

# Accessing Infrastructure Funds for Housing

March 9, 2023

Presented by: Florida Housing Coalition

Elissa Plancher, Program Manager & Technical Advisor

Dayna Lazarus, Technical Advisor





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# Presenters

## Florida Housing Coalition



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# Guest Presenters



**Linda Fischer**

Principal Planner  
Pinellas County



**Elizabeth Abernethy**

Director at Planning & Development Services  
City of St. Petersburg



# Agenda

- Importance of Infrastructure in the Development Process
- Benefits of Walkable, Bikeable, Transit-Oriented Development
- Planning Frameworks
- Approaches to Integrating Affordable Housing into Transportation and Land Use Planning
- Infrastructure Funding
- Guest Presenters
  - Linda Fischer - Principal Planner, Pinellas County
  - Elizabeth Abernethy - City of St. Petersburg, Director at Planning & Development Services



# IMPORTANCE OF INFRASTRUCTURE IN THE DEVELOPMENT PROCESS



# Why Shovel Ready?

- Cost
- Time
- Financing

## — Forms Related to RFA 2023-103

- ▶ Resident Community-Based Services Coordination Provider Certification form (Form Rev. 10-2021)
- ▶ Financial Reporting Form SR-1 (Revised 05-2014)
- ▶ General Contractor Cost Certification Forms (Rev. 04-2020)
- ▶ FCCAP Instructions (Rev. 04-2020)
- ▶ GCCC Instructions
- ▶ Developer Final Cost Certification Forms (Revised 04-2020)
- ▶ Financial Reporting Form (SR-1) (Rev. 01-22)
- ▶ Developer Final Cost Certification Forms (Revised 04-2020)
- ▶ Ability to Proceed Form - Verification of Availability of Infrastructure – Roads (Revised 08-2020)
- ▶ Ability to Proceed Form - Verification of Availability of Infrastructure – Electricity (Revised 08-2020)
- ▶ Ability to Proceed forms- Local Government Verification that Development is Consistent with Zoning and Land Use Regulations Rev. 7-2022
- ▶ Ability to Proceed forms- Verification of Availability of Infrastructure – Water Rev. 7-2022
- ▶ Ability to Proceed forms- Local Government Verification of Status of Site Plan Approval for Multifamily Developments Rev. 7-2022
- ▶ Ability to Proceed forms- Verification of Availability of Infrastructure - Sewer Capacity, Package Treatment, or Septic Tank Rev. 7-2022
- ▶ Ability to Proceed forms- Local Government Verification of Status of Plat Approval for Residential Rental Developments Rev. 7-2022
- ▶ Ability to Proceed forms- Local Government Verification that Permits are not Required for this Development Rev. 7-2022
- ▶ Ability to Proceed forms- Verification of Environmental Safety Phase II Environmental Site Assessment Rev. 7-2022
- ▶ Ability to Proceed forms- Verification of Environmental Safety Phase I Environmental Site Assessment Rev. 7-2022

<https://www.floridahousing.org/programs/developers-multifamily-programs/competitive/2023/2023-103>



# Ability to Proceed

“Applications will be required to demonstrate the following Ability to Proceed elements as of Application Deadline, for the entire proposed Development site, including all Scattered Sites”

**FLORIDA HOUSING FINANCE CORPORATION  
VERIFICATION OF AVAILABILITY OF INFRASTRUCTURE - ELECTRICITY**

Name of Development:

Development Location:

At a minimum, provide the address number, street name and city and/or provide the street name, closest designated intersection and either the city (if located within a city) or county (if located in the unincorporated area of the county). The location of all Scattered Sites, if applicable, must also be included.

The undersigned service provider confirms that, as of the date that this form was signed, the above referenced Development Location met the following:

1. Electricity is available to the proposed Development, subject to item 2 below.
2. To access such electric service, the Applicant may be required to pay hook-up, installation and other customary fees, comply with other routine administrative procedures, and install or construct line extensions and other equipment in connection with the construction of the Development.

**CERTIFICATION**

I certify that the foregoing information is true and correct.

Signature

Print or Type Name

Print or Type Title

Date Signed

Name of Entity Providing Service

Address (street address, city, state)

Telephone Number (including area code)

This certification may not be signed by the Applicant, by any related parties of the Applicant, or by any Principals or Financial Beneficiaries of the Applicant. In addition, signatures from elected local government officials are not acceptable. If there are alterations made to this form that change the meaning of the form, the form will not be accepted.

(Form Rev. 08-20)



# Ability to Proceed - 3<sup>rd</sup> Party Forms

- Refer to specific RFAs
- New forms can be found on each RFA webpage, under “Forms Related.”
- 3<sup>rd</sup> Party, Submitted Prior to Credit Underwriting
  - Verification Of Availability Of Infrastructure-Sewer and Water
  - Electricity
  - Roads
  - Site Plan/Plat Approval and Environmental forms, if not provided as part of Application
  - Local Government Verification That Development Is Consistent With Zoning And Land Use Regulations
  - Site Plan/Plat Approval and Environmental forms (New in some RFAs)
- LGs to be prepared for developers request to leverage resources (local government contributions), and complete ability to proceed items such as zoning, and availability of infrastructure forms.



# Credit Underwriting: Evidence of Available Utilities

- Ability to Proceed Demonstrated by:
  - Availability of Water
  - Availability of Sewer
  - Electricity and roads available to the entire proposed site
- If any of these are not available to the site an inquiry should be made as to the estimated cost to bring this infrastructure to the site
- Capital Improvements by Municipality
  - Assessment fees

# Infrastructure Challenges for AH Developers

- Impact Fees
  - Increased level of service (LOS)
- Rezoning
  - May require changes to existing infrastructure
- Underserved areas may need more, costly investment
- Increase of total development cost
  - Impact to renter or homebuyer

# **BENEFITS OF WALKABLE, BIKEABLE, TRANSIT-ORIENTED DEVELOPMENT**



# FHFC RFAs & Proximity

- Proximity points based on the distance between the Development Location Point and the Bus or Rail Transit Service and Community Services
  - RFA details award scoring charts
  - Not be applied towards the total score
  - Used to determine whether the Applicant meets the required minimum proximity eligibility requirements and the preferences outlined in the RFA chart

9-28-22 Draft

If Eligible for PHA or RD Proximity Point Boost, Required Minimum Transit Service Points that Must be Achieved to be Eligible for Funding	If NOT Eligible for PHA or RD Proximity Point Boost, Required Minimum Transit Service Points that Must be Achieved to be Eligible for Funding	Required Minimum Total Proximity Points that Must be Achieved to be Eligible for Funding	Minimum Total Proximity Points that Must be Achieved to Receive the Proximity Funding Preference
1.5	2.0	10.5	12.5 or more

# FHFC RFAs & Proximity

## e. Proximity Requirements and Proximity Tiebreakers used in Funding Selection Process

The Application may earn proximity points based on the distance between the Development Location Point and the Bus or Rail Transit Service (if Private Transportation is not selected at question 5.e.(2)(a) of Exhibit A) and the Community Services stated in Exhibit A. Proximity points are awarded according to the Transit and Community Service Scoring Charts outlined in Item 2 of Exhibit C. Proximity points will not be applied towards the total score. Proximity points will only be used to determine whether the Applicant meets the required minimum proximity eligibility requirements and the preferences outlined in the chart below.

### Minimum number of Total Proximity Points

All Applications, with the exception of Applications that qualify for the Local Government Areas of Opportunity Designation and the SunRail Goal, must achieve a minimum number of total proximity points to be eligible for funding.

### Proximity Funding Preference Qualifications

All Applications, including Applications that qualify for the Local Government Areas of Opportunity Designation and the SunRail Goal, may also qualify for the Proximity Funding Preference described in Section Five, B.2. of the RFA.

The Proximity Funding Preference is not used when selecting the highest ranking Applications to meet the Local Government Areas of Opportunity Designation Goal or the SunRail Goal, but will be used when selecting Applications in the remaining selection process, which may include Applications that qualify for the Local Government Areas of Opportunity Designation Goal or the SunRail Goal, but were not selected for funding to meet those goals.

- Transit Score
  - Public Bus Stop, Public Bus Rapid Transit Stop, Public Bus Transfer Stop, and Rail Station
- Community Services
  - Grocery Store, Medical Facility, Pharmacy, and Public School
  - Up to three Community Services may be selected, for a maximum 4 Points for each service.
- Refer to individual RFAs and workshops for guidance
  - <https://www.floridahousing.org/programs/developers-multifamily-programs/competitive>

# The Impact of Walkability

- Commercial rent premiums 75% higher than drivable suburban places
- Educational attainment levels are also higher; in the top six walkable urban metro areas, 42% of the workforce has a college degree, compared to 31% of the workforce in the seven lowest ranked.
- In the study, six metro areas also have a 52% GDP per capita premium higher than the seven lowest-ranked
- Associated with positive indicators of social equity, as measured by housing and transportation costs and rental/for-sale housing mix



Source: <https://www.brookings.edu/blog/the-avenue/2019/07/12/the-economic-power-of-walkability-in-metro-areas/#:~:text=We%20rank%20the%2030%20largest,these%20big%20metro%20areas%2C%20however.>

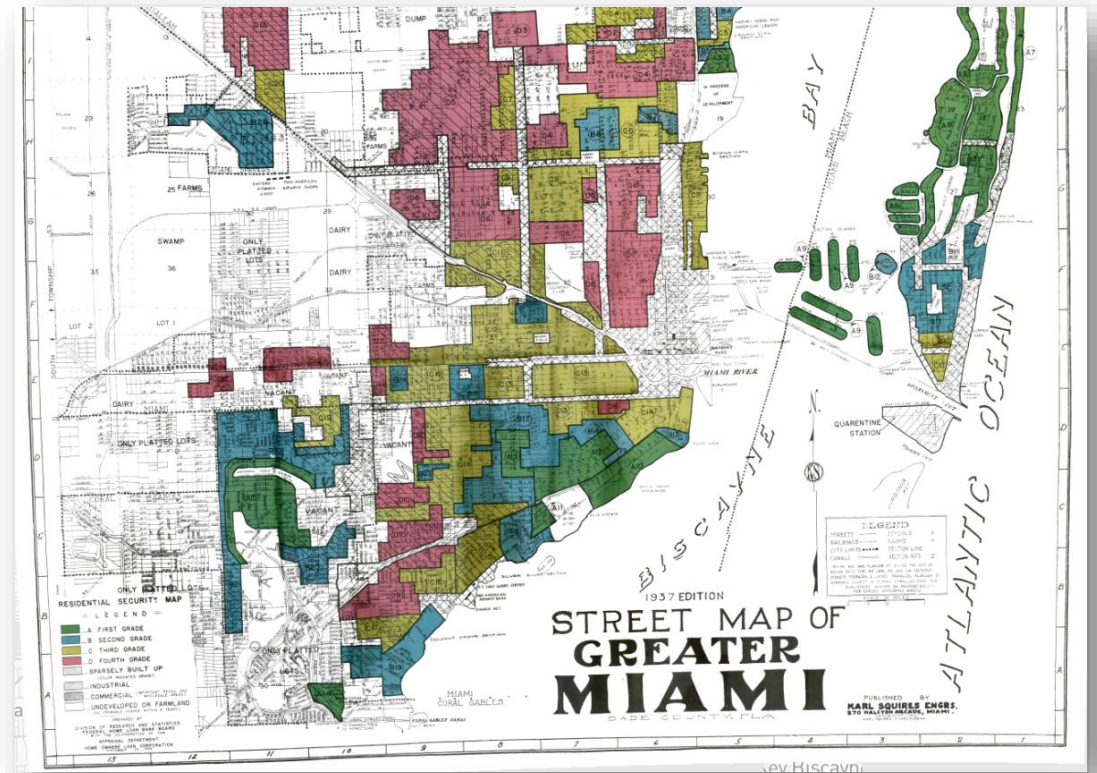


# Benefits of Infrastructure Investment

- Proximity to key community elements
- Attracts knowledge workers
- Spurs economic development
- Increases agglomeration (economic resilience)

# Infrastructure and Equity

- *In the past*, redlined neighborhoods were **neglected for infrastructure**; therefore, prioritization of funds for infrastructure projects today must consider equitable distribution
- In order to **avoid displacement**, include affordable housing in hot urbanized locations, which are often the places with the best access to infrastructure






GOP Map 1-1  
 2030 Future Land Use Map  
 (2010\* Categories)

**Legend**

- City Limits
- Future Land Use (2010 Categories)**
  - Low Density Residential (RL)
  - Medium Density Residential (RM)
  - High Density Residential (RH)
  - Mixed Use Development (MXD)
  - Hutchinson Island Residential (HRI)
  - Hutchinson Island Mixed Use (HIMU)
  - Boundary Commercial (BC)
  - Boundary Industrial (BI)
  - Central Business District (CBD)
  - Offices - Professional and Business Services (OP)
  - General Commercial (GC)
  - Main Commercial (MC)
  - Neighborhood Commercial (NC)
  - Industrial (I)
  - Heavy Industrial (HI)
  - Institutional (INST)
  - Conservation and Open Space (COS)

\* Note: FLUM adopted as part of the 2010  
 EAR-based amendments.





Kimley-Horn  
 and Associates, Inc.  
 144449001    Inventory as of December 31, 2009

# PLANNING FRAMEWORKS



# Comprehensive Plan

- Blueprint for future commercial and residential land uses, housing, and conservation, as well as cultural and recreational amenities.
- Identifies the new infrastructure and growth demands needed to support the future physical and economic development of the community.
- Supports strategic investment in infrastructure, housing, recreational amenities, and education to create communities.



# Comprehensive Plan Element Example: Alachua County, FL

- Potable Water & Sanitary Sewer Element
  - Ensures a safe, clean supply of drinking water and the sanitary disposal of wastewater by setting standards for facilities providing these services.
  - In order to make efficient use of centralized municipal water and sewer facilities line and plant capacity and to protect groundwater, **policies require that new development in the urban cluster connect to those facilities**, and to control sprawl, policies limit extensions of water and sewer lines beyond the Urban Cluster.



<https://growth-management.alachuacounty.us/planning/elements>

### III. Utilities

#### **Goal 2: [PW]**

(EFF. 7/16/90)

Potable water facilities and service shall be provided to meet existing and projected demands identified in this Plan.

#### **EXTENSION OF POTABLE WATER SERVICE**

##### **Objective 2.1: [PW]**

(EFF. 7/16/90; REV. EFF. 12/29/05)

Coordinate with utility providers in the extension of potable water services to ensure that potable water service is provided in a cost efficient manner to serve development within the adopted Urban Service Area boundary.

##### **Policy 2.1.1: [PW]**

(EFF. 8/17/92)

Regulations shall be developed to provide for adequate fire flows.

##### **Policy 2.1.2: [PW]**

(EFF. 12/29/05)

New developments which require site and development plan approval or issuance of a development order shall be required to connect to central water if such service is defined as available within the current Water and Sewer Agreement. The requirement to connect to central water and the definition of service availability found within the Water and Sewer Agreement are applicable to all service providers operating within the County.

##### **Policy 2.1.3: [PW]**

(EFF. 12/29/05; REV. EFF. 12/24/10)

The City of Tallahassee shall prepare and maintain long range master plans with a 20-year planning horizon for major water

infrastructure facilities and services from which subsequent five year capital improvement programs shall be derived. These long range master plans shall be based upon a needs plan to serve the Future Land Use Plan and its expected population within the Urban Service Area, and shall also contain a cost feasible plan. These long range master plans will be updated every five years, consistent with the provisions of the Water and Sewer Agreement. The County may propose new capital projects for inclusion in these documents. The draft plan shall be submitted to the County for review prior to finalization and the County shall provide comments, if any, prior to adoption by the City Commission. The timing and location of service expansion projects identified in these plans shall be based on the rational extension of such services from existing urbanized areas so as to encourage compact development.

##### **Policy 2.1.4: [PW]**

(RENUMBERED EFF. 12/29/05;  
FORMERLY POLICY 2.2.1)

Projects shall be undertaken according to the schedule provided in the Capital Improvements Element of this Plan.

