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DATE: January 22, 2020

TO: Planning Commission

FROM: Comprehensive & Neighborhood Planning Committees

RE: RM Zoning Study

ISSUES

The current housing affordability crisis has generated interest in amending zoning regulations so new housing units can be produced in Saint Paul in a way that aligns with our plans for growth. The Saint Paul 2030 Comprehensive Plan, in Strategy LU-1.3, specifically calls for studying the RM multi-family zoning districts to determine how they can accommodate more intense residential development. Likewise, the Saint Paul 2040 Comprehensive Plan, to be adopted soon, calls for encouraging transit-supportive density (Policy LU-1), using zoning to respond to social conditions (Policy LU-7) such as the housing affordability crisis, ensuring that zoning supports environmentally and economically efficient land use (Policy LU-8), reducing the amount of land devoted to off-street parking (Policy LU-14), and supporting the development of housing options. Most regulations applying to the RM zoning districts were enacted decades ago and may not reflect these modern policies.

Additionally, over recent years there has been neighborhood interest in rezoning corridors to Traditional Neighborhood (T) districts to enjoy the benefits of transit- and pedestrian-oriented form. However, given that some areas that could benefit from transit- and pedestrian-oriented form are not necessarily desired to have the mix of uses provided in T districts, it makes sense to consider whether the RM districts, which are primarily residential, can provide similar form via their dimensional standards. A more transit- and pedestrian-oriented residential district could be desirable in many places as we plan for increased density along new and improved transit lines.

BACKGROUND

Due to its length and complexity, the background section is broken down into several subsections:

- Existing RM Zoning;
- Differences in Uses: RM vs. T;
- Differences in Dimensional Standards: RM vs. T;
- Examples of Potential Change to Existing RM-Zoned Areas;
- Potential New RM Zoning; and

- Recent Traditional Neighborhood Residential Example

Existing RM Zoning

The RM zoning districts, including RM1 Low-Density Multiple-Family Residential District, RM2 Medium-Density Multiple-Family Residential District, and RM3 High-Rise Multiple-Family Residential District, are defined and regulated in Zoning Code Article 66.200 Residential Districts, including intent statements for each district.

The RM1 District is intended to provide an environment of predominantly one- and two-family, townhouse and lower-density multiple-family dwelling structures, along with civic and institutional uses, public services and utilities that serve residents in the district, to provide for a variety of housing needs, and to serve as zones of transition between less restricted districts and more restricted districts.

The RM2 District is intended to provide for more extensive areas of multiple-family residential development and a variety of congregate living arrangements, as well as uses that serve the needs of the multiple-family residential districts. It is intended to provide for comprehensive development of multiple-family uses and a balance of population concentration near major thoroughfares, transit, and related facilities.

The RM3 District is intended to provide sites for high density multiple-dwelling structures adjacent to high-frequency transit service and high traffic generators commonly found in the proximity of major shopping centers and areas abutting major thoroughfares and expressways. It is also designed to serve the residential needs of persons desiring apartment-type accommodations with central services as opposed to the residential patterns found in the RM1 and RM2 multiple-family residential districts. The high-rise nature of the district is provided to allow for greater density with lower coverage, which will in turn result in more open space.

The RM1, RM2, and RM3 intent statements may need revising in conjunction with any code amendments that impact how and where they would be used.

