

## PENDING CITY PROPOSALS AFFECTING NEIGHBORHOOD ZONING

### SUMMARY

The City is considering major zoning changes for single-family home neighborhoods throughout the City. The proposals under consideration would allow for multi-family housing including duplexes, triplexes and four-plexes, and auxiliary dwelling units, in single-family housing neighborhoods. These types of dwelling units are now prohibited in Suburban Neighborhoods. The stated purpose of the pending neighborhood zoning changes is to increase the supply of affordable and middle-priced housing within the city. These proposals may be acted upon by the Council before the end of 2021, or early in 2022 (February). Below is a summary of the pending proposals and related background information. The City Council Housing Committee discussed these and other proposals on October 14<sup>th</sup>. The discussion and action may be accessed at the following link:  
[https://stpete.granicus.com/MediaPlayer.php?view\\_id=14&clip\\_id=5410](https://stpete.granicus.com/MediaPlayer.php?view_id=14&clip_id=5410)

#### Multi-Family Housing Along Future Major Streets

This proposal calls for increasing density by permitting multi-family or “missing middle housing” along “future major streets” throughout the city in order to increase the supply of affordable and middle-income housing (map attached). Many such streets are two-lanes at this time but it is anticipated they will be widened into four lane or greater streets at some distant future date. Specifically under consideration are duplexes, triplexes, fourplexes, rowhouses, and town houses with up to 4 units (maximum of 30 units an acre compared with the present limit of 2 to 7 units per acre in Suburban Neighborhoods). These structures when built would replace the existing single-family housing on the lot. The City Council Housing Committee composed of four council members recently recommended Multi-Family Housing (up to 4 units) per lot to be permitted along future major streets and extending a ½ mile into adjacent neighborhoods. This virtually covers the entire city. The Mayor/City Staff have recommended this type housing only face major streets and not be extended into adjacent neighborhoods. Also, whether this would include the Coastal High Hazard Area (CHHA) is unclear, although the Mayor/City Staff have recommended that the CHHA be excluded.

It is stated by City staff that some provision would be made for these structures to be compatible with existing neighborhood character however there is presently no definition of what constitutes neighborhood character and what specific criteria would be used to determine that (such as architectural style, setbacks, height, mass and scale of buildings, parking requirements, and shared green space). There also have been recommendations made that a Neighborhoods or Community Character Master Plan be implemented but no action has been taken yet by the City to do that.

#### Auxiliary Dwelling Units

Auxiliary Dwelling Units (ADUs) include guest houses, carriage houses, garage apartments, and utility buildings up to a maximum of 750 square feet. ADUs are now permitted in most Traditional Neighborhoods but not in most Suburban Neighborhoods. It is proposed to expand the permitting of ADUs to increase the supply of rental housing into additional Traditional Neighborhoods (NT-3) and all Suburban Neighborhoods. Elimination of required parking spaces for ADUs is also under consideration. Two ADUs could be allowed on a lot in addition to the principal home in neighborhoods where the home is 50 years of age or older. ADU square footage could be increased from 750 square feet to as much as

900 square feet. How the proposal to permit Multi-Family Housing (up to 4 units) relates to ADUs is unclear, as is whether new ADUs will be permitted in the CHHA.

Also there is no information on how ADUs would be determined compatible with existing neighborhood character.

### Residential High (RH) Zoning

Presently there is a “Residential High” (high density) category permitting 30 units per acre in or abutting dense “Economic Activity” zones (Gateway, Tyrone, Innovation District, etc.). The City proposes to extend this type of zoning to “Multimodal Corridors or Future Transit Corridors” which are also adjacent to many neighborhoods. Fourth Street South is considered such a corridor. There is no limit on the extent to which this zoning could reach into an adjacent neighborhood. A proposed new development would apply to the City change the existing lower density residential zoning to the Residential High (RH). The City Council is scheduled to hold public hearings on this change in the near future, November or earlier.

