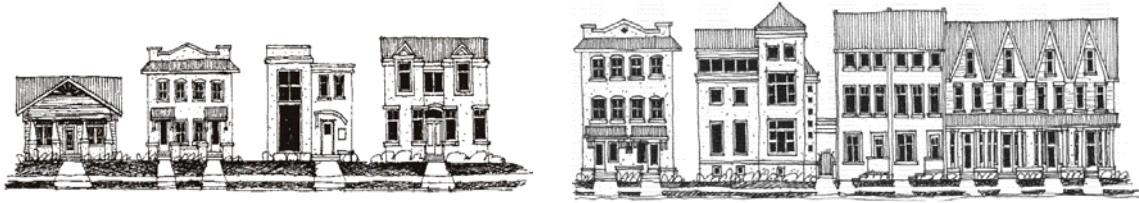


Section 16.20.060 - Corridor Residential Traditional Districts (“CRT”)



Typical Buildings in the CRT District

Sections:

- 16.20.060.1 [Composition of Traditional Residential Corridors](#)
- 16.20.060.2 [Purpose and Intent](#)
- 16.20.060.3 [Permitted Uses](#)
- 16.20.060.4 [Introduction to CRT districts](#)
- 16.20.060.5 [Development Potential](#)
- 16.20.060.6 [Building Envelope: Maximum Height & Minimum Setbacks](#)
- 16.20.060.7 [Building Design](#)

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 multi-family 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.

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.

16.20.060.3 Permitted Uses

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

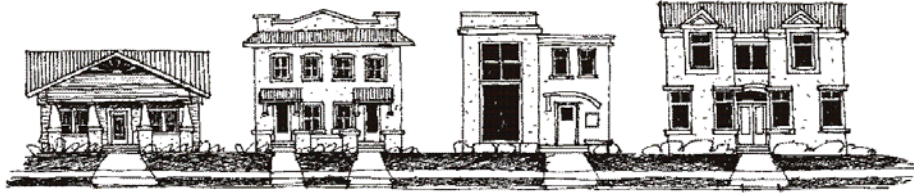
16.20.060.4 Introduction to CRT districts

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 multi-family structures. Additional density is possible when work force housing is provided. Building heights typically range between one and three stories.

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



Typical Residential Uses in CRT-1 District

16.20.060.4.2 Corridor Residential Traditional – 2 (CRT-2)

This district allows multi-family structures. Additional density is possible when affordable work force housing is provided. Building heights typically range between two and four stories.



Typical Multi-family Uses in CRT-2 District

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 & MAXIMUM INTENSITY			
		CRT-1	CRT-2
Minimum Lot Area (square feet)		4,500	4,500
Maximum Residential Density (units per acre)	Residential Density	24	40
	Work Force Housing Density Bonus	6	6
Maximum Nonresidential Intensity (floor area ratio)	Nonresidential Intensity	1	1.5
	Work Force 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.			

16.20.060.6 Building Envelope: Maximum Height & Minimum Setbacks

MAXIMUM BUILDING HEIGHT (ALL DISTRICTS)		
Building Height	Top of Roof Peak	
	CRT-1	CRT-2
Primary Building	36'	48'

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

MINIMUM BUILDING SETBACKS			
Building Setbacks		CRT-1	CRT-2
Front Yard	Stoop	7'	0'
	Open Porch	10'	0'
	Building	15'	0'
Interior Side Yard		5'	0'
Street Side Yard		10'	0'
Rear Yard	With Alley	5'	0'
	No Alley	7.5'	7.5'

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 FOR SE USES		
Building Setbacks SE Uses	CRT-1	CRT-2
All Yards	35'	35'

Refer to Technical Standards for yard types

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. For a more complete introduction, see Section 16.10.010.

Site Layout and Orientation

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

Building and Parking Layout and Orientation

1. New multi building development shall relate to the development of the surrounding properties. This means there shall be no internally oriented buildings which cause rear yards 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.
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 or that is elevated more than 18 inches above grade shall be screened with material compatible with the architecture of the principal structure.
6. Parking, retention ponds, and accessory structures shall be placed to the rear of the property.
7. Parking structures shall be internal to the site and include architectural features related to the principal structure. Parking structures that abut a street, shall contain retail, office or residential uses along the street sides of the structure.

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

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

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-thrus, canopies, storage buildings, and solid waste container enclosures shall be compatible with the architectural design of the principal structure. Compatibility shall be determined by reviewing building materials, finishes and other significant features.

Building Form

1. Buildings should create a width to height ratio of no more than 1:1. Buildings that exceed the width to height ratio of 1:1 shall feature architectural fenestration creating a bay system that divides the building design into a maximum ratio of 1:1. This may be done through pilasters, arcades, building line and roof line off-sets, materials and other appropriate architectural features.

Wall Composition

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

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

Roofs

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

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

Garages

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

1. Garage doors should face the rear or side of the property. A garage door 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.