NTM
NEIGHBORHOOD
TRADITIONAL
MIXED-RESIDENTIAL

Affordable Housing
Action Committee
June 16, 2020
AGENDA

1. NTM Zoning District
   • Countywide
   • City of St. Petersburg

2. Map Amendments (Zoning, Land Use)

3. Q&A
Finding the Missing Middle
An opportunity to complete the spectrum of housing options in Tampa Bay

What is the “Missing Middle”?  
The Missing Middle is a term coined by architect Daniel Parolek that is used to describe multi-unit, low-rise housing that is comparable in scale to single-family homes. It encompasses a variety of styles, including shotgun, skinny duplex, triplex, fourplex, courtyard apartment, bungalow court, townhouse, multiplex, and live/work units. Typically there are multiple households that live in a building, shared space or compact area, offering an alternative from the standard single family or mid-rise/high-rise condominium and apartment options.

Why are we talking about it?  
The Missing Middle not only provides alternative housing options for people within a community, but also has a lower price per square foot when compared to single-family detached dwellings. As single-family home prices rise in Tampa Bay, affordable housing is becoming harder to find. Missing Middle housing attracts a diverse group of people ranging in age and income. It prevents urban sprawl caused by single-family, large lot developments that tend to push people further and further away from jobs, services, and entertainment.

Where does it go?  
Missing Middle types of housing are best in walkable, urban areas with a high level of accessibility to transportation options, entertainment, jobs, and services. They serve as a bridge between less dense residential neighborhoods and higher-density areas. Because some housing options tend to have a similar size footprint to existing single-family homes, they blend in well with the surrounding lower-density communities. Some types also function very well in mixed-use environments.

Reflecting on the Past in Tampa Bay
In Ybor City, shotgun style houses, known as casitas, were built in the late nineteenth and early twentieth century as workers’ housing near the cigar factories. Casitas provided workers with an affordable place to live within walking distance of their jobs. This is a prime example of early Missing Middle housing, as narrow lots accommodated more homes and workers close to the factory. A new challenge arose for this type of housing in the mid-twentieth century as development shifted to more car-centric, large lot, suburban neighborhoods. The Missing Middle focuses on creating higher density living in more accessible areas, capturing the early twentieth century mentality that people should be able to travel by foot to their desired destination.

Developer Michael Minicberg has brought numerous historical Ybor City casitas back to life through redevelopment, and focuses on preserving authentic character and charm. He believes Missing Middle housing served a purpose in the past and serves a growing need in the future by allowing people to live, work, and play in the same area.
NTM (Neighborhood Traditional Mixed Residential)
<table>
<thead>
<tr>
<th>APPLICATION</th>
<th>AMENDMENTS</th>
</tr>
</thead>
</table>
| **LDR 2019-05**  
DRC, Nov. 6, 2019  
Voted 7-to-0  
Finding of Consistency | Create new NTM zoning category  
Increase workforce housing bonus  
Other Consistency Updates:  
• Compatible Future Land Use  
• Adult Uses  
• Wireless Communication Facilities |
| **FLUM-___**  
Dates TBD | Amend Official Zoning Map  
Amend Future Land Use Map  
Apply new NTM zoning category |

NTM (Neighborhood Traditional Mixed Residential)
<table>
<thead>
<tr>
<th>Building Typology</th>
<th>NTM-1</th>
<th>NTM-2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessory Dwelling Unit</td>
<td>NTM-1</td>
<td></td>
</tr>
<tr>
<td>Detached House, Standard</td>
<td>NTM-1</td>
<td></td>
</tr>
<tr>
<td>Detached House, Narrow</td>
<td>NTM-1</td>
<td>NTM-2</td>
</tr>
<tr>
<td>Attached House</td>
<td>NTM-1</td>
<td>NTM-2</td>
</tr>
<tr>
<td>Duplex</td>
<td>NTM-1</td>
<td>NTM-2</td>
</tr>
<tr>
<td>Triplex and Fourplex</td>
<td>NTM-1</td>
<td>NTM-2</td>
</tr>
<tr>
<td>Bungalow Court</td>
<td>NTM-1</td>
<td>NTM-2</td>
</tr>
<tr>
<td>Courtyard Building</td>
<td></td>
<td>NTM-2</td>
</tr>
<tr>
<td>Auto Court</td>
<td></td>
<td>NTM-2</td>
</tr>
<tr>
<td>Townhouse</td>
<td></td>
<td>NTM-2</td>
</tr>
<tr>
<td>Multiplex</td>
<td></td>
<td>NTM-2</td>
</tr>
<tr>
<td>+ Neighborhood Commercial</td>
<td></td>
<td>NTM-2</td>
</tr>
</tbody>
</table>
Section 16.20.XXX.XX Triplex and Fourplex

