



RM ZONING STUDY

Presentation to the Planning Commission
February 7, 2020

Today's Presentation

- Why an RM Zoning Study?
- RM districts
- RM standards vs. T standards
- Proposed RM text amendments
- Examples of potential change under RM vs. T standards
- Potential expansion of RM zoning
- Discussion

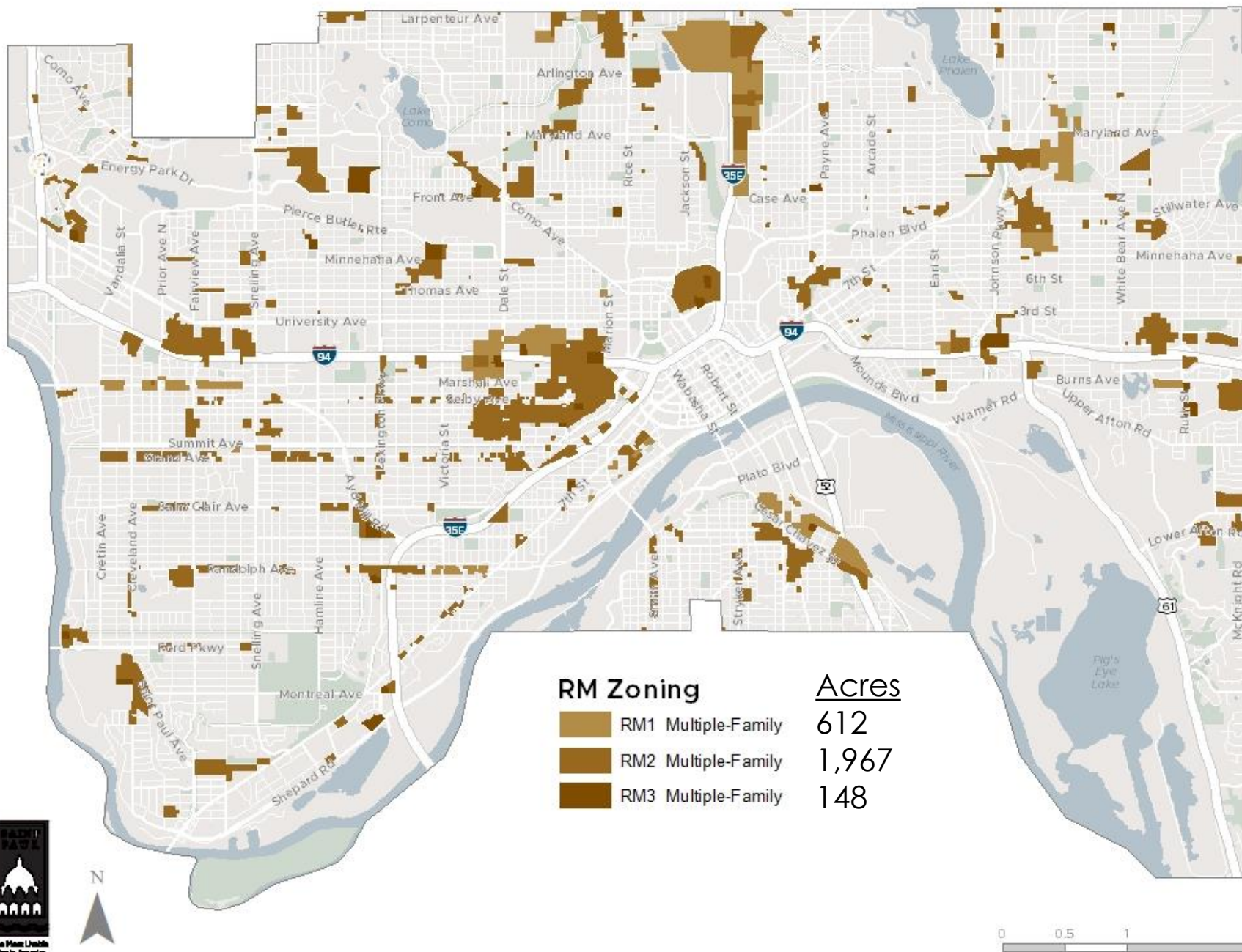
Why an RM Zoning Study?