### Middle and Affordable Housing

The purpose of the pending neighborhood zoning changes is to increase the supply of affordable and middle-priced housing within the city. According to the Vision2050 Plan the greatest demand for housing in the city is in the \$175,000 to \$340,000 range. Nearly half of households earn less than \$50,000, 30% earn between \$50,000 and \$100,000, and 22% earn more than \$100,000. While one-person or two-person households make up more than 60% of total households, less than 10% of newly constructed homes offer one-bedroom or two-bedroom homes at lower price points. Pending housing expansion proposals are focused on households with between 60% and 120% of area median income (AMI). This translates to a targeted household of one or two persons earning between \$41,000 and \$47,000 at 80% of AMI. Using a 30% standard for income allocated to housing rental including utilities that would translate to \$12,300 to \$14,100 per year or \$1,025 to \$1,175 per month. No information is available on the construction costs of proposed new housing types or auxiliary dwelling units and at what prices they are likely to be offered for sale or rental.

Attachments

Zoning Map

Map of Future Major Streets and Half-Mile Reach into Neighborhoods

# ZONING

## NEIGHBORHOOD TRADITIONAL

- Neighborhood Traditional Single Family - 1 NT-1
- Neighborhood Traditional Single Family - 2 NT-2
- Neighborhood Traditional Single Family - 3 NT-3
- Neighborhood Traditional Single Family - 4 NT-4

## NEIGHBORHOOD SUBURBAN

- Neighborhood Suburban Single Family - 1 NS-1
- Neighborhood Suburban Single Family - 2 NS-2
- Neighborhood Suburban Estate NS-E
- Neighborhood Suburban Multi Family - 1 NSM-1
- Neighborhood Suburban Multi Family - 2 NSM-2
- Neighborhood Mobile Home NMH
- Neighborhood Planned Unit Development-1 NPUd-1
- Neighborhood Planned Unit Development-2 NPUd-2
- Neighborhood Planned Unit Development-3 NPUd-3

## CORRIDOR RESIDENTIAL

- Corridor Residential Traditional - 1 CRT-1
- Corridor Residential Traditional - 2 CRT-2
- Corridor Residential Suburban - 1 CRS-1
- Corridor Residential Suburban - 2 CRS-2

## CORRIDOR COMMERCIAL

- Corridor Commercial Traditional - 1 CCT-1
- Corridor Commercial Traditional - 2 CCT-2
- Corridor Commercial Suburban - 1 CCS-1
- Corridor Commercial Suburban - 2 CCS-2