<table>
<thead>
<tr>
<th><strong>A. Description</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Triplex and Fourplex.</strong> This Building Type is a medium structure that consists of three (3) to four (4) side-by-side and stacked dwelling units typically with one shared entry or individual entries along the front. This type has the appearance of a medium sized house and is appropriately scaled to fit sparingly within single-family and medium-density neighborhoods.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>B. Height</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Per General Development Standard</td>
</tr>
<tr>
<td>Ground Floor Finish Level 18” min above grade</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>C. Allowed Frontage Type</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Stoop</td>
</tr>
<tr>
<td>Porch: Engaged</td>
</tr>
<tr>
<td>Porch: Projecting</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>D. Pedestrian Access</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Entrance Location Front Street</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>E. Private Open Space</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Width 8’ min</td>
</tr>
<tr>
<td>Depth 8’ min</td>
</tr>
<tr>
<td>Area 100-square feet min.</td>
</tr>
</tbody>
</table>

Required street setback and driveways shall not be included in the private open space calculation.

Required private opens pace shall be located behind the main body of the building.
### B. Lot

<table>
<thead>
<tr>
<th></th>
<th>Width</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>75’ min; 150’ max</td>
<td>9,750 square feet per lot</td>
</tr>
</tbody>
</table>

### C. Density

<table>
<thead>
<tr>
<th></th>
<th>No. of Units</th>
<th>Structures</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>30 units per acre max</td>
<td>3 min; 9 max</td>
</tr>
</tbody>
</table>

### D. Building Setbacks

<table>
<thead>
<tr>
<th>Yard</th>
<th>Min.</th>
<th>Max.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front</td>
<td>10’</td>
<td>15’</td>
</tr>
<tr>
<td>Side, Interior</td>
<td>6’</td>
<td>10’</td>
</tr>
<tr>
<td>Side, Street</td>
<td>5’</td>
<td>10’</td>
</tr>
<tr>
<td>Rear, Alley</td>
<td>5’</td>
<td>Na</td>
</tr>
<tr>
<td>Rear, No Alley</td>
<td>5’</td>
<td>Na</td>
</tr>
</tbody>
</table>

### E. SCALE

<table>
<thead>
<tr>
<th>Floor Area Ratio</th>
<th>[insert standard]</th>
</tr>
</thead>
</table>

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### A. Description

**Bungalow Court.** This Building Type consists of a series of small, detached structures, providing units arranged to define a shared court that is typically perpendicular to the roadway. The shared court takes the place of a private rear yard and becomes an important community-enhancing element of the Building Type.

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**NTM-1**  
**NTM-2**
Mixed Unit Types, “DUPLEX”

13.72 dwelling units per acre
12.31 dwelling units per acre
10.24 dwelling units per acre
17.42 dwelling units per acre
Mixed Unit Types, “TRIPLEX AND FOURPLEX”
1. Adjacent to a public alley
2. Fronts adjoining Future Major Street(s) or High-Frequency Transit Routes
3. Outside of the Coastal High Hazard Area ("CHHA")
NTM-1 (Current Application)
- Single-family
- Duplex
- Triplex
- Fourplex
- Bungalow Court

NTM-2 (Future Application)
- Courtyard Building
- Multiplex
- Auto Court
<table>
<thead>
<tr>
<th>Purpose</th>
<th>Applicability</th>
<th>Introduction to Districts</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td><strong>Maximum Development Potential</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Minimum Lot Width</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Minimum Lot Area</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Maximum Impervious Surface Ratio</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Maximum Building Coverage</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TABLE 16.20.015.4.a: Minimum Lot Standards and Lot Coverage</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Lot Standards</strong></td>
</tr>
<tr>
<td>Lot Area, Minimum: Residential</td>
</tr>
<tr>
<td>Lot Area, Minimum: Non-Residential</td>
</tr>
<tr>
<td>Lot Width, Minimum: Residential</td>
</tr>
<tr>
<td>Lot Width, Minimum: Non-Residential</td>
</tr>
<tr>
<td><strong>Lot Coverage</strong></td>
</tr>
<tr>
<td>Impervious Surface, Maximum: Residential</td>
</tr>
<tr>
<td>Impervious Surface, Maximum: Non-Residential</td>
</tr>
<tr>
<td>Building Coverage, Maximum(^1): Residential</td>
</tr>
</tbody>
</table>