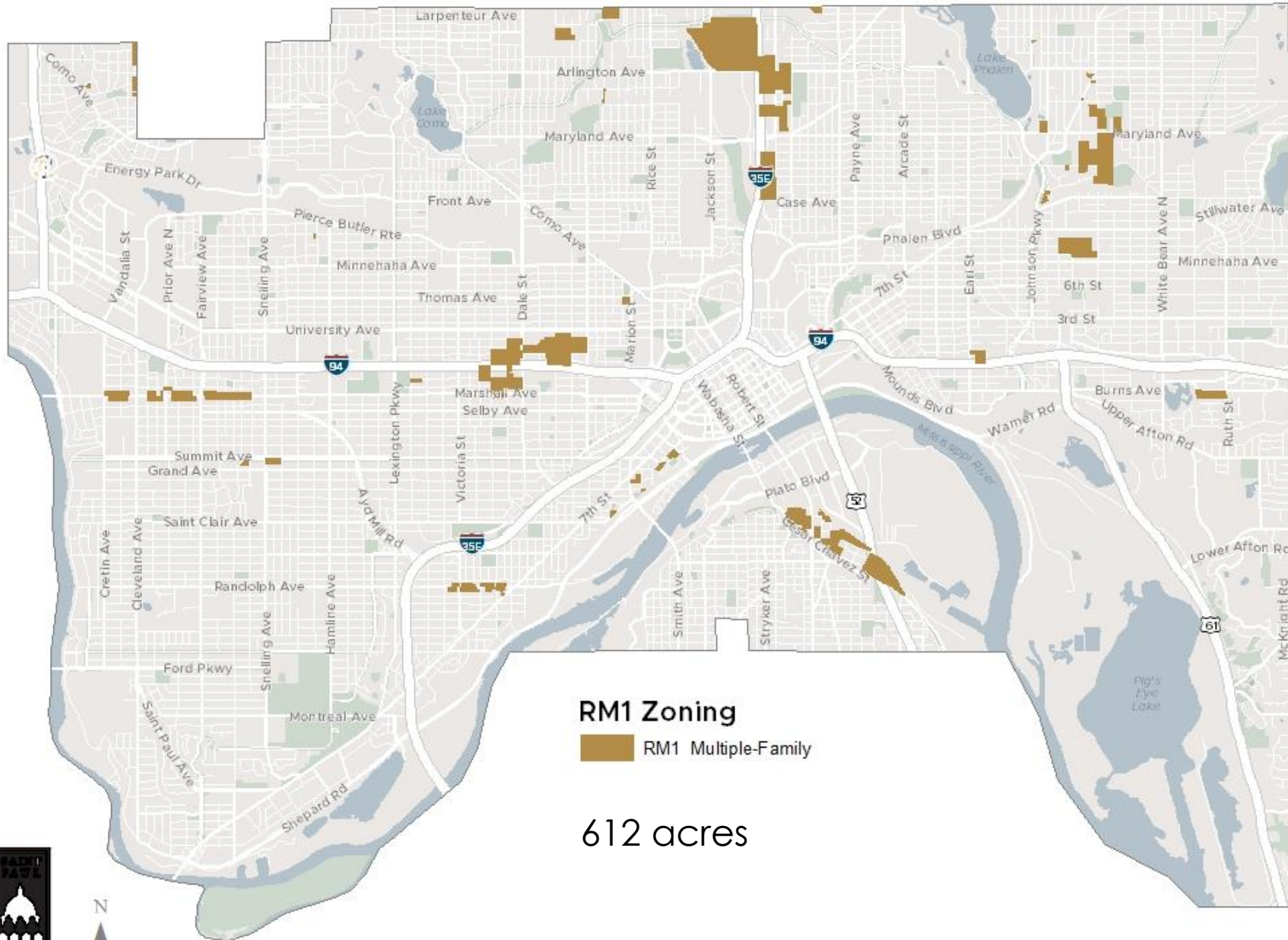
- Recent housing affordability pressure – desire to add units
- 2030 Comprehensive Plan specifically calls for it:
 - *Strategy LU1-3: “Study the RM multi-family districts... to determine how they can accommodate more intense residential development.”*
- Neighborhood interest in the transit-supportive, pedestrian-oriented form of Traditional Neighborhood (T) districts in many locations
 - *But not all of these locations are necessarily appropriate for the uses permitted in T districts*