## INDUSTRIAL

- Industrial Suburban IS
- Industrial Traditional IT

## CENTERS

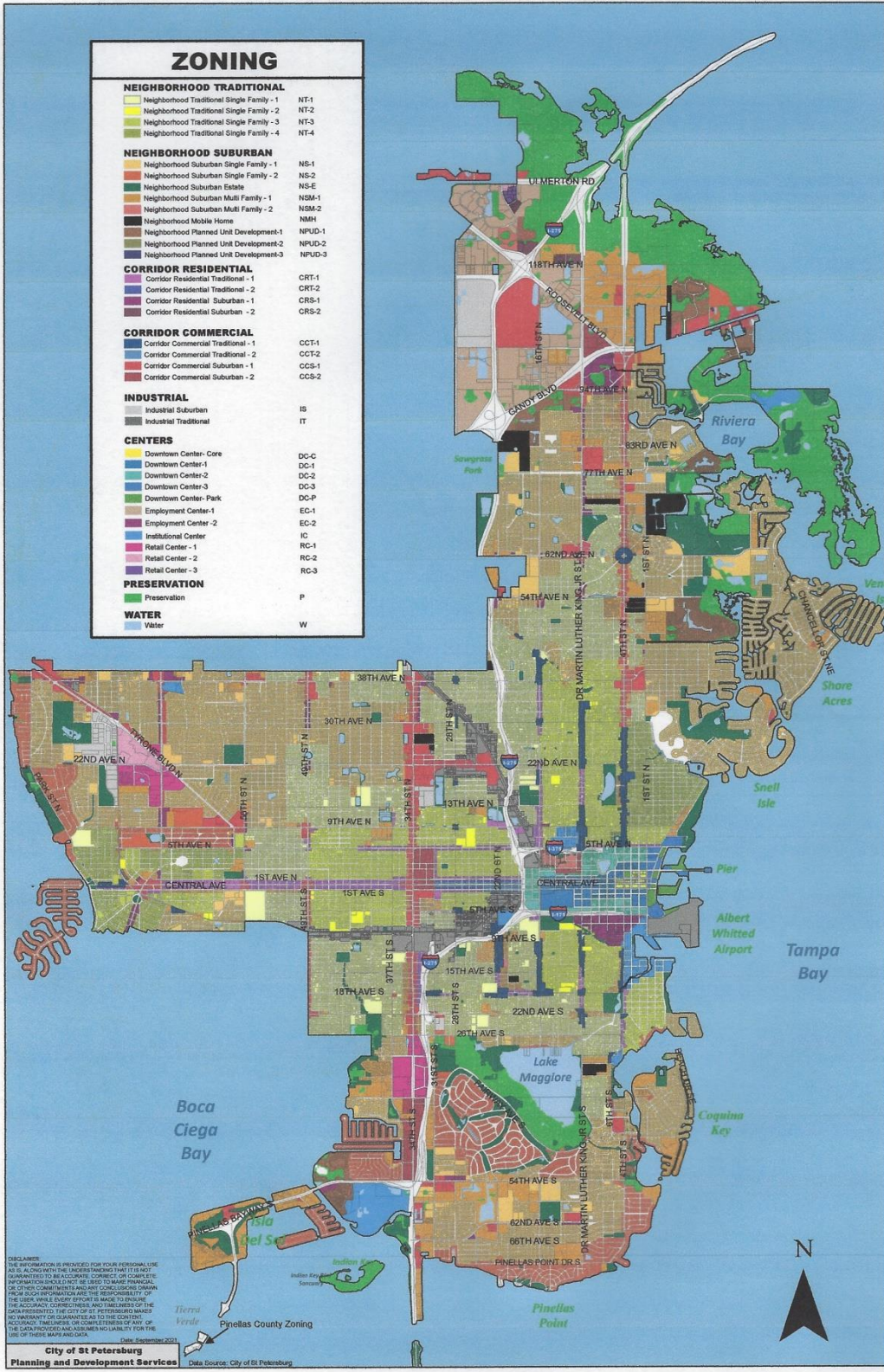
- Downtown Center- Core DC-C
- Downtown Center-1 DC-1
- Downtown Center-2 DC-2
- Downtown Center-3 DC-3
- Downtown Center- Park DC-P
- Employment Center-1 EC-1
- Employment Center-2 EC-2
- Institutional Center IC
- Retail Center - 1 RC-1
- Retail Center - 2 RC-2
- Retail Center - 3 RC-3

## PRESERVATION

- Preservation P

## WATER

- Water W



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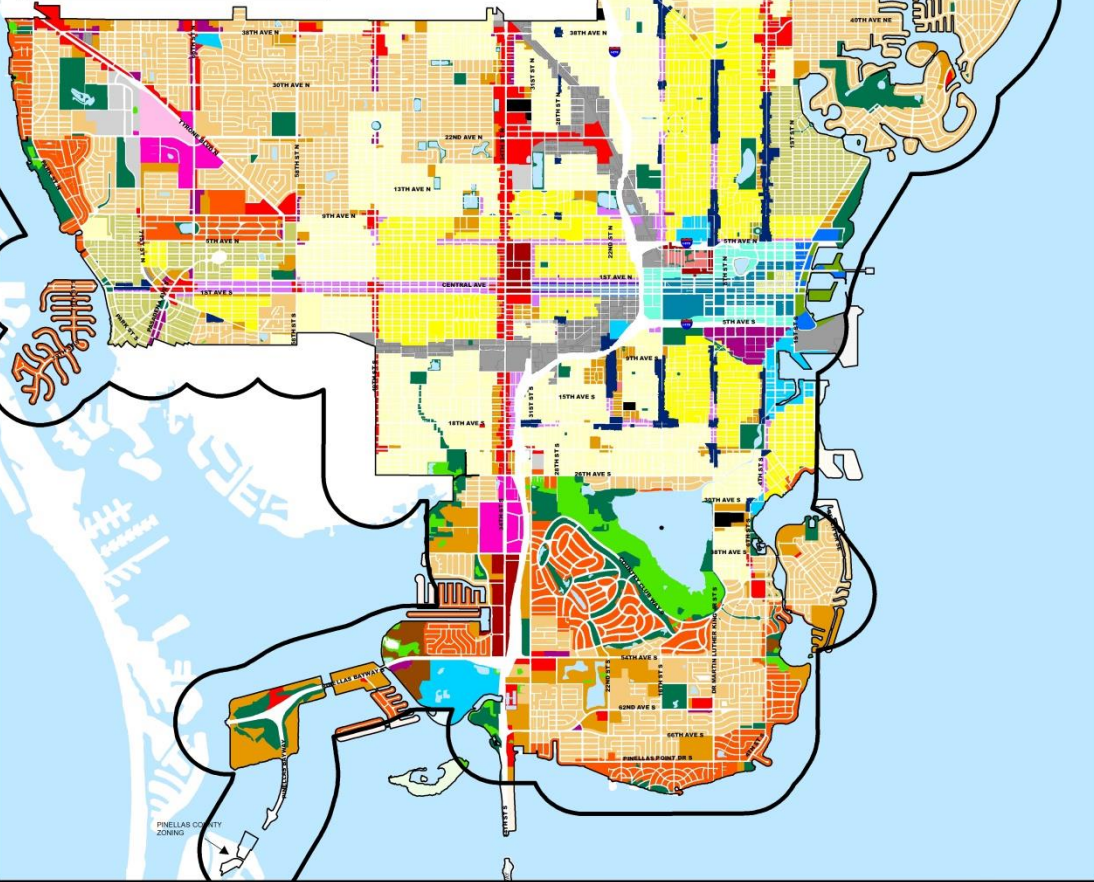
City of St Petersburg  
 Planning and Development Services  
 Data Source: City of St Petersburg