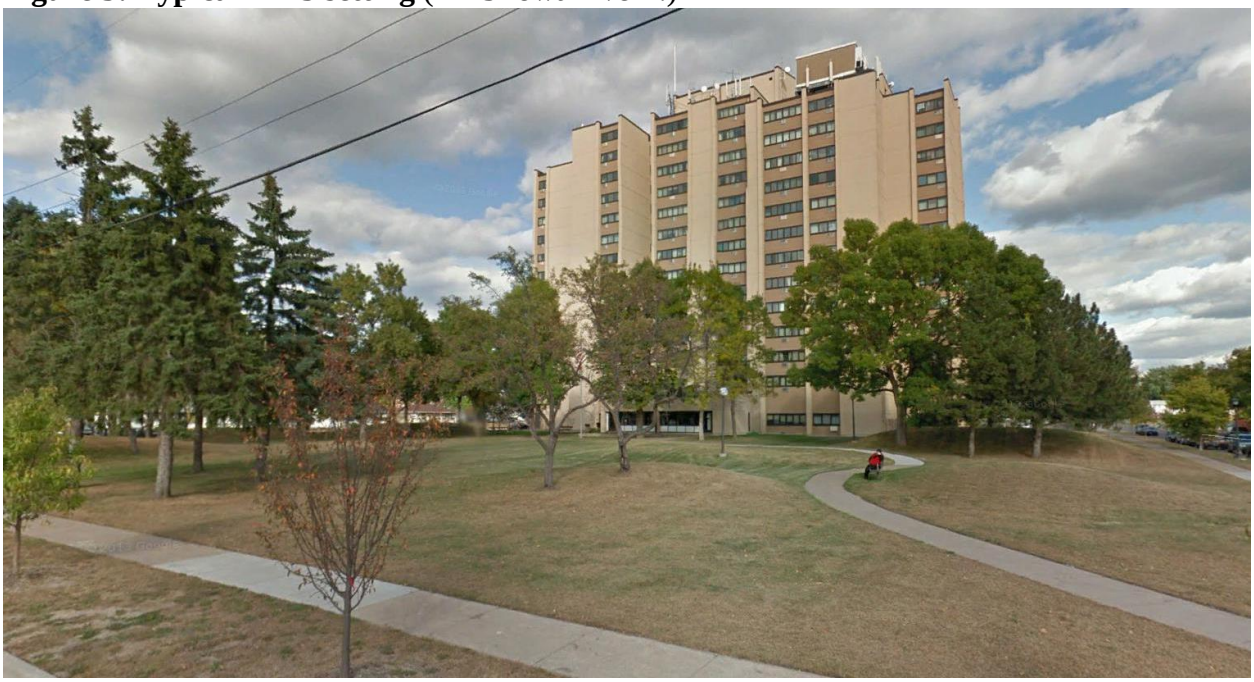
There is much more RM2 zoning than RM1 or RM3 zoning in Saint Paul. There are 4,077 parcels zoned RM2, totaling 1,967 acres, compared with 1,182 RM1 parcels totaling 612 acres and 88 RM3 parcels totaling 148 acres. Many of the RM3 parcels contain apartment towers constructed in the 1960s and 1970s that are placed in a park-like setting and owned by the St. Paul Public Housing Agency. RM1 and RM2 exist in a wider variety of situations.

Figure 1: RM1-zoned properties. The top three photos below illustrate the most common settings in the RM1 district, while the fourth shows clustered single-family near I-94 in Summit-University and the fifth shows small-scale, multi-family among single-family residences (all zoned RM1) in West Seventh.


Parkview

Figure 2: RM2-zoned properties. RM2 areas include many mid-sized multi-family buildings, larger suburban-style complexes, and single-family land uses, such as the variety shown below.

Figure 3: Typical RM3 setting (1743 Iowa Ave E.)



Differences in Uses: RM vs. T

The RM districts primarily permit residences, parks, libraries, schools, and churches. Other permitted uses include day care, bed and breakfasts, and certain agriculture, farmers markets, and cellular antennas. The T districts permit the same uses as the RM districts, plus a wide variety of additional commercial and institutional uses, such as offices, medical clinics, banks, coffee shops, service businesses, and colleges. The T2-T4 districts additionally permit restaurants, bars, health clubs, and general retail, among other uses. Certain other uses are permitted in some of the T districts with a conditional use permit, such as drive-throughs in T2, auto service stations (gas stations) in T2 or T3, and auto body shops in T4.

Differences in Dimensional Standards: RM vs. T

The T districts were created in 2004 to foster the development and growth of compact, pedestrian-oriented urban villages with a compatible mix of commercial and residential uses, new development in proximity to major transit streets, and additional choices in housing. The T districts are regulated differently from other districts, including RM districts, in order to promote pedestrian-oriented form and to encourage, rather than deter, a mix of uses. The following subsections address how RM district dimensional standards differ from T districts with regard to multi-family residential buildings.

Density

For sites without structured parking, RM1 has a minimum lot size of 2,000 sq. ft. per unit (which equates to about 22 units/acre), RM2's minimum lot size is 1,500 sq. ft. per unit (~29 units/acre), and RM3's minimum lot size is 800 sq. ft. per unit (~54 units/acre).

For sites without structured parking, T1 allows a multi-family residential density of 10-25 units/acre. The density calculations for T2-T4 are more complicated because they are regulated by floor area ratio (FAR) rather than lot area per dwelling unit. FAR is the ratio of gross building floor area to the total site area. For example, a one-story building that takes up half of a site has an FAR of 0.5, a two-story building on half a site has an FAR of 1.0, and a three-story building on half a site has an FAR of 1.5. FAR is not directly tied to the number of units for a multi-family building, so some assumptions must be made to estimate density. For sites without structured parking, T2 permits 0.3-2.0 FAR, T3 permits 0.5-3.0 FAR, and T4 permits 0.5+ FAR (no maximum). Assuming 1,000 sq. ft. units and 15% dedicated to common space, that equates to ~11 to 76 units/acre in T2, ~19 to 114 units/acre in T3, and ~19+ units/acre in T4. Assuming smaller units of 700 sq. ft. with 15% dedicated to common space, that would equate to ~16 to 108 units/acre in T2, ~27 to 162 units/acre in T3, and ~27+ units/acre in T4.