##### **Policy 2.1.5: [PW]**

(REV. EFF. 12/29/05; DEL. EFF. 12/24/10)

*Reserved*

##### **Policy 2.1.6: [PW]**

(EFF. 12/29/05)

All extensions and planning of central water systems shall be consistent with the adopted Water and Sewer Agreement.

# City of Miami Beach Comprehensive Plan Land Use Principles & Goals



## RESILIENT LAND USE AND DEVELOPMENT ELEMENT

The Resilient Land Use and Development Element (RLU) of the Comprehensive Plan serves as a guide for future land development and redevelopment in a manner consistent with the City's vision of a vibrant and resilient Miami Beach, and the requirements of the Florida Statutes. The Principles, Goals, Objectives and Policies in the Resilient Land Use and Development Element are closely interrelated to most, if not all other elements in this Comprehensive Plan. Its function is to define future land uses and set their location, and to draw upon the core principles within the Comprehensive Plan to help ensure that growth is directed in a manner that is resilient, sustainable, supported by essential services, and improves the quality of life of the City and its residents.

### LAND USE PRINCIPLES & GOALS

#### GUIDING PRINCIPLES

The intent of the guiding principles is to provide an overview of the priorities and objectives of the Element to aid in local government planning and decision making, including but not limited to the amendments to this Element and the City's Land Development Regulations, as well as applications for Future Land Use and Zoning map amendments.

#### GOAL RLU 1

##### LAND USE

Preserve and enhance the character of Miami Beach and its quality of life through the implementation of future land use and land development requirements that maximize the potential for economic benefit and the enjoyment of natural and man-made resources, while minimizing the threat to health, safety and welfare posed by hazards, nuisances, incompatible land uses, and environmental degradation.

#### GOAL RLU 2

##### INNOVATIVE, SUSTAINABLE AND RESILIENT DEVELOPMENT

Encourage innovative development consistent with the historic resources of the City, while ensuring that redevelopment, investment, and new development is constructed utilizing principles of sustainable and resilient development practices.

#### GOAL RLU 3

##### INTERGOVERNMENTAL COORDINATION AND PUBLIC FACILITIES

Support intergovernmental coordination efforts, strategic partnerships, and enforcement of concurrency management requirements and mobility fees to maintain required levels of service for public facilities and to mitigate potential adverse impacts of new development and redevelopment.



## HOUSING ELEMENT

**POLICY HS 1.1.2b:** The annual report shall include the progress the jurisdiction has made in carrying out its strategic plan and its action plan and shall include a comparison of the proposed versus actual outcomes for each outcome measure for the priorities and specific objectives. If applicable, there should be an evaluation on why progress was not made toward meeting goals and objectives, with adjustments to strategic action items.

**POLICY HS 1.1.2c:** In conjunction with economic development efforts such as workforce development, the City shall as part of its annual reporting evaluate the effect of student debt on housing attainment in the City.

**POLICY HS 1.1.3:** The City of Fort Lauderdale shall strive to achieve a reduction of housing and transportation costs such that, by 2035, the Housing and Transportation Index represents 45% of household income.

### OBJECTIVE HS 1.2: Affordable Housing Administration

Administer programs for the creation of affordable homeownership and rental housing for very low, low and moderate income residents and maintenance of existing affordable housing, including structural and aesthetic improvements and the elimination of substandard dwelling conditions.



Before



After

**POLICY HS 1.2.1:** Continue to utilize Housing and Urban Development (HUD) HOME Investment Partnerships Program (HOME) State Housing Initiatives Program (SHIP) funds, and the Affordable Housing Trust Fund to support:

- New construction of rental housing
- Owner-occupied home rehabilitation
- Special needs home rehabilitation
- Purchase assistance
- Impact fee mitigation
- Disaster repair and mitigation
- Demolition and reconstruction
- Rapid re-housing program



**POLICY HS 1.2.2:** Continue to identify opportunities for nonprofit organizations to receive funding from the City's federal allocations from the Housing and Urban Development (HUD) HOME Investment Partnerships Program (HOME) to acquire and/or renovate existing rental housing stock for occupancy by very-low, and low-income households.



## HOUSING ELEMENT

**POLICY HS 1.2.3:** Continue to utilize Community Development Block Grant (CDBG) for minor home repairs, public services and infrastructure improvements.

**POLICY HS 1.2.4:** Increase housing stability of persons living with HIV/AIDS and their families and reduce homelessness among such persons, thereby facilitating increased access to care through Housing Opportunities for Person with Aids program (HOPWA).

**POLICY HS 1.2.5:** Continue efforts for reducing and ending homelessness, especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth, through coordination and support of the Broward County Continuum of Care (CoC) Homeless Program, the Homeless Collaborative, and a Housing First approach to homelessness, among other programs and policies as appropriate.

**POLICY HS 1.2.6:** The City shall regularly evaluate, support, and adopt policies, as well as engage outside agencies and private and non-profit partners to support programs that assist the homeless in making the transition to permanent housing and independent living, including addressing emergency shelter and transitional housing needs, shortening the period of time that individuals and families experience homelessness, facilitating access for homeless individuals and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again.

**POLICY HS 1.2.7:** Continue to support Fort Lauderdale Housing Authority programs, including Section 8, housing choice voucher administration, homeownership programs, public housing construction and management, and self-sufficiency programs.

**POLICY HS 1.2.8:** Implement an inclusionary zoning ordinance to require construction of affordable housing with new residential construction in regional activity centers and along major transit corridors.

**POLICY HS 1.2.9:** Support the construction of diverse affordable housing types to include single-family detached, attached and duplex housing, multi-family and manufactured homes.

**POLICY HS 1.2.10:** Review ability to reduce transportation costs through location of affordable housing in proximity to transit.

**POLICY HS 1.2.11:** Review opportunities to use older and historic houses for affordable housing opportunities.

**POLICY HS 1.2.12:** Design mixed-income affordable housing programs that ensure the geographical distribution of affordable housing to discourage the over concentration of affordable housing units.

**POLICY HS 1.2.13:** Utilize job training, apprenticeships, internships, and job creation to improve the economic status of residents as a partial solution to affordable housing concerns.

**POLICY HS 1.2.14:** The City will continue to develop programs for workforce housing for households with up to 160% AMI.

# What is the Consolidated Plan?

- The Consolidated Plan covers the following HUD programs:
  - Community Development Block Grant (CDBG)
  - HOME Investment Partnerships Program (HOME)
  - Emergency Solutions Grant (ESG)
  - Housing Opportunities for Persons with AIDS (HOPWA)
- Entitlement communities may receive an annual allocation under one or multiple programs to be used for housing, homeless, and community development efforts.

CDBG-MIT:  
CDBG Mitigation

CDBG Entitlement

CDBG State

CDBG HUD  
Administered  
Non-Entitled  
Counties in Hawaii

CDBG Colonias  
Set-Aside

RHP: Recovery  
Housing

Stabilization

# Using the Consolidated Plan for Affordable Housing

- A comprehensive and complete data set for identifying housing needs.
- Provides communities with the most recent data needed to implement evidence-based affordable housing solutions.
- Promotes consistency of local planning documents and helps to align goals.
- Supports agency collaboration and community participation.

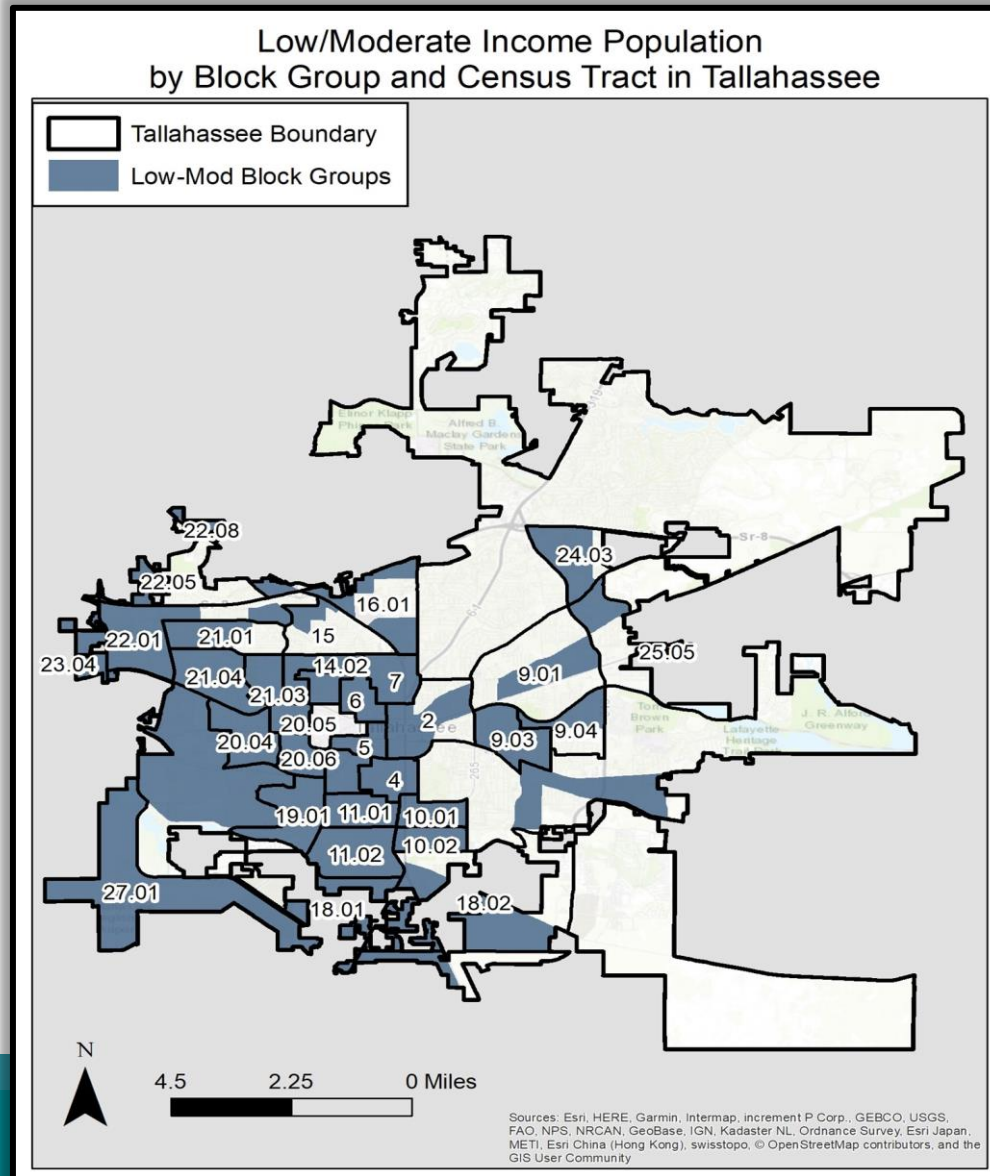


# Intersection of Consolidated Plan Components and Real Estate Development



- Housing Needs Assessment:
  - Provides data to effectively identify the unmet housing and community development needs of vulnerable populations.
- Market Analysis:
  - Provides a picture of the community's housing market and economic environment.
- Strategic Plan:
  - Prioritizes housing and community development needs and identifies evidence-based solutions.

# Low-Income / Minority Concentrated Target Areas



- The Consolidated Plan identifies low-income census tracts called “Target Areas”.
- By HUD definition, target areas are census tracts where at least 51% of the population is low-to moderate- income.
- Some communities also identify racial/ethnic concentrated areas of poverty (RECAPs)

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Finding of Necessity  
Proposed North Beach Community Redevelopment Area  
City of Miami Beach

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Prepared by  
**BUSINESS FLARE™**  
Economic Development Solutions