# ZONING WITH 1/2 MILE BUFFERS FROM FUTURE MAJOR STREETS

| NEIGHBORHOOD TRADITIONAL                   |        |
|--|--------|
| Neighborhood Traditional Single Family - 1 | NT-1   |
| Neighborhood Traditional Single Family - 2 | NT-2   |
| Neighborhood Traditional Single Family - 3 | NT-3   |
| Neighborhood Traditional Single Family - 4 | NT-4   |
| NEIGHBORHOOD SUBURBAN                      |        |
| Neighborhood Suburban Single Family - 1    | NS-1   |
| Neighborhood Suburban Single Family - 2    | NS-2   |
| Neighborhood Suburban Estate               | NS-E   |
| Neighborhood Suburban Multi Family - 1     | NSM-1  |
| Neighborhood Suburban Multi Family - 2     | NSM-2  |
| Neighborhood Mobile Home                   | NMH    |
| Neighborhood Planned Unit Development-1    | NPUD-1 |
| Neighborhood Planned Unit Development-2    | NPUD-2 |
| CORRIDOR RESIDENTIAL                       |        |
| Corridor Residential Traditional - 1       | CRT-1  |
| Corridor Residential Traditional - 2       | CRT-2  |
| Corridor Residential Suburban - 1          | CRS-1  |
| Corridor Residential Suburban - 2          | CRS-2  |
| CORRIDOR COMMERCIAL                        |        |
| Corridor Commercial Traditional - 1        | CCT-1  |
| Corridor Commercial Traditional - 2        | CCT-2  |
| Corridor Commercial Suburban - 1           | CCS-1  |
| Corridor Commercial Suburban - 2           | CCS-2  |
| INDUSTRIAL                                 |        |
| Industrial Suburban                        | IS     |
| Industrial Traditional                     | IT     |
| CENTERS                                    |        |
| Downtown Center- Core                      | DC-C   |
| Downtown Center-1                          | DC-1   |
| Downtown Center-2                          | DC-2   |
| Downtown Center-3                          | DC-3   |
| Downtown Center- Park                      | DC-P   |
| Employment Center-1                        | EC-1   |
| Employment Center-2                        | EC-2   |
| Institutional Center                       | IC     |
| Retail Center - 1                          | RC-1   |
| Retail Center - 2                          | RC-2   |
| Retail Center - 3                          | RC-3   |
| PRESERVATION                               |        |
| Preservation                               | P      |
| WATER                                      |        |
| Water                                      | W      |

1/2 Mile Buffer from Future Major Streets



October 2021

City of St. Petersburg  
 Planning and Development Services Department