In RM1-RM3 and T1-T2 zoning districts, provision of structured parking allows for density bonuses. In RM1-RM3, the structured parking density bonus is provided by footnote (c) to table 66.231. T1's structured parking density bonus is similar to that in RM1-RM3. T2's maximum FAR can increase from 2.0 to up to 3.0 based on structured parking provision.

Permitted residential densities in RM1-RM3 and T1-T4 zoning districts, using above assumptions, are summarized in the table below.

Figure 4: Existing Permitted Densities (approximate, calculated with assumptions)

Zoning District	Maximum Density* (units/acre)			
	Assuming 1,000 s.f. units		Assuming 700 s.f. units	
	With Surface Parking	With Structured Parking	With Surface Parking	With Structured Parking
RM1	22	31	22	31
RM2	29	48	29	48
RM3	54	218	54	218
T1	25	40	25	40
T2	76	114	108	162
T3	114	114	162	162
T4	no maximum	no maximum	no maximum	no maximum

*Density is often realistically limited by other factors like parking, setbacks, lot coverage, etc., as discussed below.

Height

Buildings have a maximum height of 40 feet or 3 stories in RM1, 50 feet or 5 stories in RM2 (except along certain portions of Grand Avenue), and no maximum in RM3. Buildings generally have a maximum height of 35 feet at the setback line in T1 and T2, 45 feet at the setback line in T3, and 75 feet at the setback line in T4. Among the notable height exceptions for the T districts,

building heights are limited to 25 feet at the setback line adjacent to properties zoned RL-RT2, and building heights may exceed the maximums at a 1:1 ratio as stepped back from the setback lines. Overall, RM3 has the least restricted height among the RM and T districts. Otherwise, the T districts generally permit greater heights, especially on larger sites that allow for more of the building to be stepped back from the setback lines.

Additionally, the T3 and T4 districts have a *minimum* building height of 25 feet. The other T districts and the RM districts do not have minimum heights, although all one-story buildings in T districts are required to "convey an impression of greater height" in order to improve the streetscape environment.

Setbacks

RM districts require larger building setbacks from the property lines than the T districts. Minimum setbacks in all RM districts are generally 25 feet from the front, 9 feet from each of the sides, and 25 feet from the rear. T districts have minimum front setbacks for residential uses of generally 10 feet, along with *maximum* front setbacks of generally 25 feet. T districts generally have minimum side and rear setbacks of 6 feet for building walls containing windows or doors, and no minimum side and rear setbacks when building walls contain no openings.

Lot coverage

The maximum lot coverage for principal buildings in RM districts is 35 percent. There is no maximum lot coverage in T districts.

Parking

In T1-T2 districts, buildings with more than 6 dwelling units may have their residential parking requirement reduced by 25 percent. In T3-T4 districts, all residential uses may have their residential parking requirement reduced by 25 percent. Additionally, in T3-T4 districts, adjacent on-street parking may be used to meet parking requirements. For all T districts, the minimum parking provision is waived within ¼ mile of University Avenue. The RM districts do not have any of these parking reductions.

Design standards

The citywide design standards in Zoning Code Sec. 63.110 (building design standards) and Article 63.300 (off-street parking facility standards and design) apply to both the RM and T districts. Additionally, the T districts have their own design standards in Sec. 66.343 addressing the following topics:

1. land use diversity
2. transitions to lower-density neighborhoods
3. block length
4. compatible rehabilitation and reuse
5. use of established building façade lines
6. buildings anchoring the corner
7. front yard landscaping
8. building façade continuity

9. building façade articulation
10. building height/treatment of 1-story buildings
11. definition of residential entries
12. entrance location
13. door and window openings – minimum and character
14. materials and detailing
15. screening of equipment and service areas
16. interconnected street and alley network
17. on-street parking
18. parking location and design
19. residential garage location
20. parking lot lighting
21. entrance location for transit access
22. street trees
23. sidewalks

Examples of Potential Change to Existing RM-Zoned Areas

The following examples are intended to show plausible, real-world scenarios of how development could play out on sites zoned RM1, RM2, or RM3. They examine the potential for development under current RM zoning regulations and under the equivalent Traditional Neighborhood (T1, T2, T3, or T4) zoning in order to illustrate the limiting factors and inform the impact of potential zoning amendments. They account for some non-zoning constraints, such as minimum drive aisle widths and typical building/unit dimensions, in order to provide realism. However, the numbers are approximate and illustrative only – none of these scenarios has been through a formal site plan review.