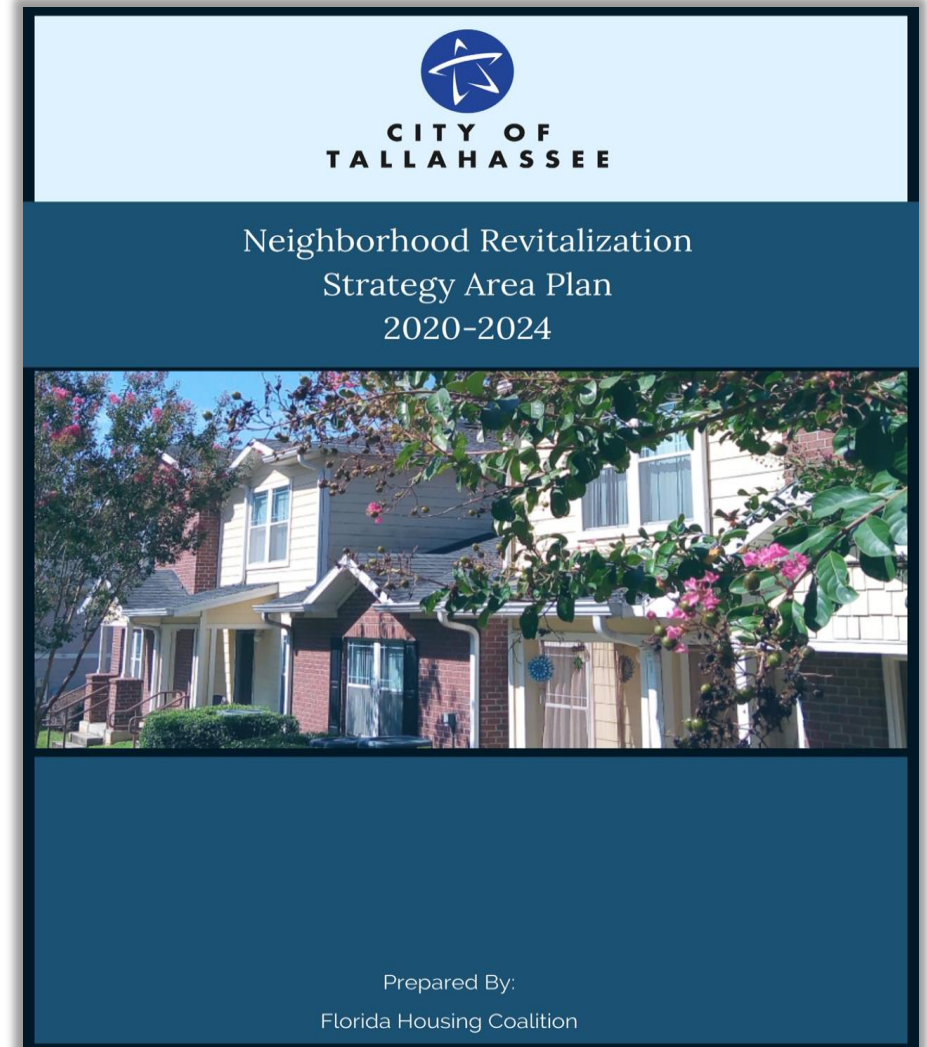
April 23, 2019

# Community Redevelopment Area (CRA) Planning

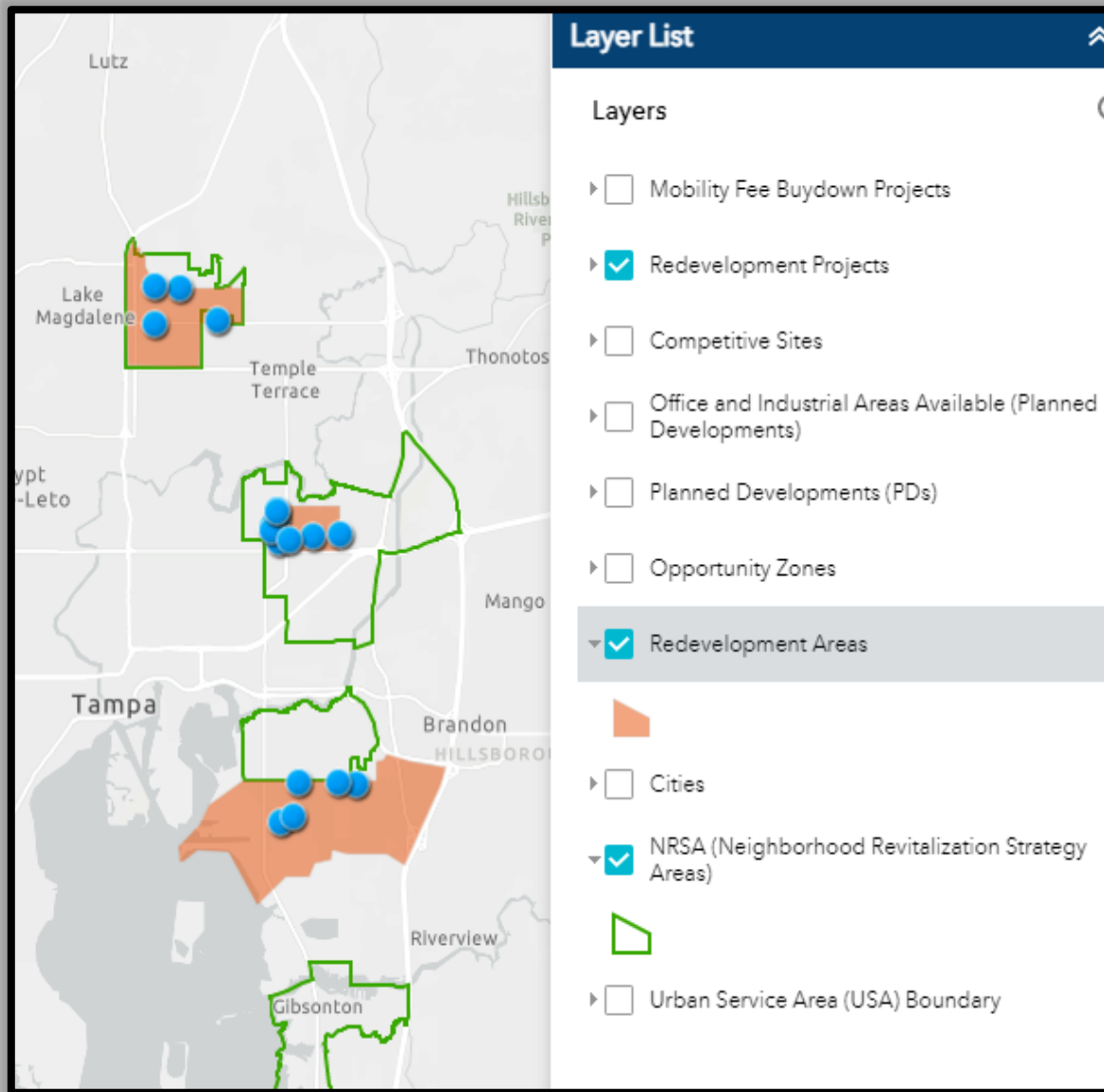
- Finding of Necessity:
  - Substandard housing
  - Slum and blighted areas
  - Vacancy rates
  - Shortage of affordable housing
  - Economic decline
  - Housing tenure

# Neighborhood Revitalization Strategy Area (NRSA)

- Some Entitlement Communities have designated NRSA's, a tool that:
  - Supports a place-based approach to community revitalization
  - Targets very low-income geographic areas
  - Maximizes HUD resources to provide decent affordable housing and increase economic opportunities.
  - Allows regulatory flexibilities under the CDBG program
- A NRSA Plan includes data for specific target areas including:
  - Census tract boundaries
  - Neighborhood demographics
  - Investment within the NRSA
  - Economic conditions and challenges
  - Housing market assessment



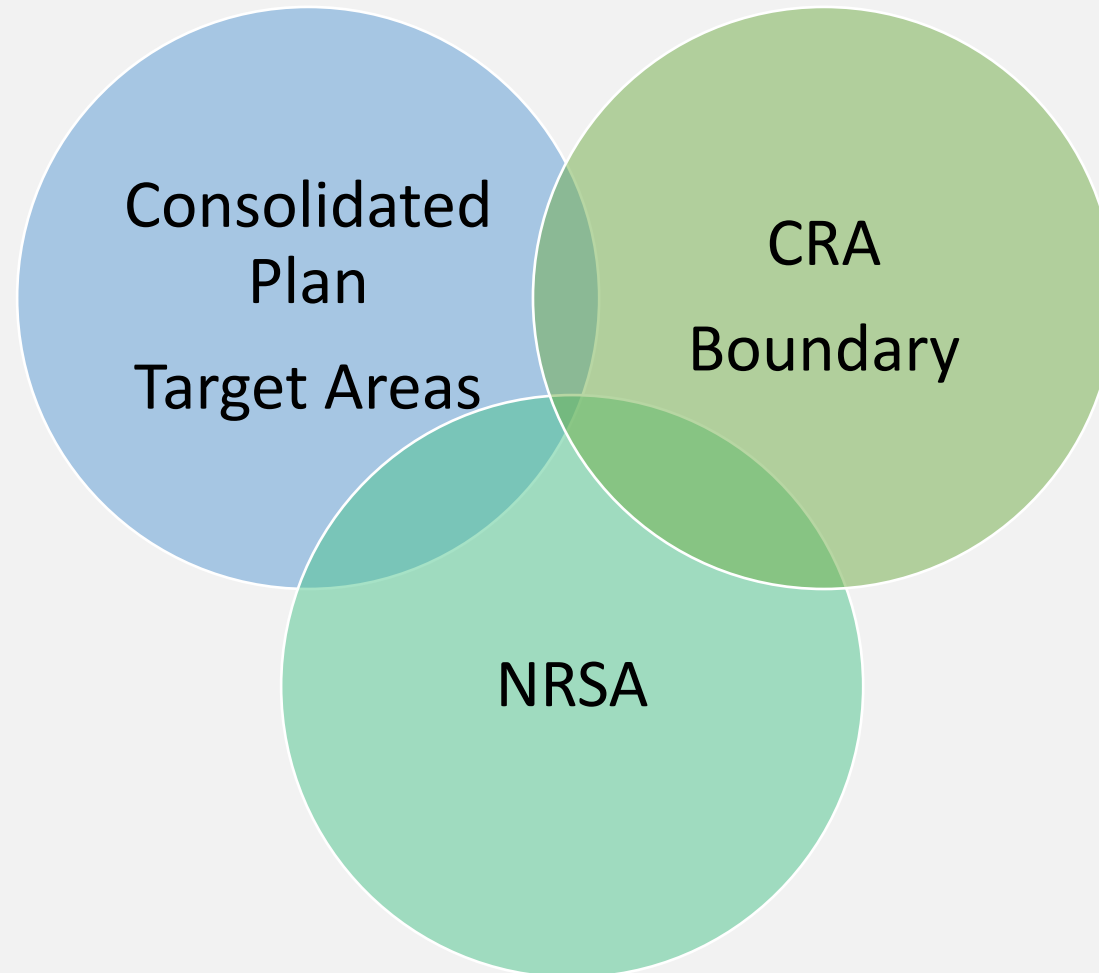
# Intersection of NRSA's and CRAs



Source: Hillsborough County

- Redevelopment areas often align with NRSA's.
- Use NRSA data to:
  - Determine redevelopment area boundaries
  - Reveal demographic data in the area
  - Understand current investment in the area
  - Evaluate economic conditions and the housing market within the CRA & NRSA overlap

# Prioritize Targeted Areas to Maximize Impact



# Long Range Transportation Plan (LRTP)

- Developed every 4-5 years by Metropolitan Planning Organization (MPO);
  - 20+ year horizon
  - Goals and Objectives, Need Assessments and Project Evaluation, Modeling and Scenario Planning
- Informed by extensive public engagement and key studies
- Maps underserved communities, mode gaps, household population changes, job density, and more
- Identifies and prioritizes “cost-feasible” and goal-driven projects
- Considers range of funding sources



# **APPROACHES TO INTEGRATING AFFORDABLE HOUSING INTO TRANSPORTATION AND LAND USE PLANNING**



# Integrating Planning Agencies and Departments

- “Harmonizing” to ensure policies are consistent across planning frameworks and informed by one another
  - Important relationships between jurisdictional departments, MPO/TPOs and Planning Commission
- Examples:
  - Forward Pinellas (MPO + Planning Commission)
  - Metro in Portland, OR (Regional planning including MPO; plans for parks, trails, transportation, land use, and more)



# Transit Oriented Development (TOD) and Transit Corridors

- What is TOD & Transit Corridors?
  - Transit-oriented development maximizes the amount of residential, business and leisure space within walking distance of public transport
- TOD and affordable housing:
  - Including affordable housing can **create an instant market for services** and help developers **secure affordable housing loans**.
  - Criticized for high-value housing and gentrification

## Center Commons

Portland, Oregon



[https://www.oregonmetro.gov/sites/default/files/2016/08/25/centercommons\\_final.pdf](https://www.oregonmetro.gov/sites/default/files/2016/08/25/centercommons_final.pdf)

# Successful TOD and Transit Corridors

- **Based on good data...**
  - Prevents halt to TOD projects
  - Avoids overstating the traffic-inducing impacts of TOD
- **Recognizes that...**
  - Must be developed around high-quality transit/TOD
  - Absence of incentive to force change (no freeways, no parking, high price of fuel, etc.)
- **Leverages contributions...**
  - Public and non-profit entities (tax abatement, tax increment financing)
  - State and federal government (LIHTC, public bond financing, grants),
  - Private foundations to close the financing gap



# INFRASTRUCTURE FUNDING



# Community Development Block Grant (CDBG) Program

- Goal: Promotes development of viable urban communities by providing:
  - Decent Housing;
  - Suitable Living Environments; and
  - Expanding Economic Opportunities
- Program Areas/Components
  1. CDBG Entitlement Program
  2. CDBG State Program
  3. CDBG Disaster Recovery
  4. Section 108 Loan Guarantee Program



# Community Development Block Grant (CDBG)

- Must at least one of three national objectives:
  1. Benefit to low- and moderate-income\* persons
  2. Prevent or eliminate slums and blight
  3. Meet urgent community needs.
- At least 70% of a local government's CDBG award must benefit low- and moderate-income persons.
- A community's housing activities using CDBG funds often qualify under the low/moderate-income national objective but can qualify under the other two national objectives in some cases.



# DEO Florida Small Cities CDBG Program

- Eligible activities:
  - **Water and sewer**
  - Rehabilitation of substandard housing
  - **Street and sidewalk improvements**
  - Economic development activities (jobs)
  - **Revitalization** (façade improvements, streetscaping, underground utilities)
  - Park facilities and community centers
  - **Drainage/stormwater**
- Must meet a CDBG national objective
- <https://floridajobs.org/community-planning-and-development/assistance-for-governments-and-organizations/florida-small-cities-community-development-block-grant-program>



# CDBG Section 108 Loan Guarantee Program

- Borrowers are local or state governments
- The borrower can:
  - Loan the funds to a third-party developer
  - *OR*, directly expend the funds on the project
- Must meet CDBG program requirements
- Eligible activities:
  - Acquisition
  - Rehab
  - Construction, installation of public facilities
  - Clearance, site improvements, relocation
  - Interest payments
  - Long-term disaster recovery



# CDBG Disaster Recovery (CDBG-DR)

- Special appropriation of CDBG funds in response to Presidentially declared disasters
- Funds used for the most impacted and distressed areas for:
  - Disaster relief
  - Long-term recovery
  - **Infrastructure restoration**
  - Housing
  - Economic revitalization
- Waivers from regular program rules
- Funds awarded to state and local governments



# DEO Rural Infrastructure Fund (RIF) Grant

- <https://floridajobs.org/community-planning-and-development/rural-community-programs/rural-infrastructure-fund>
- Purpose is to facilitate the planning, preparing and financing of infrastructure projects in rural communities which will encourage job creation, capital investment and the strengthening and diversification of rural economies.
- Facilitates access of rural communities to infrastructure funding programs
  - Such as those offered by the Small Cities CDBG, USDA-RD
- Eligible Applicants
  - Units of local government within an area designated as a Rural Area of Opportunity or a rural county or community as defined by the Rural Economic Development Initiative.
- Eligible Activities
  - Planning and construction for necessary investments in water, sewer, stormwater, or broadband Internet infrastructure.



# American Rescue Plan State & Local Fiscal Recovery Funds

- <https://home.treasury.gov/policy-issues/coronavirus/assistance-for-state-local-and-tribal-governments/state-and-local-fiscal-recovery-funds>
- “Invest in water, sewer, and broadband infrastructure, making necessary investments to improve access to clean drinking water, to support vital wastewater and stormwater infrastructure, and to expand affordable access to broadband internet.”

Construction costs	Rent and mortgage assistance	Demolition or deconstruction of vacant or abandoned buildings
Land acquisition and title clearing	Environmental remediation	Conversion of vacant or abandoned properties into affordable housing
Down payment assistance	Housing vouchers and relocation assistance	Inspection fees
Gap Financing	Supportive housing services	Site prep work and infrastructure
Operating support, housing counseling, and legal aid	Home repair and preservation	Housing counseling and legal aid

<https://flhousing.org/wp-content/uploads/2022/06/ARPA-Funds-Fact-Sheet-June-22.pdf>



# DEP Wastewater Grant Program

- <https://floridadep.gov/wra/wra/content/wastewater-grant-program>
- Grants to governmental entities for wastewater projects that reduce excess nutrient pollution within a basin management action plan, alternative restoration plan adopted by final order or rural area of opportunity (RAO).
  - The program requires at least a 50% match which may be waived by the department for RAOs.
- Projects to construct, upgrade or expand wastewater facilities to provide advanced wastewater treatment and **connecting septic tanks to sewer systems are prioritized.**
- Consideration is given to nutrient reductions, project readiness, cost effectiveness, overall environmental benefit, project location, local matching funds and water savings and water quality improvement.



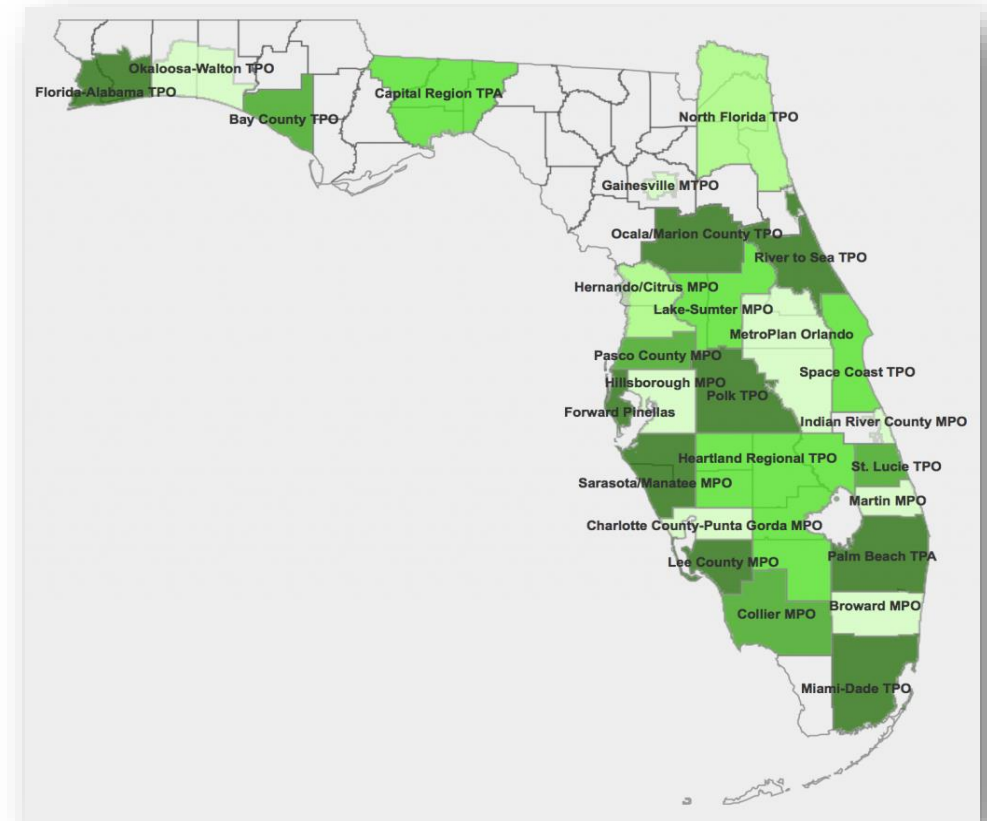
# Transportation Funding 101

- There are regular transportation planning and study efforts, funding allocations, opportunities to propose new projects, and transportation grant funds made available; you should know what they are so you can:
  - Request projects
  - Coordinate on projects
  - Ensure policy and project consistency
  - Get on Boards and committees
  - Participate in meetings as housing subject matter experts



# Role of Metropolitan Planning Organizations (MPO)

- Federally-mandated organizations
  - Also referred to as Transportation Planning Organization (TPO)
- Represents localities in all urbanized areas (UZAs) with populations over 50,000
  - 27 MPOs in Florida
  - Geographical boundary
  - Board of voting members
- Responsible for transportation-related studies, jurisdictional coordination, and public engagement



# MPOs and Public Engagement

- The MPO is responsible for actively involving all affected parties in an open, cooperative and collaborative process that provides meaningful opportunities to influence transportation decisions.
  - Must involve ports, public transit employees, freight shippers, private transportation providers, users including disabled users, and “other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process [23 C.F.R. 450.316(a)].”