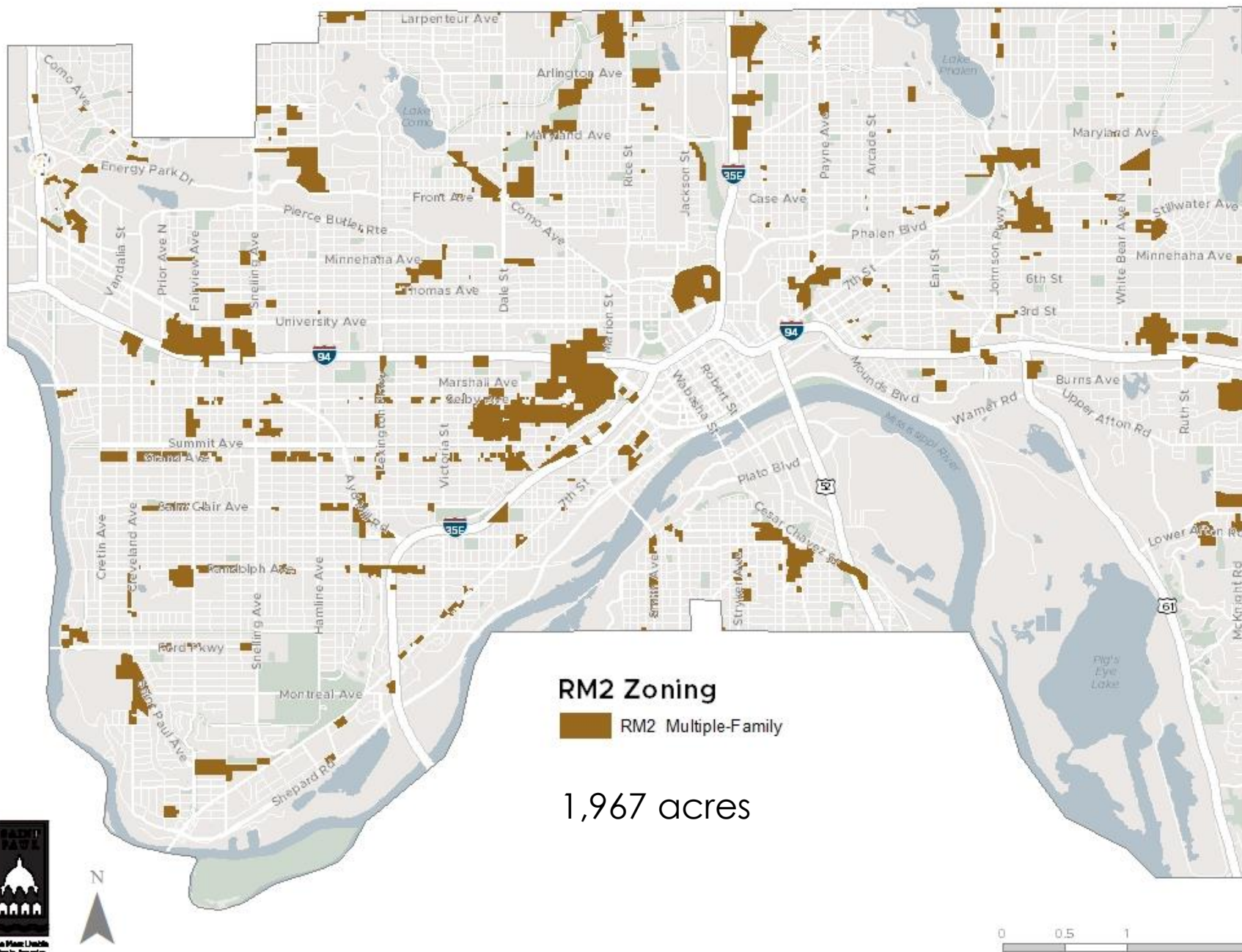


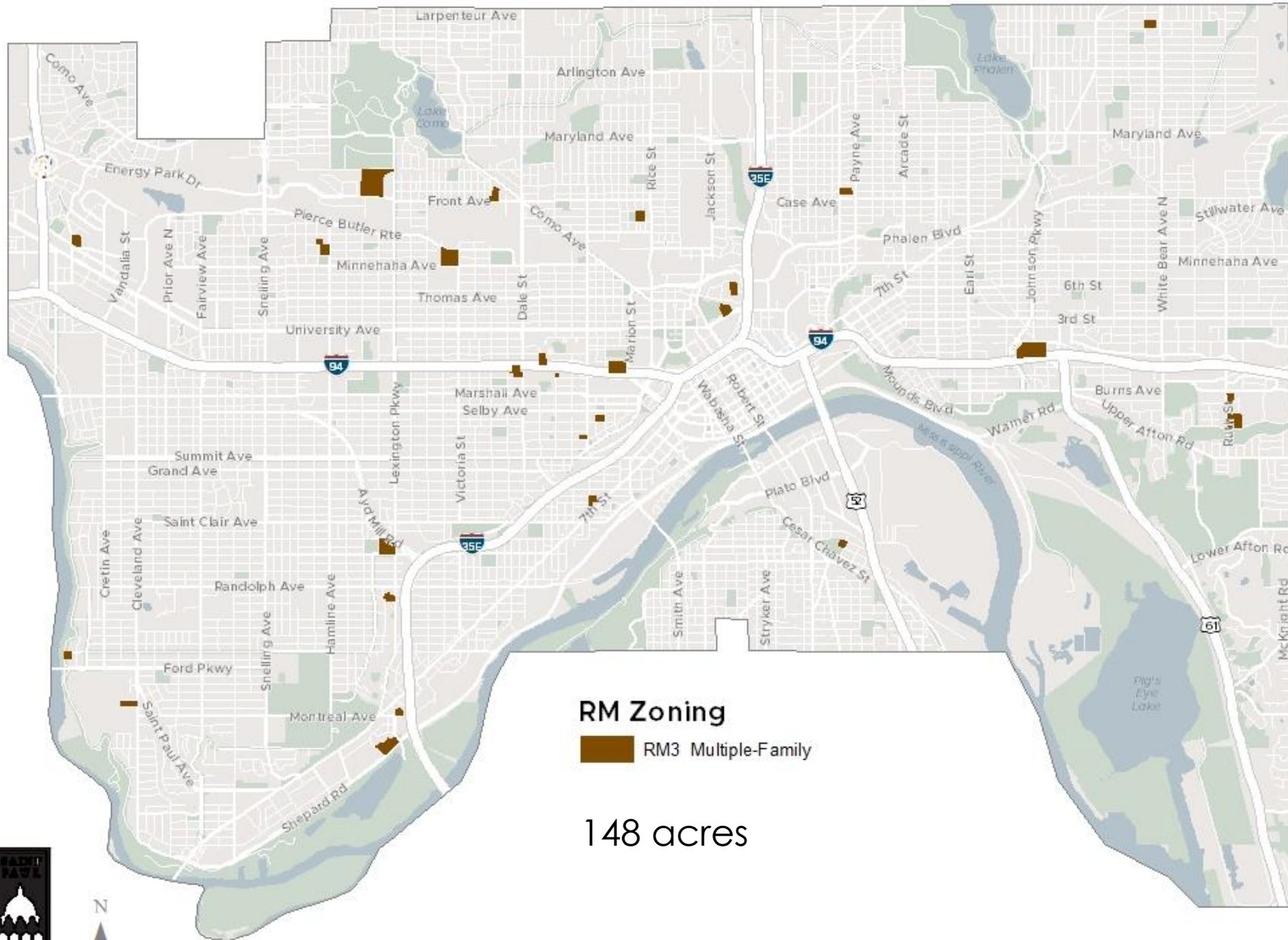
RM DISTRICTS

Maps & Photos

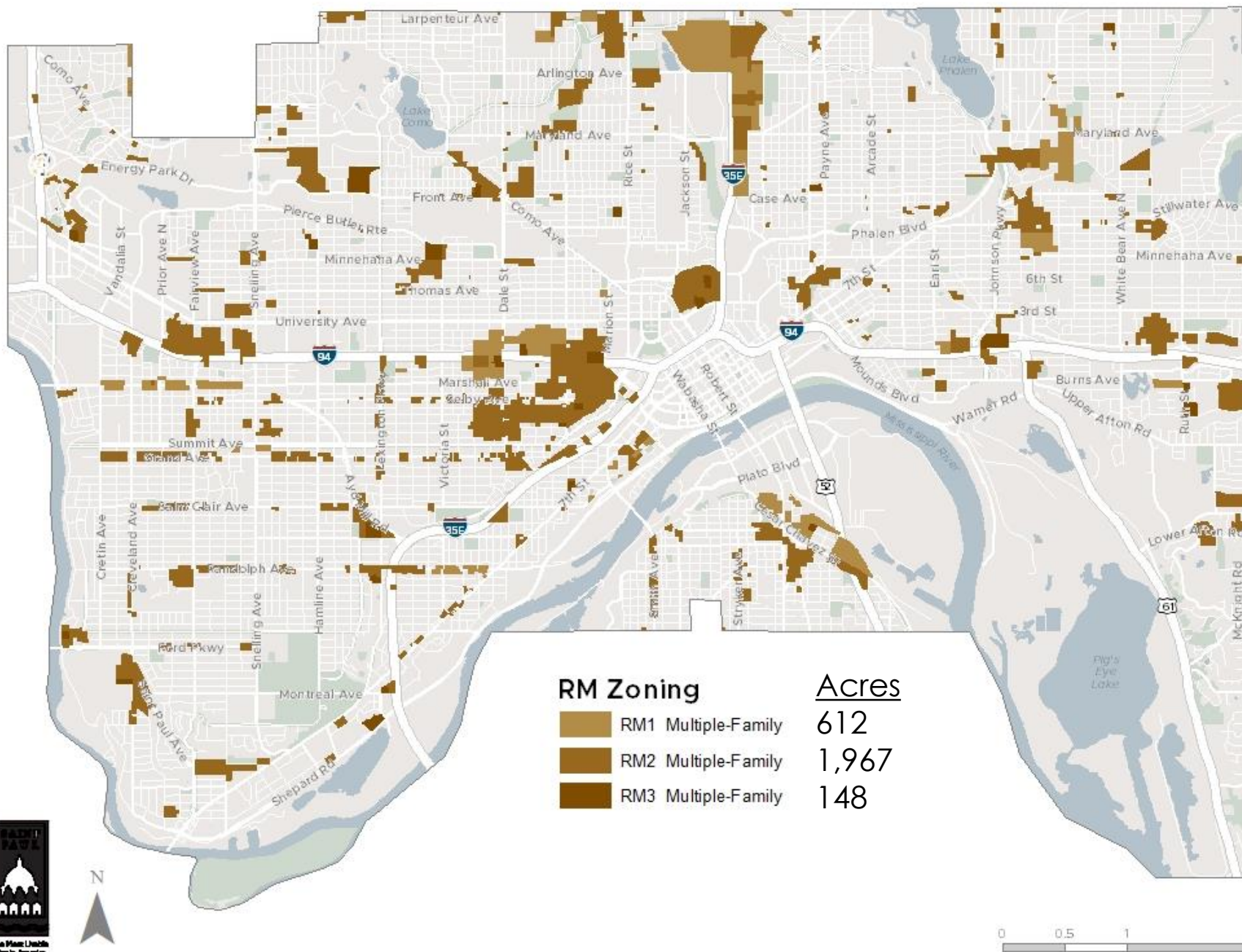








0 0.5 1 2 Miles



RM1 Properties



RM2 Properties



RM3 Properties



RM STANDARDS VS. T STANDARDS

RM Standards vs. T Standards

- Density
- 9,000 square foot minimum
- Height
- Setbacks
- Lot coverage
- Parking
- Design

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*Major Limiting Factors
to more units under RM*

RM Standards vs. T Standards

- 9,000 square foot minimum

Major barrier to single-family/duplex conversions to 3+ units

- Density

- Height

- Setbacks

- Lot coverage

- Parking

- Design

Major Limiting Factors to more units under RM

RM Standards vs. T Standards

- 9,000 square foot minimum

Major barrier to single-family/duplex conversions to 3+ units

- Density

- Height

- Setbacks

- Lot coverage