478 & 480 Hazel Street North

This 5.07-acre site is zoned RM2 and located two blocks north of a planned Gold Line bus rapid transit station. The existing 3-story residential buildings have 118 units with an unspecified mix of sizes up to 3-bedroom units. For this exercise we will assume there are currently 28 3-bedroom units, 40 2-bedroom units, and 50 1-bedroom units, which equates to a parking requirement of 152 off-street spaces. There are ~191 off-street parking spaces provided, including 43 garages. Lot coverage is 19% by buildings. The maximum density would allow up to 145 units with surface parking and 243 units with structured parking.

Under RM2 standards you could build approximately one new 3-story building with a 5,166-sq. ft. footprint and 19 1-bedroom units that displaces 19 parking spaces (assumes 700 sq. ft. units and 15% common area), continuing to rely only on surface parking. Under T2 standards you could build approximately one new 3-story building with a 10,520-sq. ft. footprint and 39 1-bedroom units that displaces 46 spaces, continuing to rely only on surface parking. The minimum parking requirement, which is reduced by 25% in the T2 district, is the major factor that would allow for the additional 20 units under T2 compared to RM2. Either scenario would likely result in a 25-foot building setback from Hazel Street, which is the existing setback of the parking lot. These scenarios both assume 100% surface parking. See Figures 5, 6, and 7 below.

Provision of structured parking could allow for substantially more residential units, under either RM2 or T2 zoning, due to the structured parking density bonuses. Under T2 standards, a 2-story, 100-space, freestanding parking structure (that displaces 54 spaces at a footprint of 14,620 sq. ft.) would allow for a new 15,975-sq. ft. footprint, 4-story residential building with ~79 1-bedroom (700-sq. ft.) units to be constructed, with parking requirements being the main limitation. So, compared to the surface parking scenario, an additional ~40 units could be provided under T2 with structured parking. Under RM2, the parking requirements prevent such a scenario, leaving it with 41.5 parking spaces less than the minimum. Under RM2, a 3-story building with a smaller footprint (~14,545 sq. ft.) and about 54 units could be plausible, leaving the gap from T2 at about 25 units. See Figures 5, 8, & 9 below.

Figure 5: New Units Plausible by Zoning District at 478 Hazel Street North

Scenario	# of New Units Plausible
RM2, surface parking only	19
T2, surface parking only	39
RM2, structured parking added	54
T2, structured parking added	79

Figure 6: Potential New 3-Story Residential Building at 478 Hazel Street North Under RM2 Standards