# Public Engagement Example: Hillsborough MPO

**Eight advisory committees that bring differing perspectives and expertise to the planning process:**

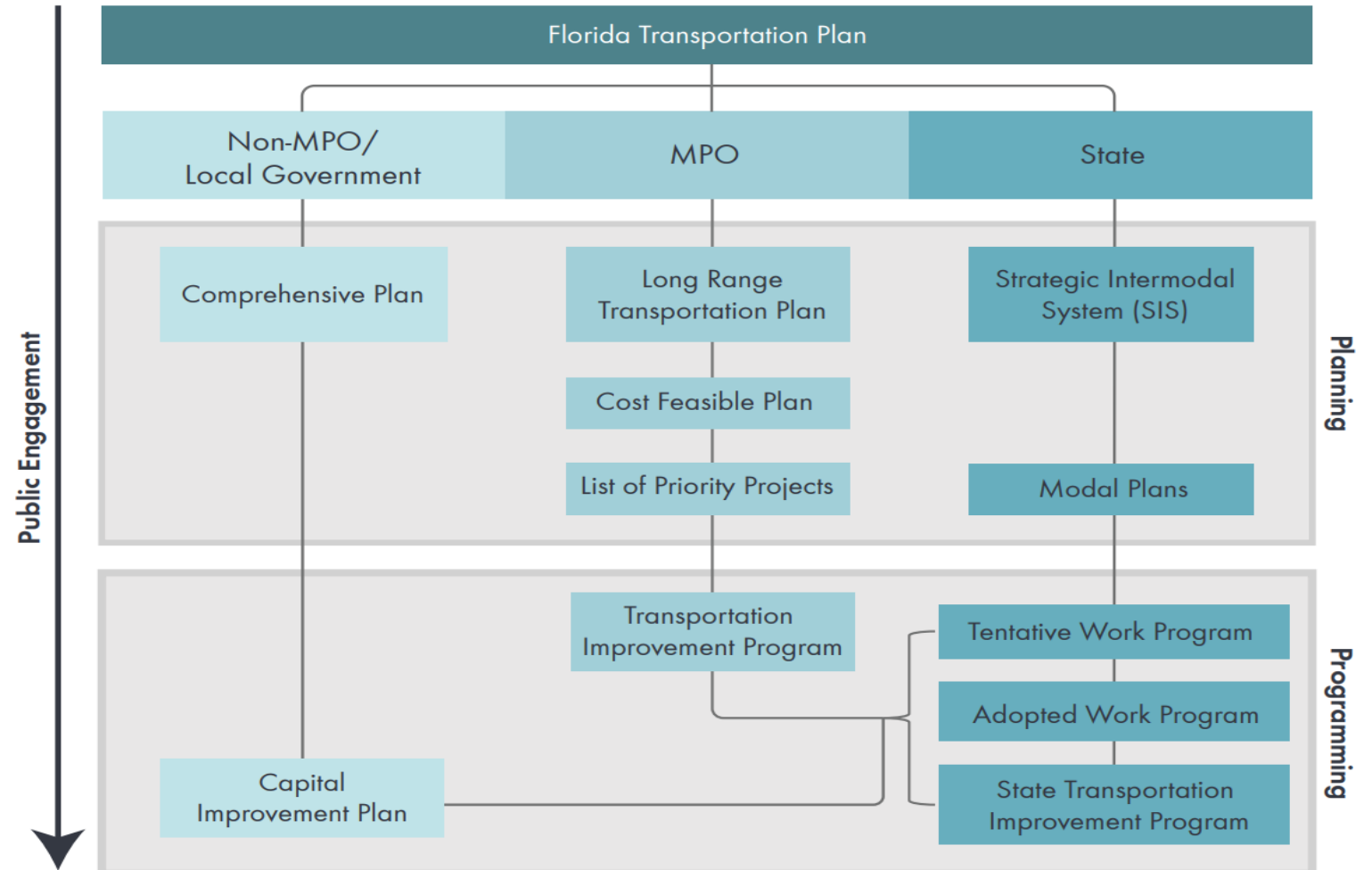
- Policy Committee
- Citizens Advisory Committee (CAC)
- Technical Advisory Committee (TAC)
- Bicycle/Pedestrian Advisory Committee (BPAC)
- Livable Roadways Committee (LRC)
- Transportation Disadvantaged Coordinating Board (TDCB)
- Intelligent Transportation Systems Committee (ITS)
- Tampa Bay Transportation Management Area Leadership Group (TMA)



# Transportation Funding 101



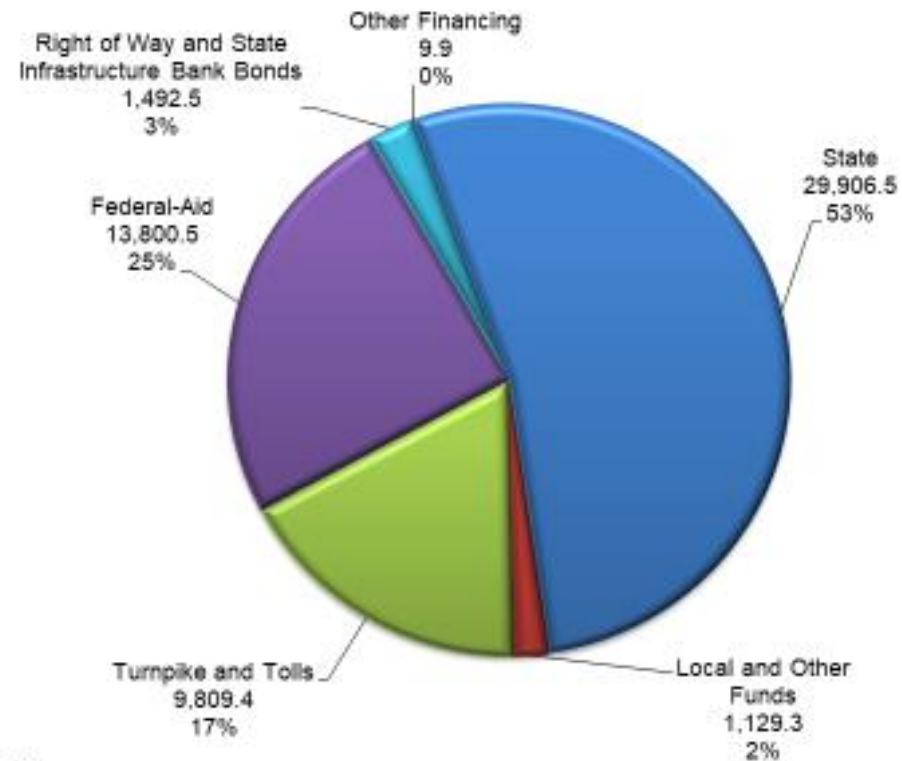
## FDOT, MPOs, and Local Governments Roles in Transportation Planning and Programming



# Funding Sources - State

## 5-Year Adopted Work Program: \$56.1B

### Total Funding by Source: FY 2023 - 2027



Source: 23Adopt01b

# Funding Source - State

**There are over 200 types of state funds that fall into four general “buckets.”**

**1. District Allocated**

- Funds provided to FDOT Districts by the State based on population, typically has the most flexibility.

**2. State Grant Funds**

- Funds provided to FDOT Districts by the State based on population, MUST BE MATCHED by local funds, and MUST BE PRIORITIZED in LRTPs and other plans.

**3. Federal Formula Funds**

- Funds provided to FDOT Districts by the Feds based on population. Specific uses, not very flexible.

**4. Strategic Intermodal System (SIS) Funds**

- ONLY SIS CAPACITY



# Reconnecting Communities Pilot Program Grants

- \$1 Billion over Five Years
- Who can apply?
  - States
  - Units of local government
  - Federally recognized Tribal governments
  - Metropolitan planning organizations
  - Nonprofit organizations
- Resource: <https://www.transportation.gov/grants/reconnecting-communities>

Funding Available

Fiscal Year	2022	2023	2024	2025	2026	5-Year Total
Planning & Technical Assistance	\$50M	\$50M	\$50M	\$50M	\$50M	\$250M
Capital Construction	\$145M	\$148M	\$150M	\$152M	\$155M	\$750M
Total Authorized Amount	\$195M	\$198M	\$200M	\$202M	\$205M	\$1,000M



# Transportation Grant Funding

- Grants and Financing offered through US Department of Transportation (USDOT), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)
  - FTA Grants: <https://www.transit.dot.gov/grants>
  - FHWA Grants: <https://highways.dot.gov/research/technology-innovation-deployment/grant-programs>
  - USDOT Grants: <https://www.transportation.gov/rural/funding-opportunities>
- Commission for the Transportation Disadvantaged FDOT Grants
  - <https://www.fdot.gov/ctd/grants>



# US Department of Transportation (USDOT) Build America Bureau

## **Build America Bureau is the financing arm of USDOT**

- Transportation Infrastructure Finance and Innovation Act (TIFIA)
  - Surface transportation, public infrastructure, economic development
  - TOD, finance up to 49% of eligible costs
- Rural Project Initiative (RPI)
  - Rural projects outside Census-defined urbanized area, at least 150,000 population, max project cost \$100 million;
  - Finance up to 49% Costs
- Railroad Rehabilitation & Improvement Financing (RRIF)
  - Passenger, freight, commuter, economic piece, and TOD
  - Finance up to 75% of eligible project costs
- Resources:
  - <https://railvolution.org/resources/webinars/>
  - <https://www.transportation.gov/buildamerica/>



# Federal Transit Administration (FTA) Joint Development Program

- FTA may authorize the transfer of property to a local government, nonprofit or other third-party entity **if that land will be used for TOD for at least 40% affordable housing.**
  - Disposition of property without having to pay back the federal government.
- [Joint Development Guidance \(Circular 7050.1C \)](#).
  - Project guidance eligibility/qualifications
  - How to use funds for a joint development and undertaking a joint development project with FTA
- <https://www.transit.dot.gov/JointDevelopment>



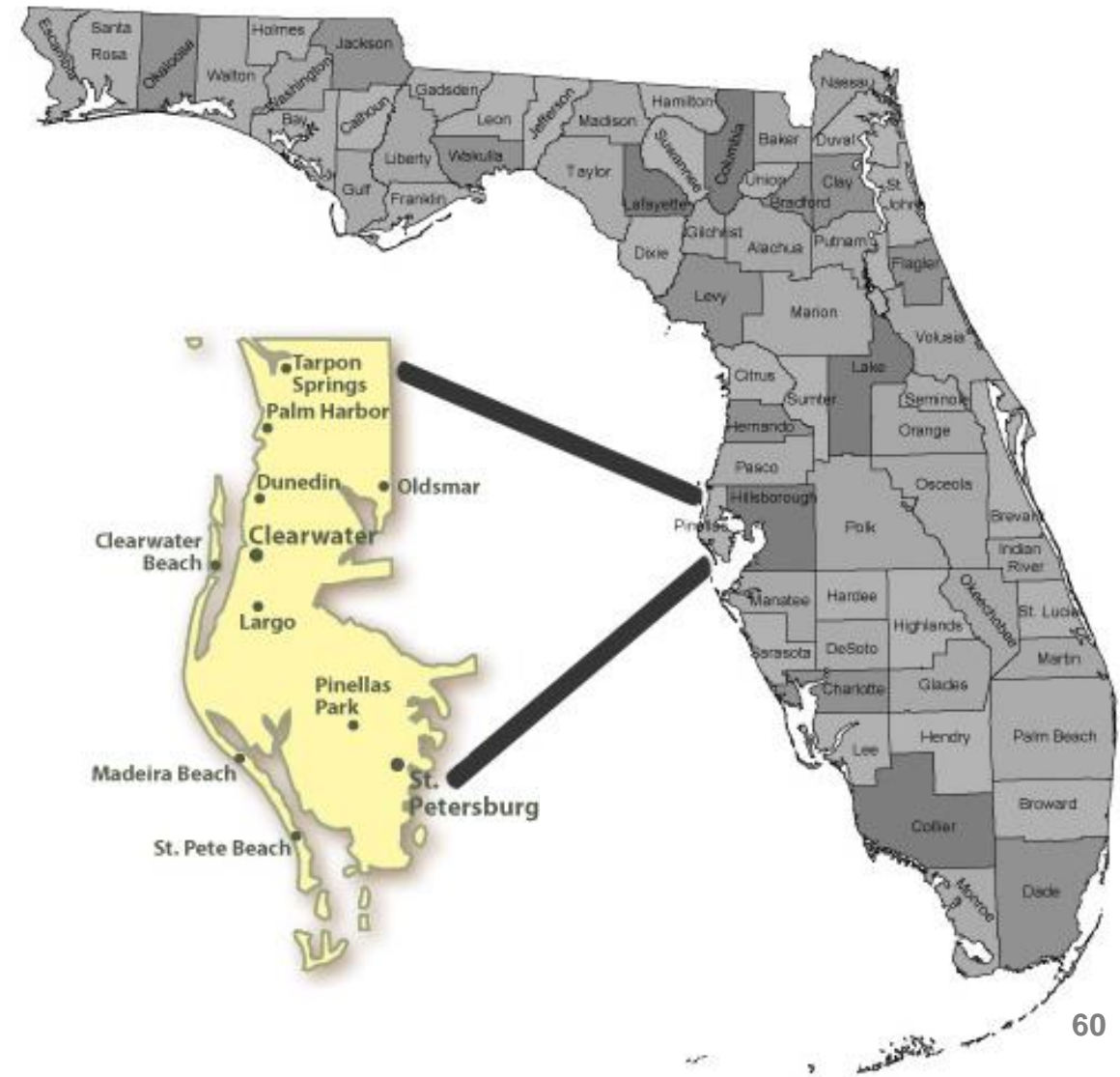
# Integrating Transportation into Affordable Housing Planning

Florida Housing Coalition Webinar  
March 9, 2023

# The Pinellas County Context

Pinellas County is:

- 280.2 square miles
- About 960,000 residents
- 25 local governments
- Nearly 100% developed



# The Pinellas County Context



# The Pinellas County Context

- Pinellas Planning Council – countywide land use planning
- Metropolitan Planning Organization – countywide transportation planning
- In 2014, we merged and became Forward Pinellas