- Parking

- Design

Major Limiting Factors to more units under RM

T design more ped-friendly, desired in more locations

PROPOSED RM TEXT AMENDMENTS

Proposed RM Amendments

- Change intent statements
- Regulate density by FAR
- FAR maximum of 0.6/1.5/2.0 for RM1/2/3
 - Or 1.0/2.5/3.0 with structured parking
- Eliminate parking minimums within ¼ mile of University Avenue
- Reduce parking minimums by 25% for 6+ unit buildings *within ½ mile of any LRT, BRT, or ABRT station*
- Eliminate maximum lot coverage of 35%
- Apply most T design standards to RM
- CUP for additional height in RM2 (up to 70')

Equity Impact of Proposed Changes?

- More housing units
- New housing units probably smaller (FAR incentivizes this)
- With narrower uses than T (no commercial), RM as an alternative zoning tool could allow greater portions of the city to be zoned for higher density in a way that is compatible with surrounding areas
- 3+ units easier to do on sub-9,000 s.f. lots
 - These are often by small developers or landlords
- Parking requirement reductions near transit should indirectly lower cost of living for renters

Other questions to consider?

- Should units/acre be kept (instead of FAR) to encourage larger units?
- If FAR, where should the #s be set?
 - Should RM3's max FAR be set higher, with anticipation that T3 could also be set higher to reflect recent variances?
 - RM3 w structured parking bonus would otherwise be a density decrease
- Should height and setbacks also change to reflect T standards?
- How would RM1/2/3 be used in a new transit corridor?
- Apply additional/fewer T design standards?
- Add FAR bonuses for larger units or common space amenities?
- What direction does this point us for a future study of RT1/2 districts?
- Is 70' the right max. height with a CUP in RM2?