\(^1\) Includes all enclosed structures
### Purpose

**Applicability**

### Introduction to Districts

**Maximum Development Potential**

- Maximum Residential Density
- Maximum Residential Intensity
- Maximum Nonresidential Intensity

### TABLE 16.20.015.4.b: Maximum Density and Maximum Intensity

<table>
<thead>
<tr>
<th>Density</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Density, Maximum(^1): Residential</td>
<td>30 units per acre</td>
</tr>
</tbody>
</table>

\(^1\) Includes accessory dwelling unit(s)

<table>
<thead>
<tr>
<th>Intensity</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Intensity, Maximum: Residential</td>
<td>0.50 FAR</td>
</tr>
<tr>
<td>Intensity, Maximum: Non-Residential</td>
<td>0.50 FAR</td>
</tr>
</tbody>
</table>

\(^1\) Maximum intensity does not include FAR bonuses, which are calculated separately.

\(^2\) Includes any enclosed space *above* the required design flood elevation line; excludes that portion of the enclosed space that is *below* the required design flood elevation line.

\(^3\) Does not include the first 200 square feet of enclosed garage per unit.
Purpose

Applicability

Introduction to Districts

Maximum Development Potential

- Maximum Residential Density
- Maximum Residential Intensity
- Maximum Nonresidential Intensity

<table>
<thead>
<tr>
<th>FAR Bonuses</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Bonus, Maximum Residential</td>
<td>0.20 FAR</td>
</tr>
</tbody>
</table>
Purpose
Applicability
Introduction to Districts
Maximum Development Potential

Maximum Height / Minimum Setbacks
- Maximum Building Height

### TABLE 16.20.015.5.a: Maximum Building Height

<table>
<thead>
<tr>
<th>Building Height</th>
<th>Principal Structure</th>
<th>Accessory Structure(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beginning of Roofline</td>
<td>24-feet</td>
<td>20-feet</td>
</tr>
<tr>
<td>Top of roof peak</td>
<td>36-feet</td>
<td>30-feet</td>
</tr>
</tbody>
</table>

1 Refer to technical standards regarding measurement of building height and height encroachments.
TABLE 16.20.015.5.b: Minimum Building Setbacks

<table>
<thead>
<tr>
<th>Building Setbacks</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Front: Steps Extending from Porch or Stoop</td>
<td>8-feet or M</td>
</tr>
<tr>
<td>Front: Porch or Stoop</td>
<td>12-feet or M</td>
</tr>
<tr>
<td>Front: Building</td>
<td>18-feet or M</td>
</tr>
<tr>
<td>Side, Interior</td>
<td>3-feet or M</td>
</tr>
<tr>
<td>Side, Street</td>
<td>8-feet or M</td>
</tr>
<tr>
<td>Rear, Alley</td>
<td>22-feet, including width of alley</td>
</tr>
<tr>
<td>Special Exception</td>
<td></td>
</tr>
<tr>
<td>All yards</td>
<td>25-feet</td>
</tr>
</tbody>
</table>
### Purpose

- Accessory Dwelling Units
- Residential
- Non-Residential

### Introduction to Districts

### Maximum Development Potential

#### Maximum Height / Minimum Setbacks

- Maximum Building Width

### TABLE 16.20.015.5.c: Maximum Building Width

<table>
<thead>
<tr>
<th>Type</th>
<th>Maximum Building Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessory Dwelling Unit (ADU)</td>
<td>Not applicable</td>
</tr>
<tr>
<td>Residential</td>
<td>40-feet maximum</td>
</tr>
<tr>
<td>Non-Residential</td>
<td>Not applicable</td>
</tr>
</tbody>
</table>
### Purpose