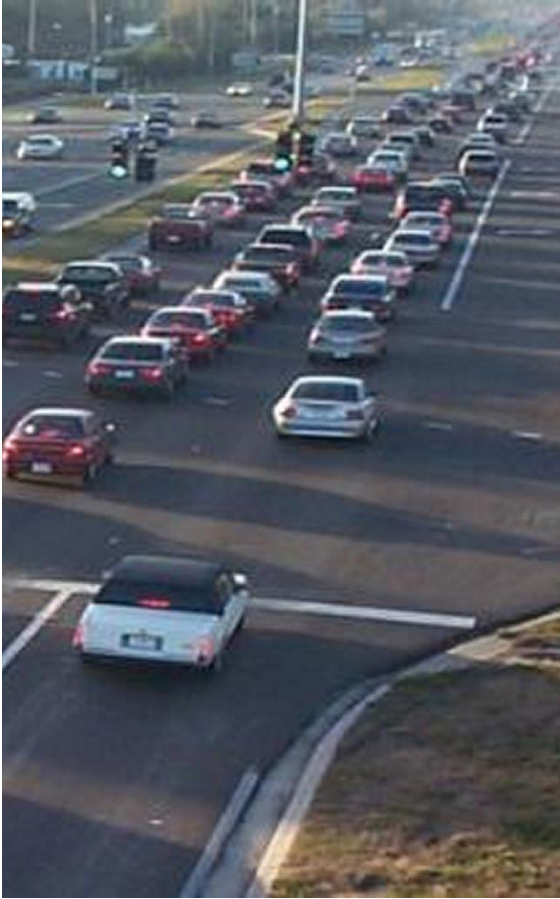


# Land Use Planning

Planning for places



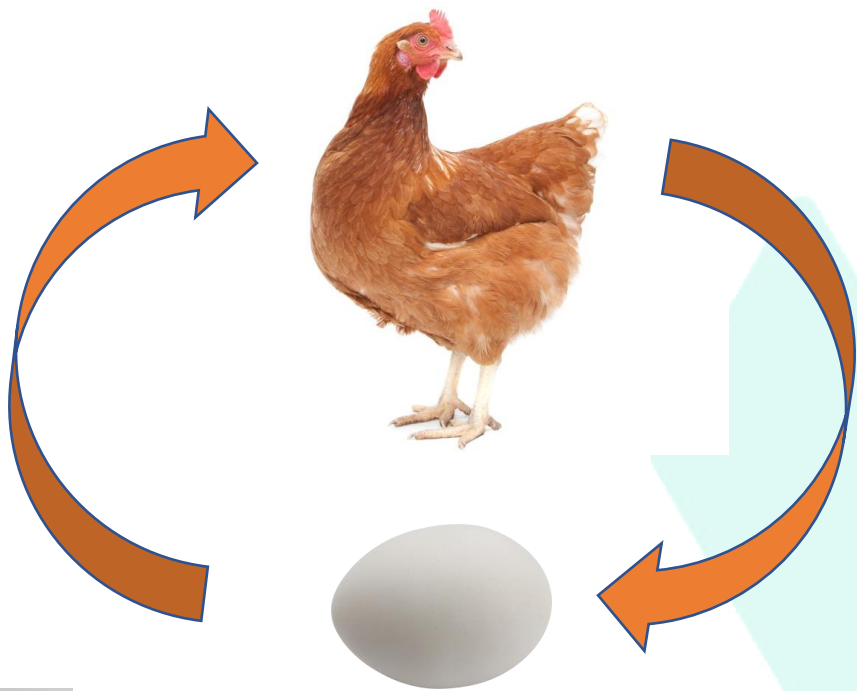
# Transportation Planning



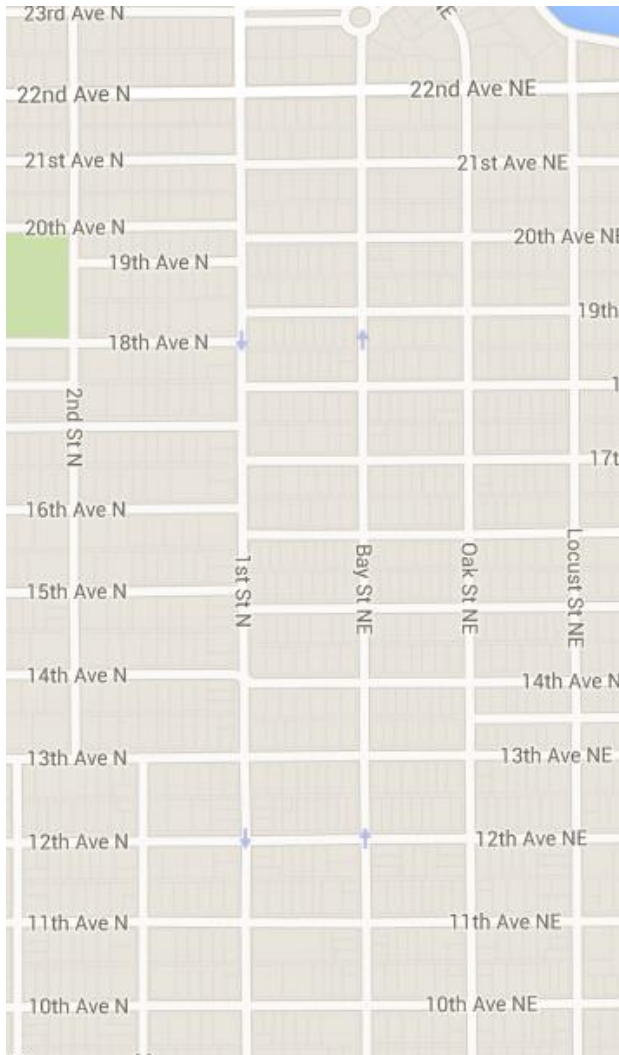
Planning for travel  
between places



# Why plan for them together?



# The land use/transportation relationship

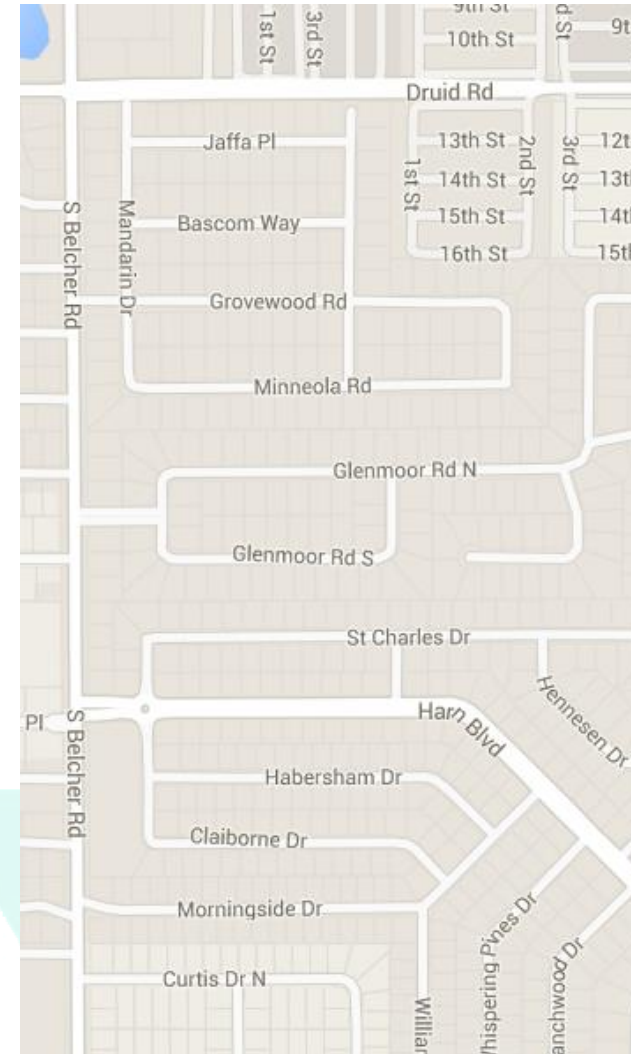


## Pre-World War II



# The land use/transportation relationship

## Post-World War II



# The land use/transportation relationship



## Contemporary



# The land use/transportation relationship



Where would  
you feel most  
comfortable  
walking, biking,  
or taking  
transit?



# Affordability is more than just the cost of housing

## Average Pinellas County Household Expenses



**\$11,912**

Annual Transportation Costs



**1.60**

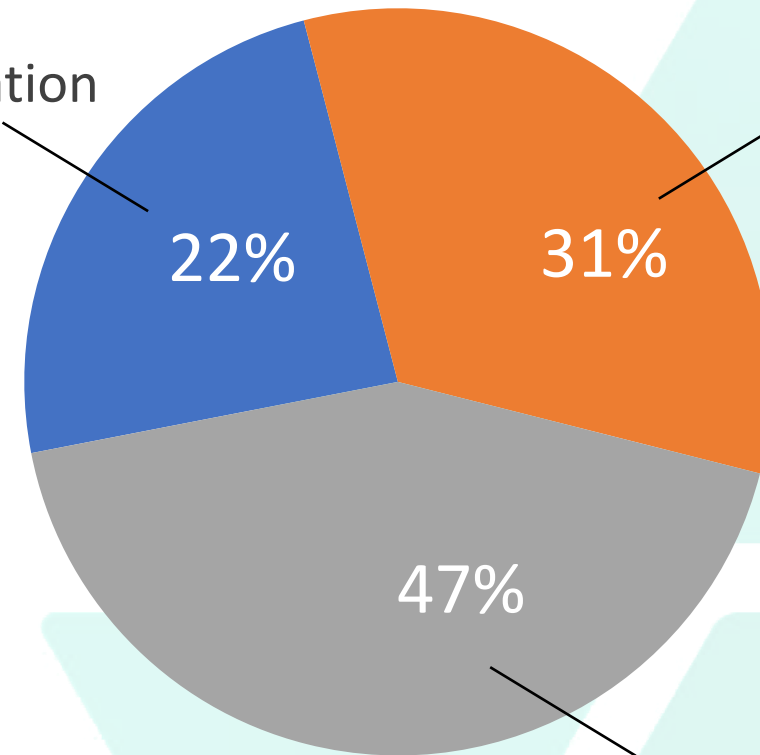
Autos Per Household



**15,010**

Average Household VMT

Transportation



Housing

Other

# Transportation is critical to employment



“People who live closer to jobs are more likely to work. They also face shorter job searches and spells of joblessness.”<sup>1</sup>

“Public transit services allow workers to expand the geographic scope of their job search and commutes to work.”<sup>2</sup>

“People in more compact, connected metro areas have greater economic mobility.”<sup>3</sup>

<sup>1</sup> “The growing distance between people and jobs in metropolitan America.” Brookings Institution, March 2015

<sup>2</sup> “Why Public Transit Helps Young People Get Work.” Scholar’s Strategy Network, June 2018

<sup>3</sup> “Measuring Sprawl 2014.” Smart Growth America, April 2014

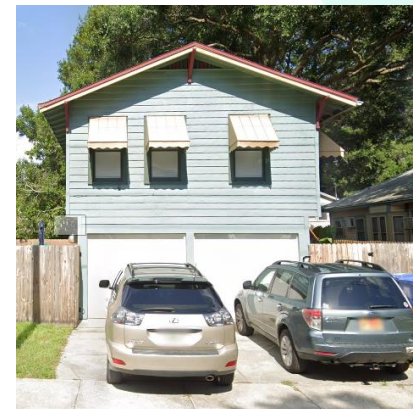
# The Advantage Pinellas Plan

- Concentrate homes, jobs and transit on major corridors
- Redevelop underutilized commercial land into denser mixed-use
- Create diversity of housing for all incomes
- Build more resiliently



# Housing Diversity

- On transit corridors: High-density, mixed-use housing
- Transition zone: Medium density, lower heights
- Neighborhoods: “Missing Middle” housing that blends in
  - Duplexes/triplexes
  - Cottage courts
  - Small garden apartments
  - Accessory dwelling units



Each of these  
“houses” contains  
**3 HOMES**

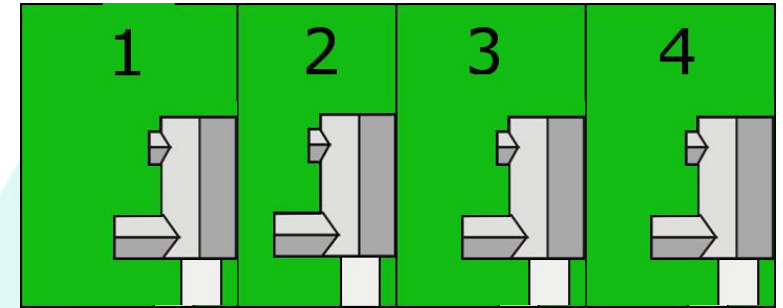


Illustrations courtesy of DreamHomeSource.com  
and used with permission.

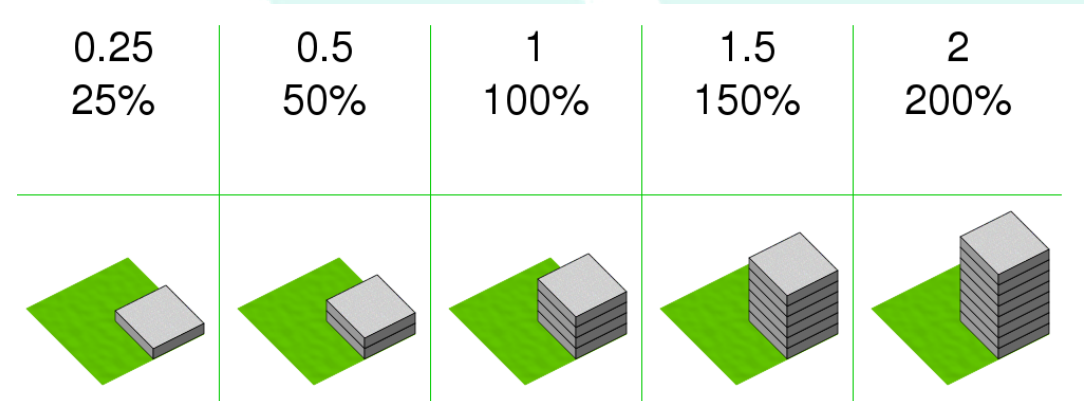
# Incentives

- Density bonuses
- Eliminate minimum unit and lot size
- Reduce spacing between houses/use zero lot lines
- Reduce parking requirements
- Measure density by floor area ratio (size of building relative to parcel) instead of units per acre
- Offer more incentives closer to transit corridors

Zero Lot Line Development



Floor Area Ratio





## Our vision...

Unite the 25 local governments in a coordinated approach to **increase and preserve housing affordability**, linked to transportation, jobs, schools, workforce development, and other services throughout the county

# The Advantage Pinellas Housing Compact

**This Compact is made and entered into this 22 day of Feb, 2022, by and between the municipalities within Pinellas County, the Pinellas County Board of County Commissioners, and Forward Pinellas (“the Partners”).**

**WHEREAS**, Pinellas County is a vibrant community of nearly one million residents and 25 local governments, with a uniquely diverse array of communities and lifestyle options, and a robust local economy; and

**WHEREAS**, the continued quality of life and economic health of our community depends on residents being able to afford safe, quality housing with multi-modal transportation to jobs and educational opportunities; and

**WHEREAS**, residents living in stable, affordable housing are better able to participate in the workforce, obtain an education, meet daily needs, and remain healthy; and

# The Housing Action Plan

- Policy basis for implementing the Compact
- What are the roles of each partner?
- What are we offering, what are we asking?
- What are the timeframes?



# Affordable Housing Summit

- Introduction of the Housing Action Plan
- Elected Official Panel
- Economic Development Panel
- Legislative Update
- Facilitated Workshop



April 28, 2023  
Largo Performing Arts Center

Questions?