EXAMPLES OF POTENTIAL CHANGE

Sites zoned RM1, RM2, and RM3

Examples

1. Hazel Street RM2 (near Gold Line BRT station)
2. Dewey Street RM2 (near Fairview Green Line LRT station)
3. Beacon Avenue RM2 (near Fairview Green Line LRT station)
4. Randolph Ave RM2
5. Grand Avenue RM2

478 & 480 Hazel St. N

5.07 acres, zoned RM2

2 blocks north of planned BRT station

2 existing buildings with 118 1-3 BR units

New 3-story, 19-unit building under RM2



478 & 480 Hazel St. N

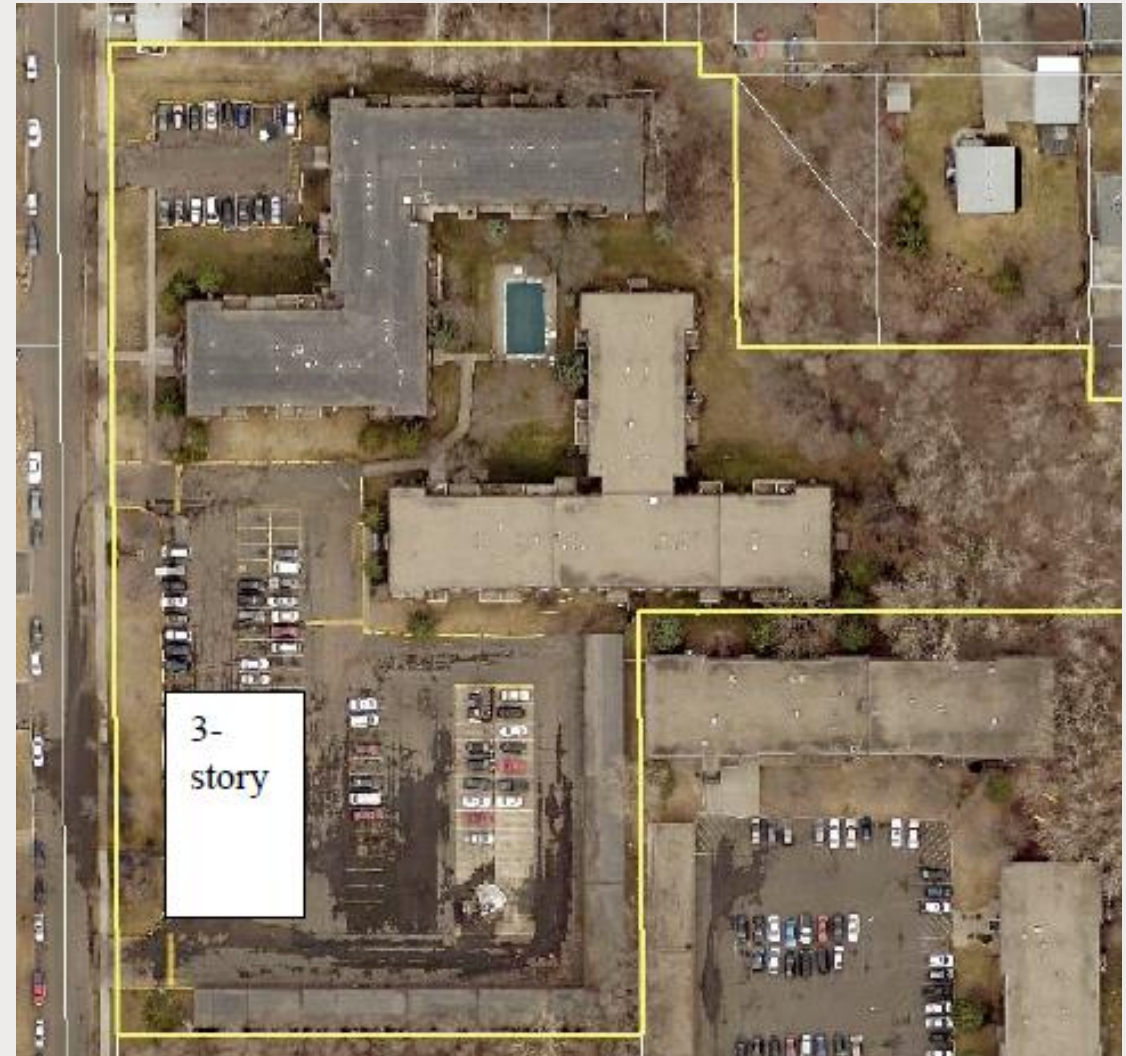
5.07 acres, zoned RM2

2 blocks north of planned BRT station

2 existing buildings with 118 1-3 BR units

Why not under RM2? Minimum parking.

