential use liner) abutting a residential use	20 ft.	20 ft.	20 ft.
Waterfront yard		20 ft.	20 ft.	20 ft.
Additional criteria may affect setback requirements including design standards and building or fire codes. Refer to technical standards for yard types and setback encroachments.				

Minimum Building Setbacks Within the Central Avenue Corridor Activity Center

Building Setbacks Within Central Avenue Corridor Activity Center		**CCS-1**			
		1st Avenues North and South		**Central Avenue**	
		Building height in setback up to 42 ft.	**Building height in setback 42 ft. to 72 ft.**	**Building height in setback up to 42 ft.**	**Building height in setback 42 ft. to 72 ft.**
Front yard		0 ft. from the property line or 10 ft. from the curb, whichever is greater	20 ft. from the property line or 30 ft. from the curb, whichever is greater	0 ft. from the property line or 10 ft. from the curb, whichever is greater	10 ft. from the property line or 20 ft. from the curb, whichever is greater
Interior side yard		5 ft.	15 ft.	5 ft.	15 ft.
Street side yard		0 ft. from the property line or 10 ft. from the curb, whichever is greater	20 ft. from the property line or 30 ft. from the curb, whichever is greater	0 ft. from the property line or 10 ft. from the curb, whichever is greater	10 ft. from the property line or 20 ft. from the curb, whichever is greater
Rear yard	With alley	0 ft.	0 ft.	0 ft.	0 ft.
	No alley	10 ft.	10 ft.	10 ft.	10 ft.
Additional criteria may affect setback requirements including design standards and building or fire codes. Refer to technical standards for yard types, and setback encroachments. Enclosing porches in the front yard setback is regulated by the general development standards.					



(Code 1992, § 16.20.090.6; Ord. No. 876-G, § 9, 2-21-2008; Ord. No. 83-H, § 13, 12-19-2013; Ord. No. 246-H, § 7, 10-20-2016)

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.

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 façade 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 shall be screened with a material that is compatible with the architecture of the principal structure.
5. Detention and retention ponds and drainage ditches shall be located behind the principal building to the rear of the property. Detention and retention ponds and drainage ditches shall comply with the design standards set forth in the drainage and surface water management section.
6. 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.
7. 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.
8. 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 multifamily 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 entrances 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 entrances.

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-throughs, 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 multifamily 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, architectural trim, and door and window openings. While it is recognized that buildings have primary and secondary façades, the construction materials and detailing should be similar throughout.

2. There shall be no blank façades. All façades shall include fenestration, architectural features, or both. For multi-story buildings, no portion of a façade 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 façades of nonresidential buildings abutting streets shall be transparent. The bottom of windows shall begin no higher than three feet above grade level, and the top of all windows and doors shall be no lower than eight 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 façades of residential buildings shall be transparent, and at least 15 percent of all other façades 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.

Central Avenue Corridor Activity Center. For properties located within the Central Avenue Corridor Activity Center, any proposed site, building and streetscape design shall conform to the design criteria in Subsection 16.20.060.7, St. Petersburg City Code.

(Code 1992, § 16.20.090.7; Ord. No. 876-G, § 9, 2-21-2008; Ord. No. 1029-G, § 22, 9-8-2011; Ord. No. 83-H, § 14, 12-19-2013; Ord. No. 287-H, § 41, 7-20-2017)