## Contact Us

**Linda Fisher, AICP**

Principal Planner

Direct: 727-424-3351

Main: 727-464-8250

Email: [lfisher@forwardpinellas.org](mailto:lfisher@forwardpinellas.org)

[forwardpinellas.org](http://forwardpinellas.org)



@ForwardPinellas



@fwdpinellas





41.7



32.4



ADU



25.9



ADU



15.8



ADU

## ZM-15 NTM-1 MAP AMENDMENTS | LDR 2023-01 NTM-1 Text Amendments

Planning and Development Services Department, City of St. Petersburg



17.5



41.1



13.7



61.4

# HOUSING DEVELOPMENT OPPORTUNITIES: ACTION PLAN

- Increasing housing development opportunities within the neighborhoods, corridors, and centers framework:
  - Neighborhood, Corridors, and Centers
  - Traditional and Suburban
- Connecting land use and transportation
- Incorporate affordability
- Complete neighborhoods
- Create and preserve neighborhood and community character

# HOUSING: ACCESSORY DWELLING UNITS



# ADU: PAST AMENDMENTS

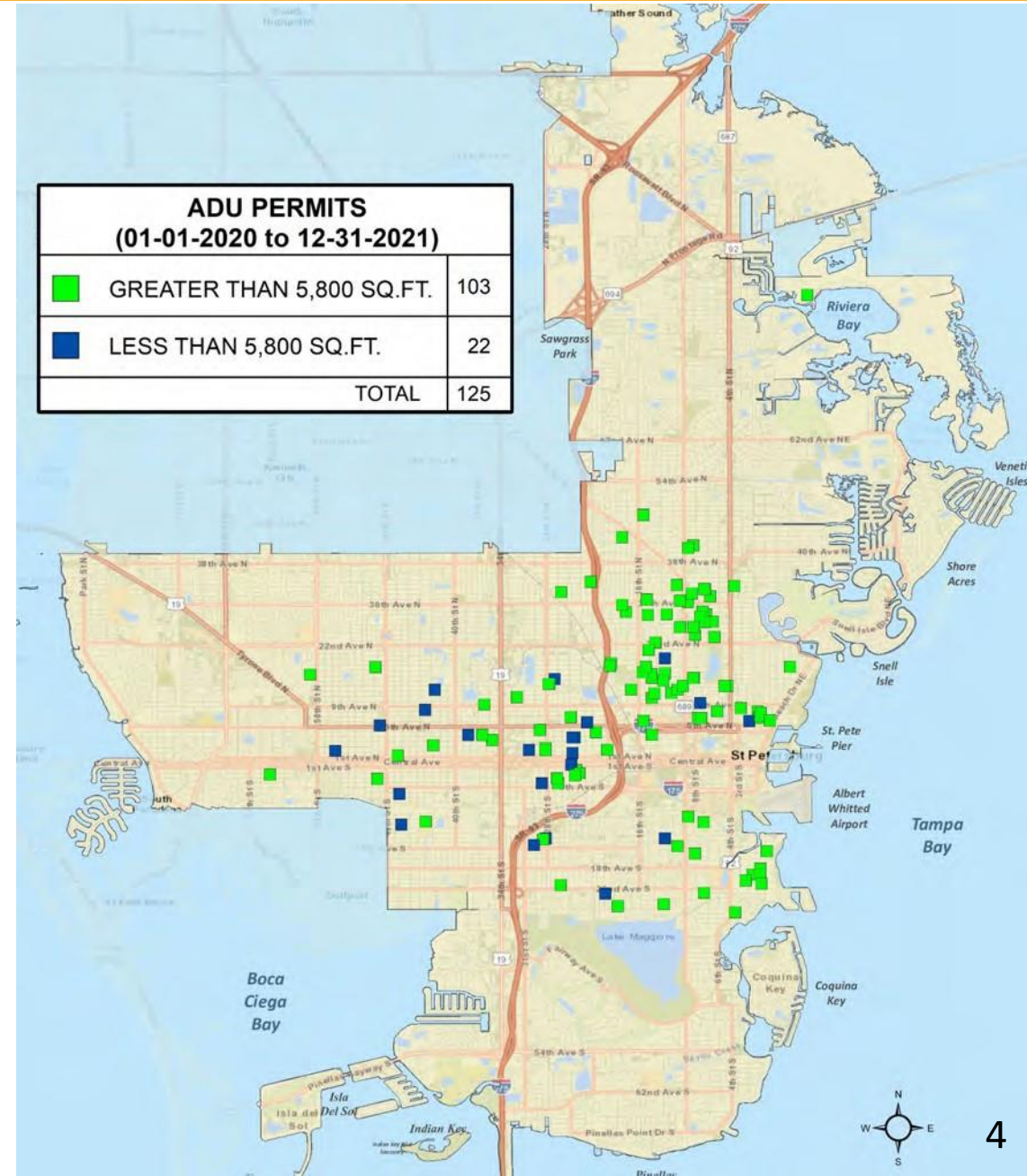
**1977 – ADUs removed as an allowed use**

**2007 – ADUs returned as an allowed use**

**2017 – Several design amendments to ADUs**

**LGCP 2019-01 and LDR 2019-03 (Sept. 5, 2019):**

- Exempted ADUs from density calculation
- Reduced minimum lot size requirement from 5,800 to 4,500 square feet. (This amendment qualified approximately 9,600 new parcels).
- Eliminated minimum unit size



# ADU: JULY 2022 AMENDMENTS, GENERAL

City Code [Section 16.50.010](#)

## Miscellaneous General Amendments for all ADUs:

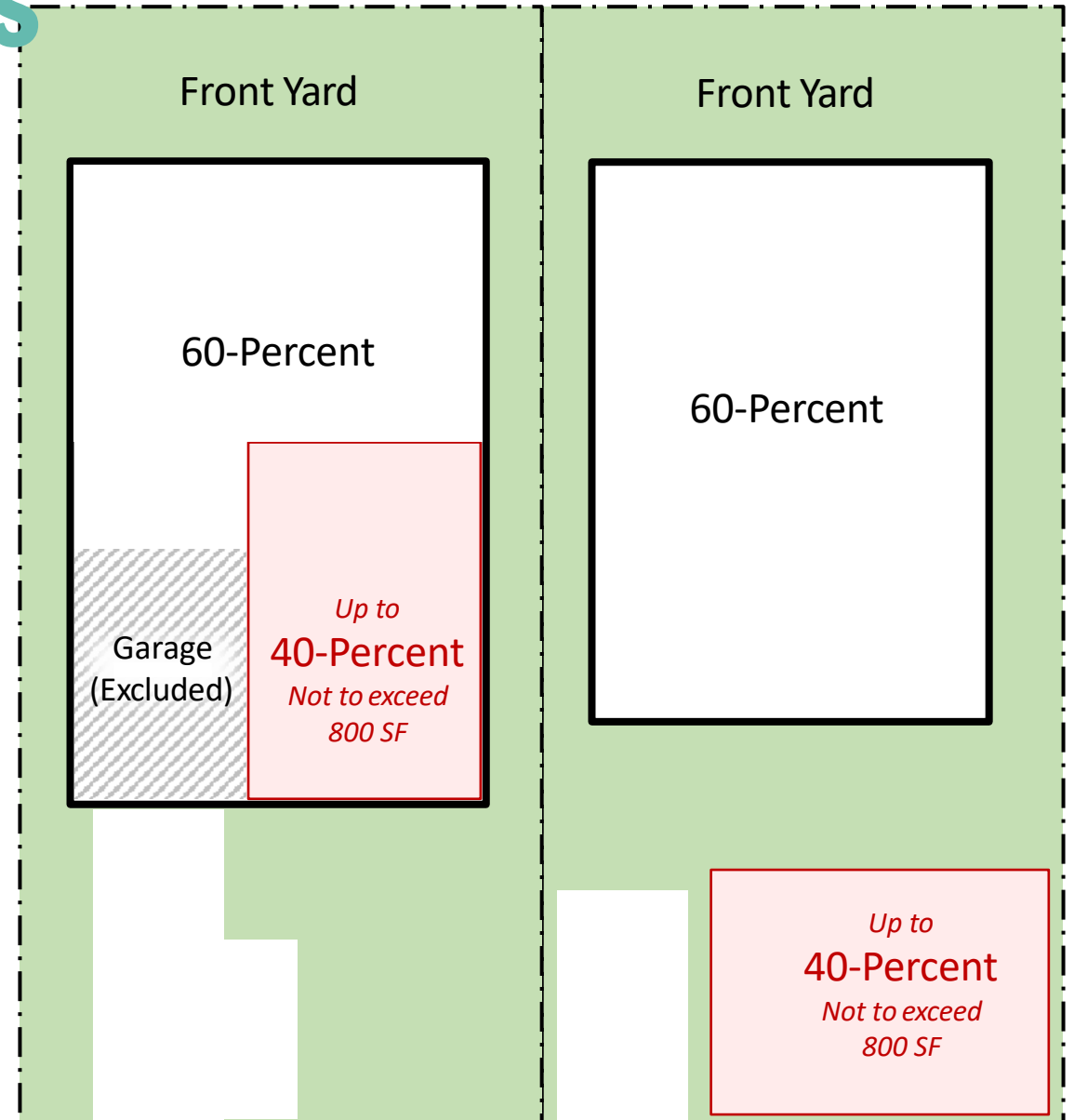
- **INCREASE** maximum unit size from 750 to 800 square feet.
- **DELETE** requirement for *paved* parking space (gravel allowed).
- **DELETE** requirement for *unenclosed* parking space.
- **DELETE** the 50% floor area restriction for 2-story buildings.
- **ALLOW** ADUs for single-family houses in multi-family districts.
- **WAIVE** parking requirement for units that are:
  - Located within 1/8 mile of High Frequency Transit Route;
  - Located on an alley;
  - 600 square feet or less in size;
  - Required spaces provided from alley, no front driveway.
- **COORDINATE** Accessory Living Space in Section 16.50.011



# ADU: JULY 2022 AMENDMENTS

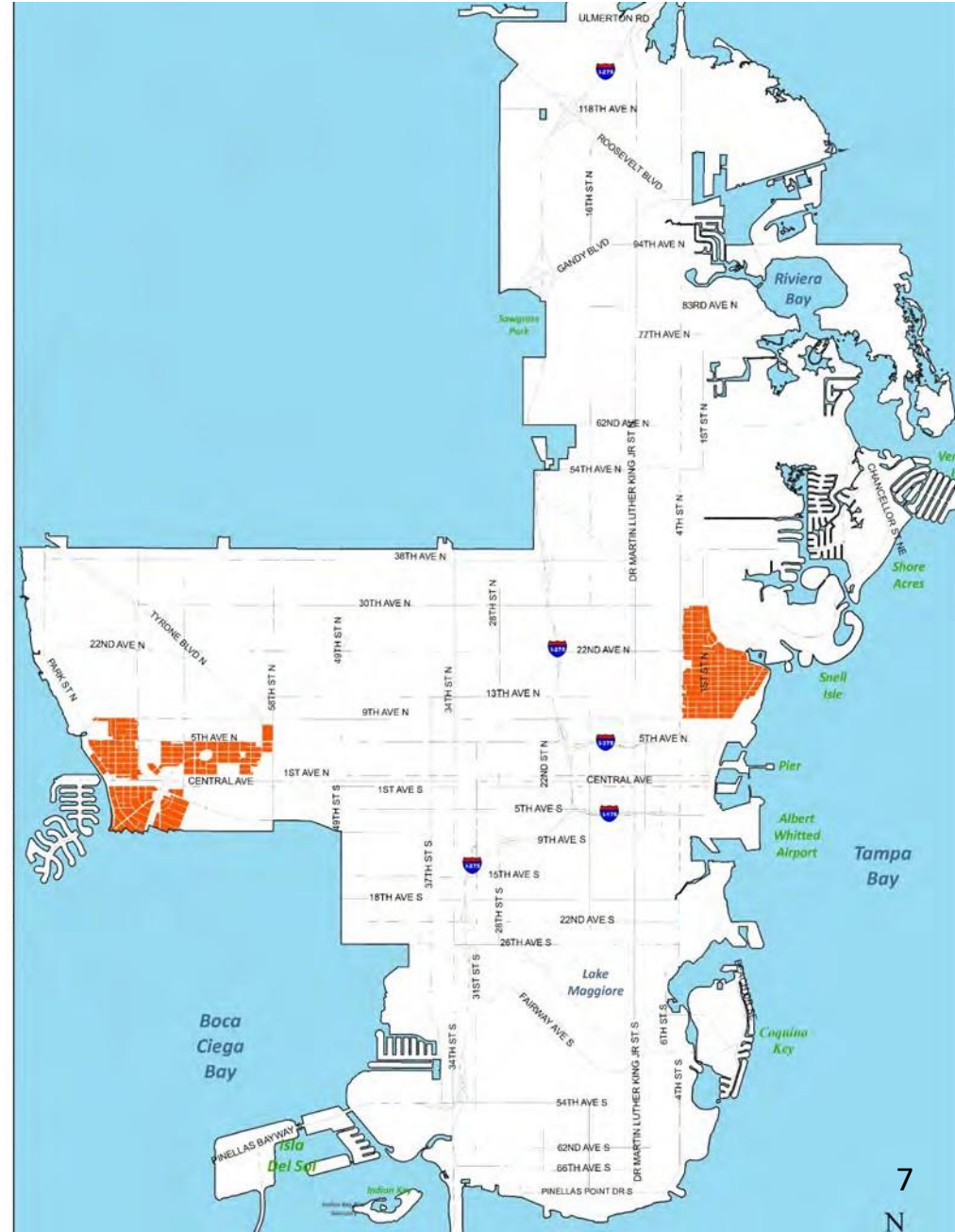
- **INCREASE** the maximum unit size and **CLARIFY** language to define subordinate in size (*principal* and *accessory*):
  - 67% of the principal square footage (same as 40% of the total floor area combined), whichever is less. Garage square footage to be excluded.
  - For example: 1,000 SF house can have 670 SF ADU; 1,800 SF house can have an 800 SF ADU\*

\* Technically 1,206 SF, but 800 SF is maximum unit size.



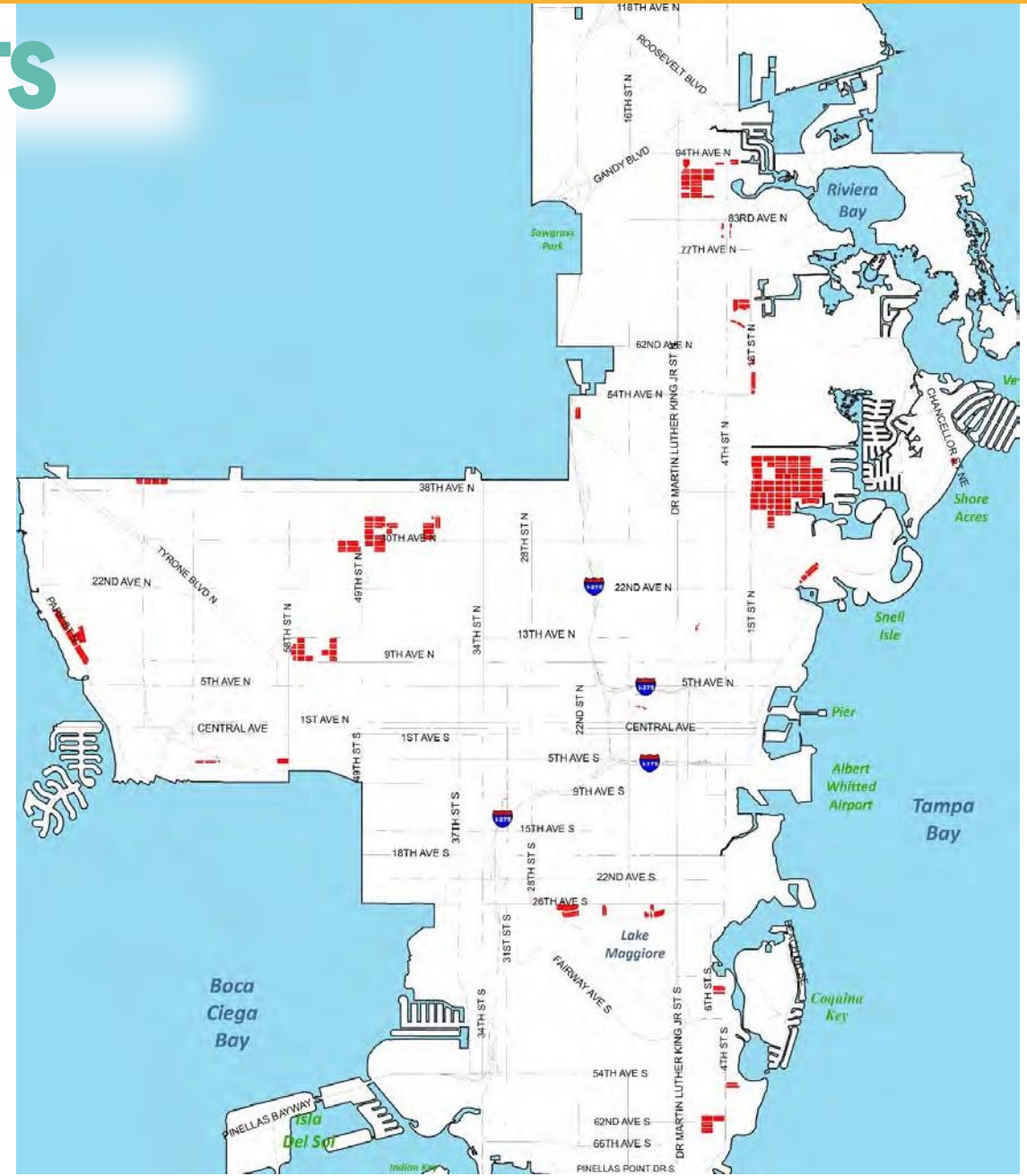
# ADU: JULY 2022 AMENDMENTS

- **Add to NT-3 (Neighborhood Traditional)**
  - + 3,495 qualifying parcels
  - Currently prohibited in NT-3
  - Many existing ADUs throughout NT-3
  - Impacted neighborhoods:
    - Historic Old Northeast NA
    - Pasadena Bear Creek NA
    - Lake Pasadena NA
    - Historic Park Street NA
    - Azalea Homes CA
    - Pasadena Vista NA (Not Active)
    - Old Pasadena NA (Not Active)



# ADU: JULY 2022 AMENDMENTS

- **Add to NS: Amendments**
  - **AMEND** use allowance
  - **ALLOW** on alleys
    - + 2,271 qualifying parcels
  - **ALLOW** on corner properties
  - **ESTABLISH** minimum lot size:
    - Proposed: NS-1 and NS-2 = 10,000
  - **Over 70% of all single-family zoned lots now qualify for ADUS**





## NTM-1 District Amendment

**Missing Middle Housing:** a range of smaller, multi-unit or clustered housing types (such as duplex, triplex, fourplex, courtyard apartments, bungalow court, townhouse, and live/work units), which are compatible in scale and design with single –family homes, and are designed to encourage working, biking, and transit use.