New 3-story, 39-unit building under T2



400 Dewey Street

0.83 acres, zoned RM2

3 blocks south of Fairview LRT station

2 ½-story building has 35 studio-2 BR units

No new units plausible under RM2



400 Dewey Street

0.83 acres, zoned RM2

3 blocks south of Fairview LRT station

2 ½-story building has 35 studio-2 BR units

Why not under RM2? Maximum density and minimum parking.

New 29-unit building with parking below under T2



432 & 442 Beacon Ave.

0.31 acres, zoned RM2

3 blocks southwest of Fairview LRT
station

Vacant lots

New 11-unit, 2-story building with structured
parking under RM2



432 & 442 Beacon Ave.

0.31 acres, zoned RM2

3 blocks southwest of Fairview LRT
station

Vacant lots

Why not under RM2? Maximum lot coverage,
and secondarily maximum density.

New 31-unit, 3-story building with structured
parking under T2



1729 Randolph Ave

0.12 acres, zoned RM2

2 ½ blocks west of A-Line

Contains a single-family home
(potential target for demolition)

Single-family converted to duplex under RM2



1729 Randolph Ave

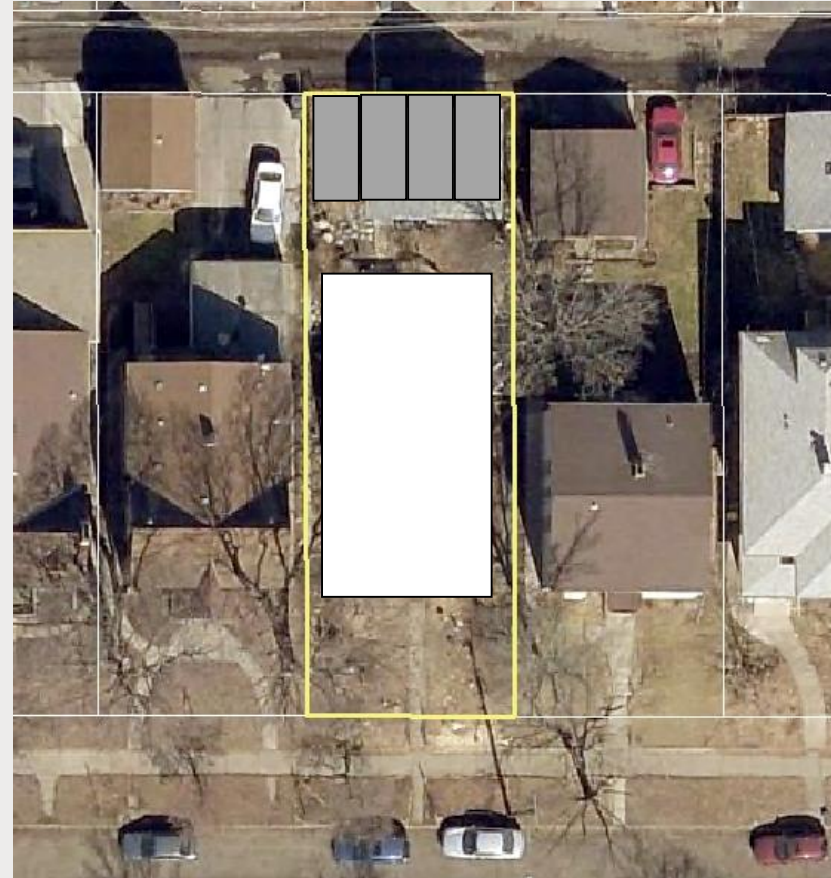
0.12 acres, zoned RM2

2 ½ blocks west of A-Line

Contains a single-family home
(potential target for demolition)

Why not under RM2? 9,000 s.f. minimum for 3+ units. Density, parking, and setbacks are secondary factors.

New 4-unit, 2-story apartment under T2



1016 & 1020 Grand Ave

0.28 acres, zoned RM2

Contains two single-family homes
(potential target for demolition and lot
combination)

In the East Grand Ave Overlay District

New 11-unit apartment under RM2, with parking below



1016 & 1020 Grand Ave

0.28 acres, zoned RM2

Contains two single-family homes
(potential target for demolition and lot
combination)

In the East Grand Ave Overlay District

Why not under RM2? Maximum density and
maximum lot coverage.