- **Applicability**

### Introduction to Districts

### Maximum Development Potential

### Maximum Height / Minimum Setbacks

### Entrances

<table>
<thead>
<tr>
<th>Accessory Dwelling Unit (&quot;ADU&quot;)</th>
<th>Per ADU standards</th>
</tr>
</thead>
<tbody>
<tr>
<td>Detached House</td>
<td>1 entrance facing the primary street</td>
</tr>
<tr>
<td>Duplex</td>
<td>1 entrance minimum, 2 entrances maximum, facing the primary street; on corner lots, each unit entrance shall face a different street, except where entrances are provided from within an interior vestibule or hallway.</td>
</tr>
<tr>
<td>Triplex and Fourplex</td>
<td>1 entrance minimum, 2 entrances maximum, facing the primary street; on corner lots, each unit entrance shall face a different street, except where entrances are provided from within an interior vestibule or hallway.</td>
</tr>
<tr>
<td>Bungalow Court</td>
<td>Each main entrance shall face the shared court. Cottages abutting the primary street shall have their main entrance facing the primary street.</td>
</tr>
</tbody>
</table>

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1 Pedestrian connections shall link each exterior entrance to the public rights-of-way, private open space, and parking area.
Purpose
Applicability

Introduction to Districts

Maximum Development Potential
- Minimum Lot Width
- Minimum Lot Area
- Maximum Impervious Surface Ratio
- Maximum Building Coverage
- Maximum Residential Density
- Maximum Residential Intensity
- Maximum Nonresidential Intensity

Max. Height / Min. Setbacks

Entrances

Building and Site Design
- Building Layout and Orientation
- Vehicle Connections and Parking
- Porches and Pedestrian Connections
- Building and Architectural Design Standards
- Building Style and Typology
- Building Form
- Wall Composition and Transparency
- Roofs
- Building Materials
- Accessory Structures and Ancillary Equip.

Same as NT, single-family
Minor related edits

NTM-1 ZONING CATEGORY
4001 - 1st Avenue No.
50 x 125 Lot dimension
28-feet building width
1 unit
NTM-1: 4 units

4009 – 1st Avenue No.
50 x 125 Lot dimension
33-feet building width
1 unit
NTM-1: 4 units

2915 - 1st Avenue So.
50 x 100 Lot dimension
35-feet building width
1 unit
NTM-1: 3 units
**4320 - 1st Avenue No.**
50 x 100 Lot dimension
30-feet building width
1 unit
NTM-1: 3 units

**4040/46 - 1st Avenue No.**
45 x 125 Original lot
22.5 x 125 Existing lot
18-feet unit width
36-feet building width
2 units
NTM-1: 4 units
3611/15 - 1st Avenue So.
45 x 151 Original lot
22.5 x 151 Existing lot
17-feet unit width
34-feet building width
2 units
NTM-1: 4 units
Missing Middle Housing Applied to:

Residential Medium (RM),

Planned Redevelopment – Residential (PR-R),

and

Planned Redevelopment – Mixed Use (PR-MU)
BRT Route
Bus Rapid Transit

Selective Locations
Special Conditions, For e.g. size (2:1), age, location

High Freq. Transit Routes
35-minute Headway Times

Future Major Streets
Most Comprehensive Approach

POTENTIAL LOCATIONS
BRT Route
Bus Rapid Transit

Selective Locations
Special Conditions,
For e.g. size (2:1), age, location

High Freq. Transit Routes
35-minute Headway Times

Future Major Streets
Most Comprehensive Approach
BRT Route
Bus Rapid Transit

Selective Locations
Special Conditions,
For e.g. size (2:1), age, location

Premium Transit Routes
35-minute Headway Times

Future Major Streets
Most Comprehensive Approach
BRT Route
Bus Rapid Transit

Selective Locations
Special Conditions,
For e.g. size (2:1), age, location

Premium Transit Routes
35-minute Headway Times

Future Major Streets
Most Comprehensive Approach

POTENTIAL LOCATIONS
BRT Route
Bus Rapid Transit

Selective Locations
Special Conditions, For e.g. size (2:1), age, location

Premium Transit Routes
35-minute Headway Times

Future Major Streets
Most Comprehensive Approach

POTENTIAL LOCATIONS

BRT Route

PSTA Routes (1/8 mile buffer) with 35 min. headways or better
175 ft. Buffer from Future Major Streets
CHHA

PR-MU
*803 Acres (+-)

PR-R
*708 Acres (+-)

RM
*180 Acres (+-)

* Does not include acres within the CHHA

st.petersburg www.stpete.org
CABRT – 0.25 TO 0.5 MILE FROM STATIONS
NEXT STEPS

• Map Amendments/Rezoning
  - Fall 2020
• NTM-2
  - Summer 2021

• Lending Analysis with ULI
• StPete2050 Initiative
• CABRT TOD – Station Area Planning
NTM (Neighborhood Traditional Mixed Residential)