# “MISSING MIDDLE”

- Multi-unit, low rise housing with development standards reinforcing traditional development patterns
- Variety of building typologies
- Housing diversity with lower price per square foot compared to single-family
- Uses alley system for access and parking
- Reinforces walkability of neighborhoods





# “MISSING MIDDLE”

## TWO UNITS:

- Duplex, attached
- Two houses
- One house with ADU (existing)

## THREE UNITS:

- Triplex
- One House with two ADUs
- Two houses with one ADU
- Duplex with one ADU

## FOUR UNITS:

- Fourplex
- Two houses with two ADUs
- Duplex with two ADUs





# HISTORY of NTM-1

## 2017: Exploration of “Missing Middle” Housing

Public education workshops

Explore expansion of ADUs and 2- to 4-unit MF

## 2019: Created NTM-1 Zoning Category

New zoning category to accommodate 2- to 4-unit MF

Planned map amendments delayed due to COVID

## 2021: StPete2050 Plan Completed City Council Considers Expansion of NTM-1

Debated expanding applicability

In 2022, proceed using 2019 adopted language

## 2023: NTM-1 Rezoning Application

Application ZM-15

### 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 David Parolek that is used to describe multi-unit, low-rise housing that is comparable in scale to single-family homes.<sup>1</sup> It encompasses a variety of styles, including shotgun, skinny, duplex, triplex, fourplex, courtyard apartment, bungalow court, townhouse, multiplex, and live/work typologies. 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 has become 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



Source: City of Tampa

provided workers with an affordable place to live within a 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 Minberg has a passion for keeping the history and charm of the authentic casita homes of Ybor City.



He has brought historical properties back to life and focuses on preserving the character and charm of the casitas. 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.



## Purpose

### 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

#### Maximum Height / Minimum 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 Equipment

### City Code Section 16.20.015

1. Within 175-feet to centerline of Future Major Streets
2. Direct connectivity to adjoining Future Major Streets
3. Adjacent to a public alley
4. Outside of the Coastal High Hazard Area (“CHHA”)

**[CLICK HERE FOR NTM-1  
DEVELOPMENT STANDARDS](#)**

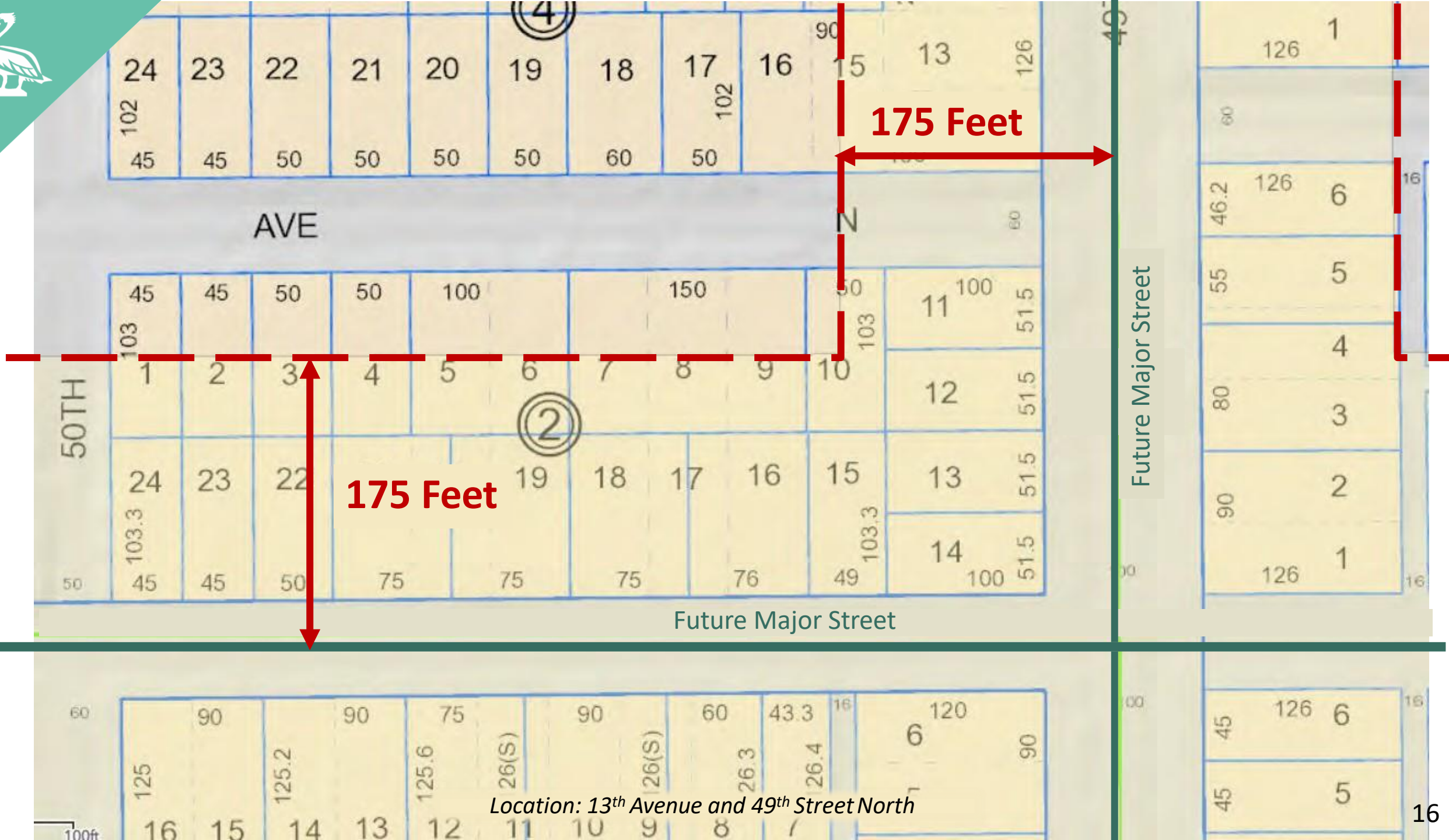


- 
- NTM (PR-R) Zoning**
- Map of Pinellas County, Florida, showing NTM (PR-R) Zoning areas in orange. The map includes major roads like I-75, I-275, and US-92, and bodies of water like Tampa Bay, Boca Ciega Bay, and Lake Maggiore. A legend in the top left corner identifies the orange areas as NTM (PR-R) Zoning. A scale bar and north arrow are in the bottom right corner.
- Date: 11-04-22
- 14



# FUTURE MAJOR STREETS

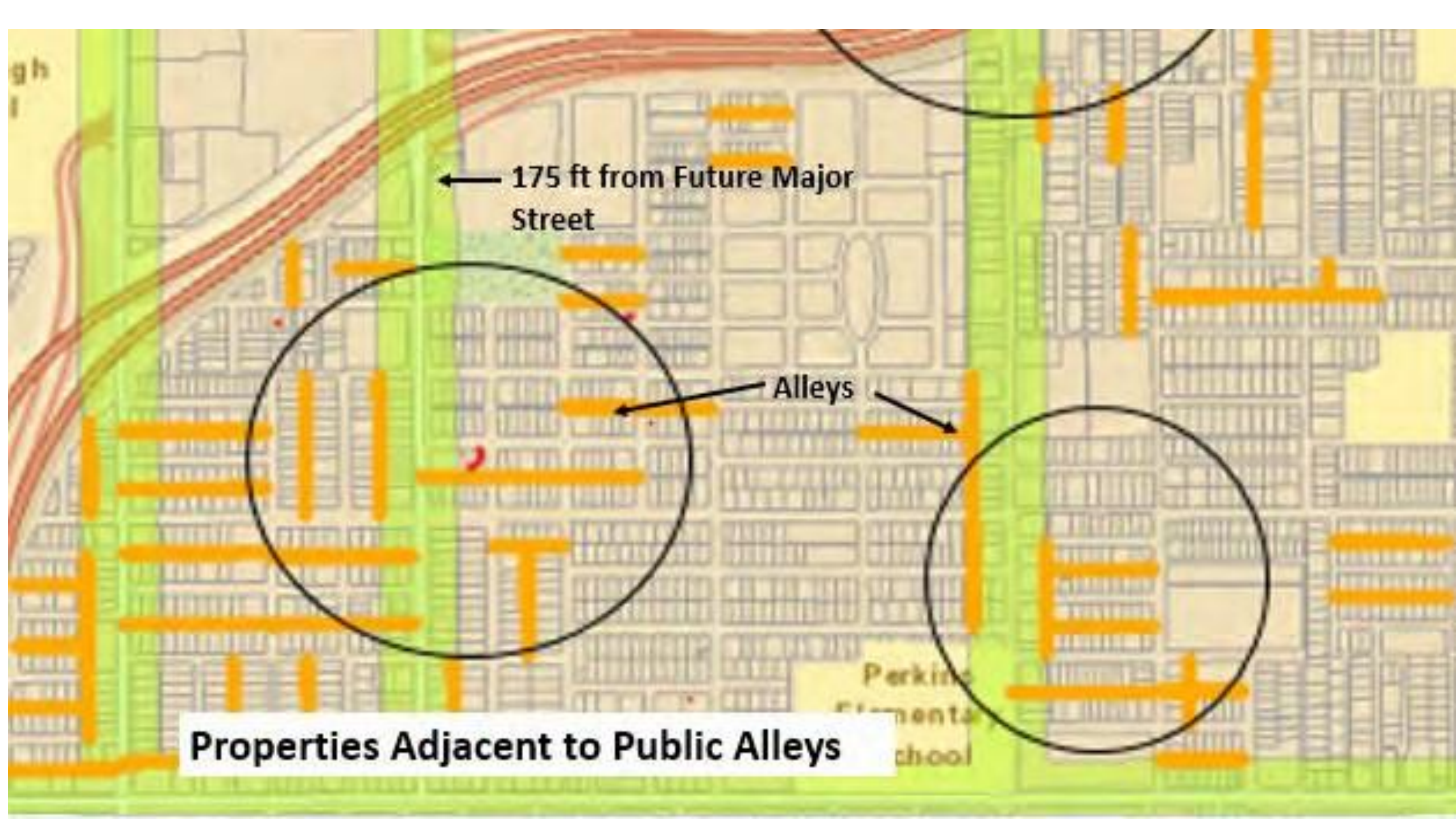
- **Comprehensive Plan Definition:**  
Roads that exist primarily to provide mobility for people and goods and interconnect residential and nonresidential areas.
- **Map 20 Comprehensive Plan:**
  - Interstate
  - Arterial (Principal and Minor)
  - Collector (Collector and Neighborhood)



Location: 13<sup>th</sup> Avenue and 49<sup>th</sup> Street North



- 
- Site plan showing lots 1 through 26. The plan includes a central green line running north-south, labeled 'N' at the top and 'S' at the bottom. A horizontal green line runs east-west, labeled 'AVE' on the right. A black box with the number '611' is located on the central green line. Various dimensions are provided for the lots and the central green line.
- | Lot | Area (sq ft) | Dimensions (ft) |
|-----|--------------|-----------------|
| 1   | 190          | 14              |
| 2   | 190          | 14              |
| 3   | 190          | 14              |
| 4   | 190          | 14              |
| 5   | 190          | 14              |
| 6   | 190          | 14              |
| 7   | 190          | 14              |
| 8   | 190          | 14              |
| 9   | 190          | 14              |
| 10  | 190          | 14              |
| 11  | 190          | 14              |
| 12  | 190          | 14              |
| 13  | 190          | 14              |
| 14  | 190          | 14              |
| 15  | 190          | 14              |
| 16  | 190          | 14              |
| 17  | 190          | 14              |
| 18  | 190          | 14              |
| 19  | 190          | 14              |
| 20  | 190          | 14              |
| 21  | 190          | 14              |
| 22  | 190          | 14              |
| 23  | 190          | 14              |
| 24  | 190          | 14              |
| 25  | 190          | 14              |
| 26  | 190          | 14              |



A map showing a grid of city blocks. Orange lines represent public alleys, and orange rectangles represent properties adjacent to them. Two black circles highlight specific areas. A red line indicates a future major street. Labels with arrows point to these features.