New 30-unit apartment under T2, with parking below



POTENTIAL EXPANSION OF RM DISTRICTS

869 & 875 Clark Street

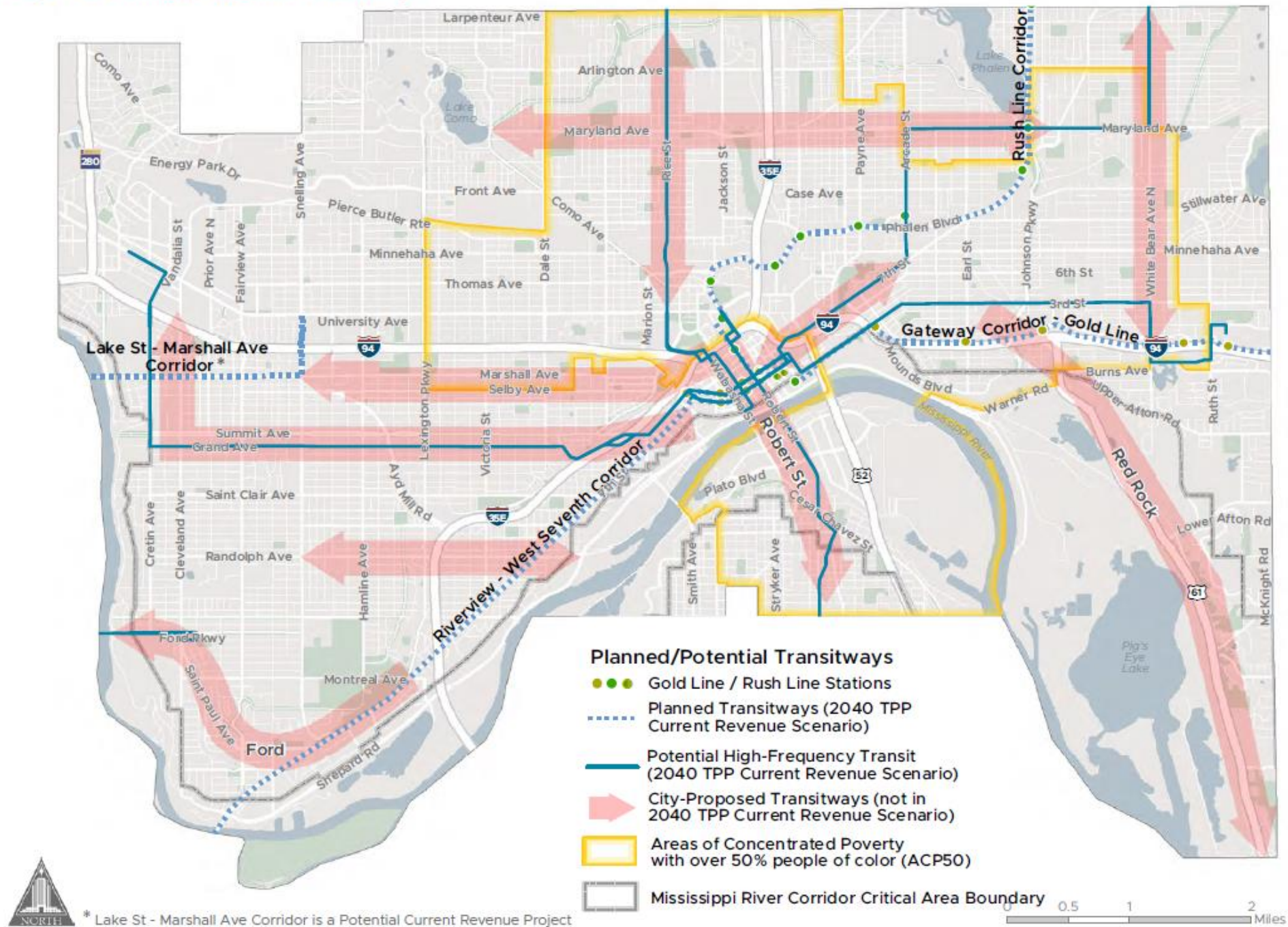
0.3 acres, zoned RT1

3 blocks north of planned BRT station

Vacant



Map T-8: Planned/Potential Transitways



CNPC Recommendation

Pass draft resolution, which would:

1. Initiate the zoning study;
2. Release the study and proposed amendments for public review; and
3. Set a public hearing for April 17, 2020