← 175 ft from Future Major Street

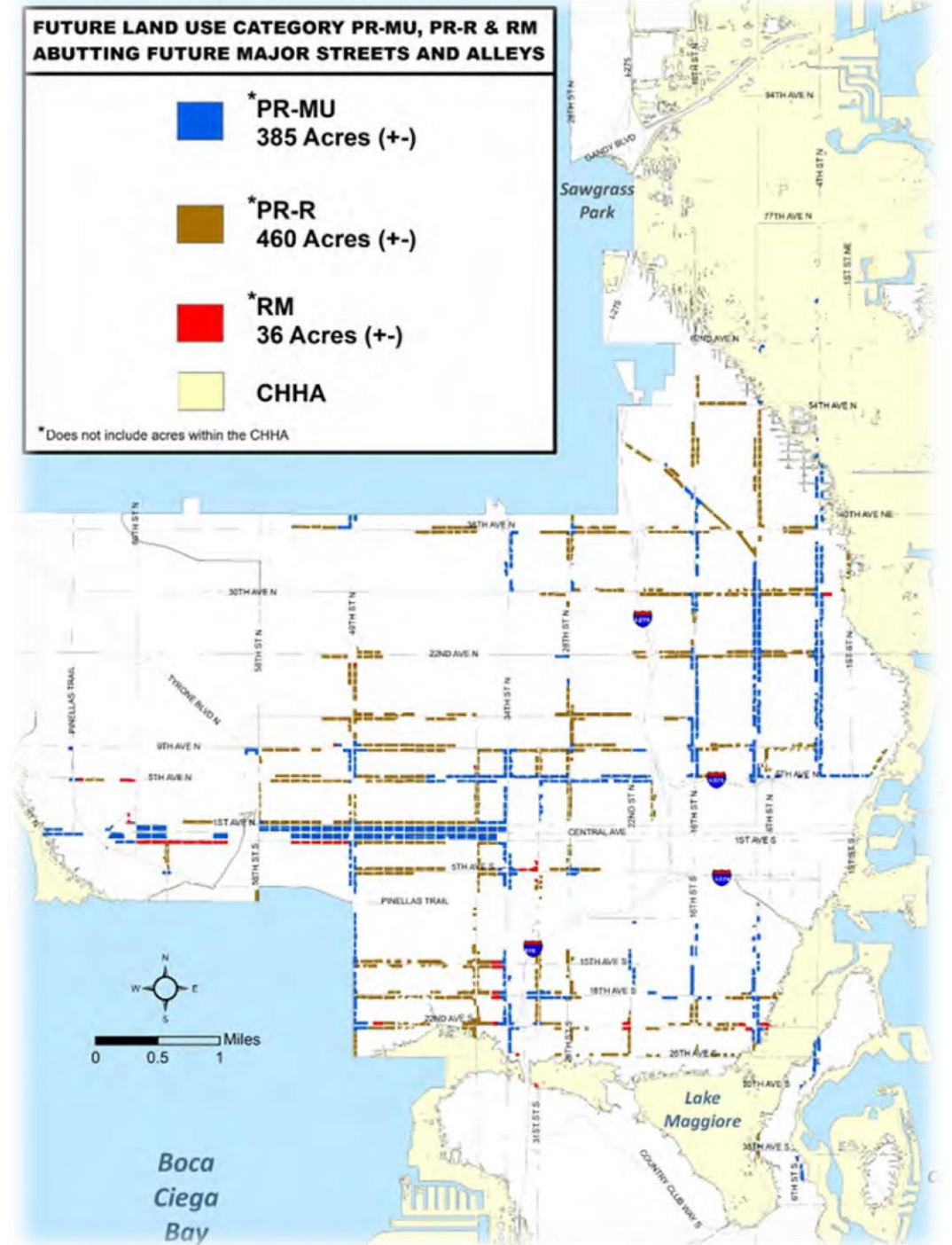
Alleys

**Properties Adjacent to Public Alleys**

Perkins  
Elementary  
School

# MAP AMENDMENT

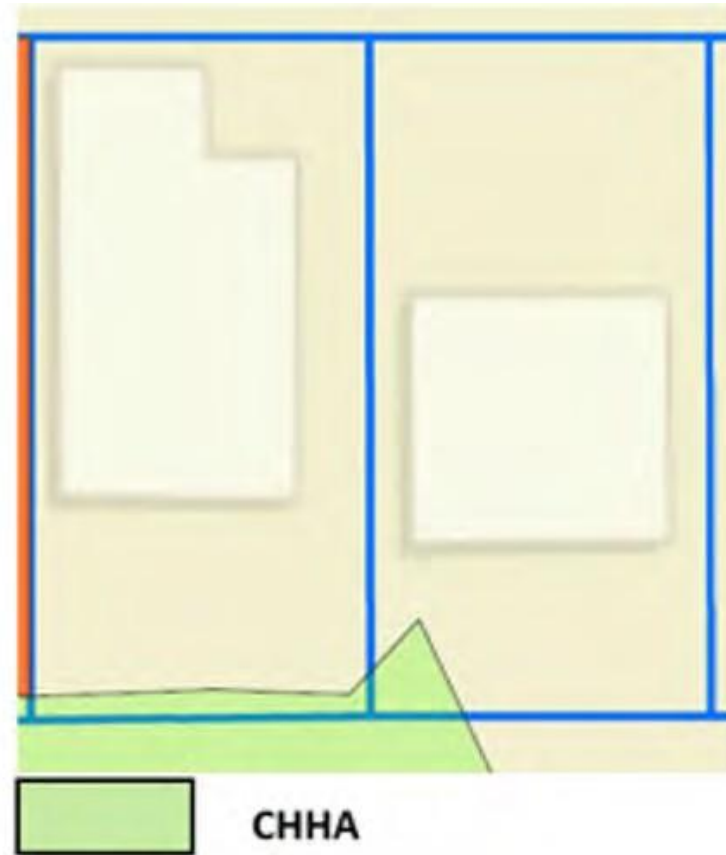
1. Within 175-feet to centerline of Future Major Streets
2. Direct connectivity to adjoining Future Major Streets
3. Adjacent to a public alley
4. **Outside of the Coastal High Hazard Area (“CHHA”)**



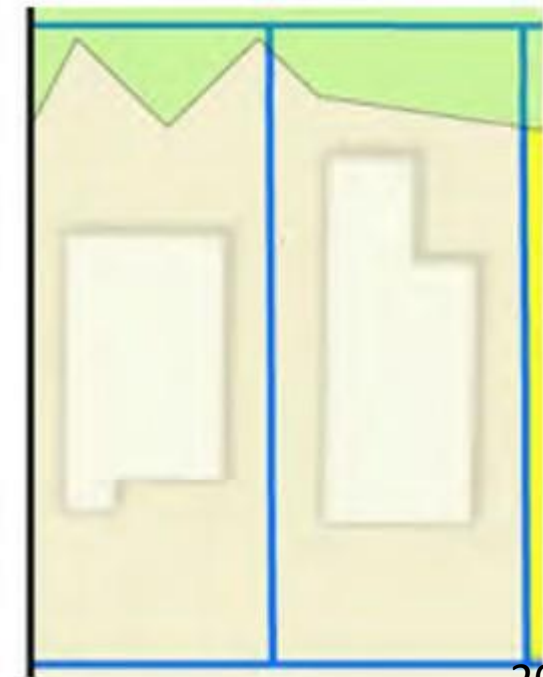


## MAP AMENDMENT

1. Within 175-feet to centerline of Future Major Streets
2. Direct connectivity to adjoining Future Major Streets
3. Adjacent to a public alley
4. **Outside of the Coastal High Hazard Area (“CHHA”)**



27 Parcels with Partial  
CHHA Overlay





# COMPANION LDR TEXT AMENDMENT

## LDR 2023-01

	CRT-1	CCT-1
Residential Density	24	24
Missing Middle Density Bonus	6	6
When located outside of the Coastal High Hazard Area, and only when abutting a major street as depicted on the Future Major Street Map (Map 20), a Missing Middle housing density bonus is allowed at a maximum density of 30 units per acre when meeting all standards and location criteria requirements of Section 16.20.015.		





	EXISTING NT-2	NTM-1
<b>Density:</b>	15 dwelling units/acre	30 dwelling units/acre – 4 units per bldg.
<b>Lot Area, Minimum:</b>	5,800 SF	1,452 SF per unit ( <i>2,000 SF Pending</i> )
<b>Lot Width, Minimum:</b>	50 ft.	20 ft.
<b>Building Setbacks:</b>		
<b>Front yard:</b>	25 ft.	18 ft.
<b>Street Side:</b>	12 ft.	8 ft.
<b>Interior Side:</b>	6 ft.	3 ft.
<b>Rear yard:</b>	6 to 10 ft.	6 ft (22-feet inc. width of alley)
<b>Building Height, Principal:</b>	Roofline 24 ft.; roof peak 36 ft.	Roofline 24 ft.; roof peak 36 ft.
<b>Building Height, Accessory:</b>	Roofline 20 ft.; roof peak 30 ft.	Roofline 20 ft.; roof peak 30 ft.
<b>Building Width:</b>	Not applicable	40 ft.
<b>Front Entrance:</b>	Not applicable	Required
<b>Floor Area Ratio:</b>	0.40, plus 0.2 FAR Bonuses	0.50, plus 0.2 FAR Bonuses
<b>Building Coverage:</b>	55%	60%
<b>Impervious Surface Area:</b>	65%	75%

# PUBLIC INPUT

## COMMENTS and OTHER RECOMMENDATIONS





# NTM-1 MAP AMENDMENT

## Project Overview

The City of St. Petersburg is initiating a rezoning of qualified properties to NTM-qualified Future Major Streets. Under this proposed change, single-family house garage apartments) or be redeveloped up to a maximum of four (4) residential townhouses, or condominiums.

[Letter of Introduction: Detailed Description](#)

[Postcard: Information Meeting Invitation](#)

## UPCOMING MEETINGS

- 2023-02-14, 2:00 PM: CPPC Public Hearing; City Council Chamber, City Hall
- 2023-03-02, 3:00 PM: City Council 1st Reading and 1st Public Hearing; City Council Chamber, City Hall
- 2023-03-23, 5:01 PM: City Council 2nd Reading and Adoption Hearing; City Council Chamber, City Hall

## PAST MEETINGS

- 2023-02-01: DRC Public Hearing; City Hall / [Video](#), [Staff Report](#)
- 2023-01-12: DRC Information Workshop; Virtual Meeting, Link: <https://zoom.us/j/92811234567>
- 2022-12-13: CPPC Information Workshop

## Resources

- [St. Petersburg Comprehensive Plan](#)
- St. Petersburg City Code, Chapter 16, Land Development Regulations
  - [Matrix: Use Permissions, Parking, and Zoning](#)
  - [Neighborhood Traditional Mixed Residential \(NTM\)](#)
  - [Neighborhood Traditional \(NT\)](#)
  - [Neighborhood Suburban \(NS\)](#)
- Map Collection
  - [NTM-1 PDF Map](#)
  - [NTM-1 Interactive Map](#)
  - [Interactive Zoning and Future Land Use Map](#)
- City's Housing Initiatives
  - [St. Petersburg Housing Plan](#)
  - [Housing Affordability Efforts Since 2018](#)

## PUBLIC COMMENTS

Submit Public Comments

Ann Vickstrom, Planner II

Derek Kilborn

# WEBSITE



## MAP AMENDMENT ... BY THE NUMBERS

- 3,058** \_ Postcard invitations to property owners re: public info. meetings
- 40** \_ Email notifications to neighborhood associations re: public info meetings
- 2,844** \_ Postcard notifications to property owners re: public hearings
- 11,539** \_ Postcard notifications to property owners within 300-feet re: public hearings
- 58** \_ Postcard notifications to neighborhood and business associations

## NOTIFICATION



# ADDITIONAL RECOMMENDATIONS

Per Public Feedback

## 1. Minimum No. of Parking Spaces

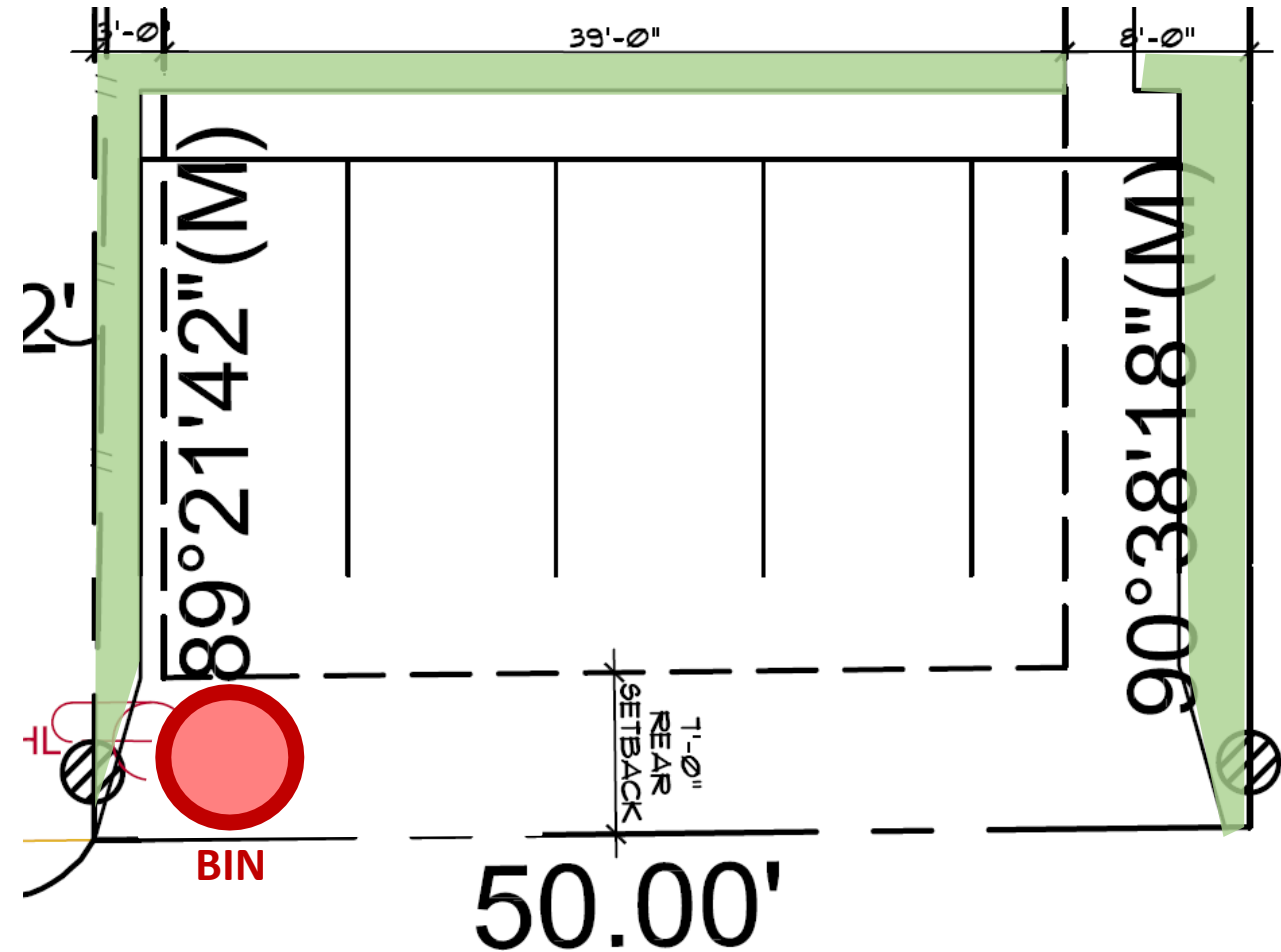
No less than 1-space per unit

## 2. Alley Improvements

For three or more units, alley shall be paved to nearest roadway.

## 3. Solid Waste Collection

For three or more units, provide reserved area measuring at least 3' x 3' for 300-gallon tub.





# NEIGHBORHOOD ASSOCIATIONS

## **Accessory Dwelling Units and NTM-1 Presentations, inc. parcel-based maps**

2021-11-15: Historic Old Northeast  
2022-01-19: Holiday Park  
2022-03-07: Crescent Heights  
2022-04-12: Alliance for the Pinellas Bayway  
2022-04-12: Disston Heights  
2022-04-26: Greater Pinellas Point  
2022-04-27: Bay Area Apartment Association  
2022-05-04: Historic Kenwood  
2022-05-16: Shore Acres  
2022-05-17: Snell Isle  
2022-05-31: Central Oak Park  
2022-08-30: Central Oak Park  
2022-11-01: Live Oak

## **NTM-1 Presentations**

2022-11-09: Email to all (40) related Assocs.  
2022-11-14: In-Person Workshop (Childs Park RC)  
2022-11-15: Virtual Workshop, Archived Online  
2022-11-15: In-Person Workshop (Roberts RC)  
2022-11-16: Virtual Workshop, Archived Online  
2023-01-09: Email to all (58) related Assocs.  
2023-01-11: Crescent Lake  
2023-01-12: Postcards to all (58) related Assocs.  
2023-02-02: Euclid St. Paul  
2023-02-07: Woodlawn Oaks  
2023-02-21: Greater Woodlawn  
2023-02-21: Lake Pasadena  
2023-03-01: Historic Kenwood

# MEETINGS



# SCHEDULE

- 12.13.22** CPPC Workshop
- 01.04.23** DRC Workshop
- 02.01.23** DRC Public Hearing @ 1:00 pm  
*DRC Completed: Finding of Consistency*
- 23.** CPPC Public Hearing @ 2:00 pm  
*CPPC Completed: Finding of Consistency with Two Recommendations:*
- 1. Remove historic districts (national/local)*
  - 2. Only qualify FMS with 4-lanes or more*
- 03.02.23** City Council First Public Hearing @ 3:00 pm
- 03.23.23** City Council Final Public Hearing @ 5:00 pm





# Elizabeth Abernethy, Director

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[http://www.stpete.org/planning\\_housing](http://www.stpete.org/planning_housing)

<http://www.stpete.org/LDR>

Current Planning Projects  
Housing Initiatives



# Thank you for joining us!

**Please take the SURVEY at the end of this webinar.**