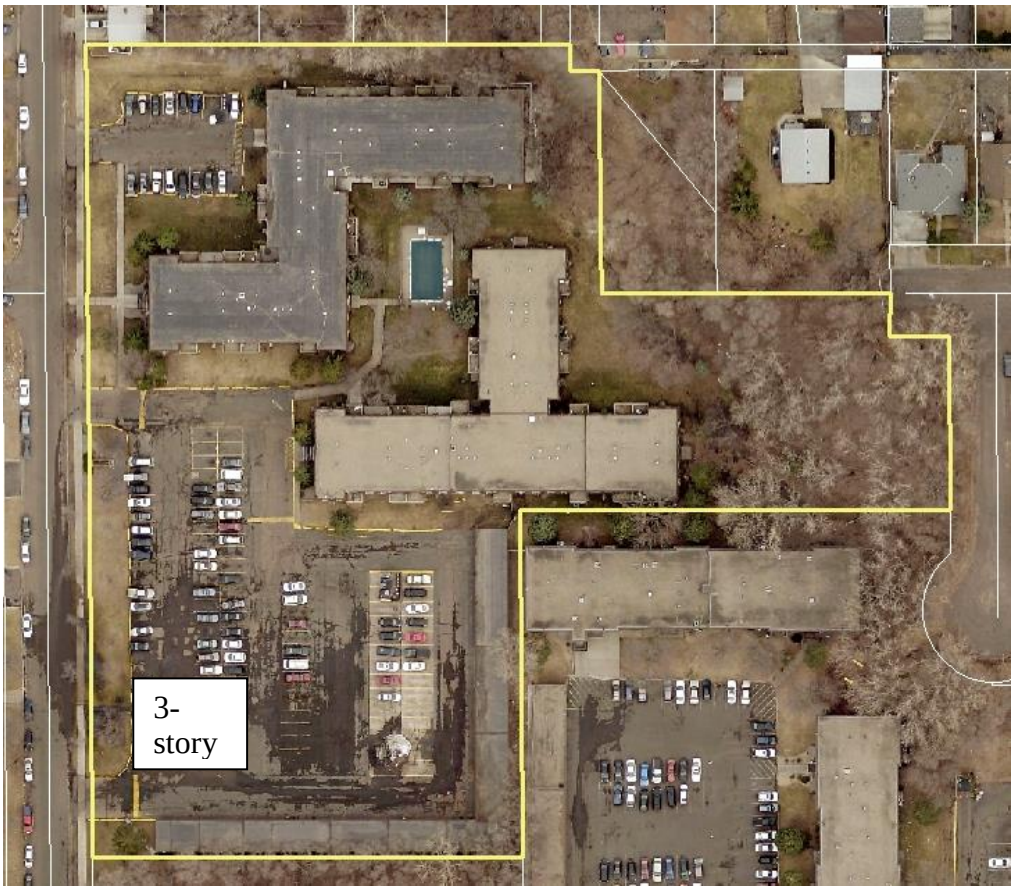


Figure 7: Potential New 3-Story Residential Building at 478 Hazel Street North Under T2 Standards, 100% Surface Parking

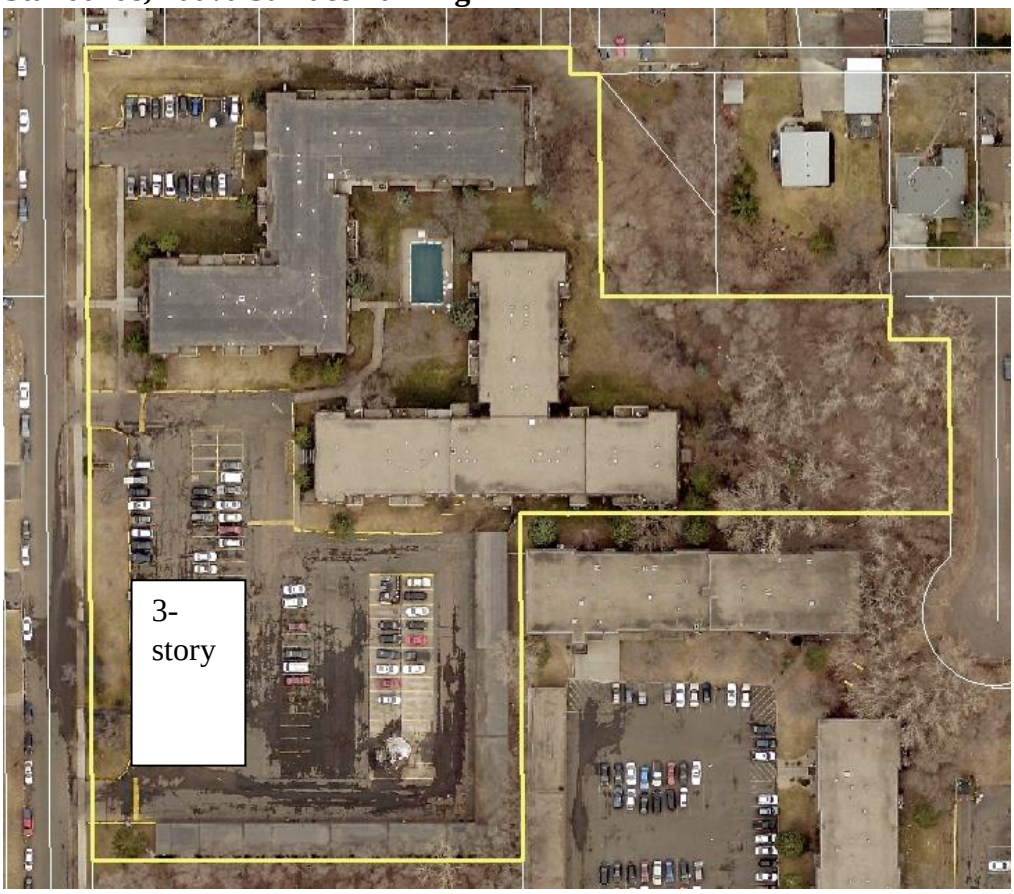


Figure 8: Potential New 3-Story Residential Building at 478 Hazel Street North Under RM2 Standards, With New 100-Space Structured Parking Behind

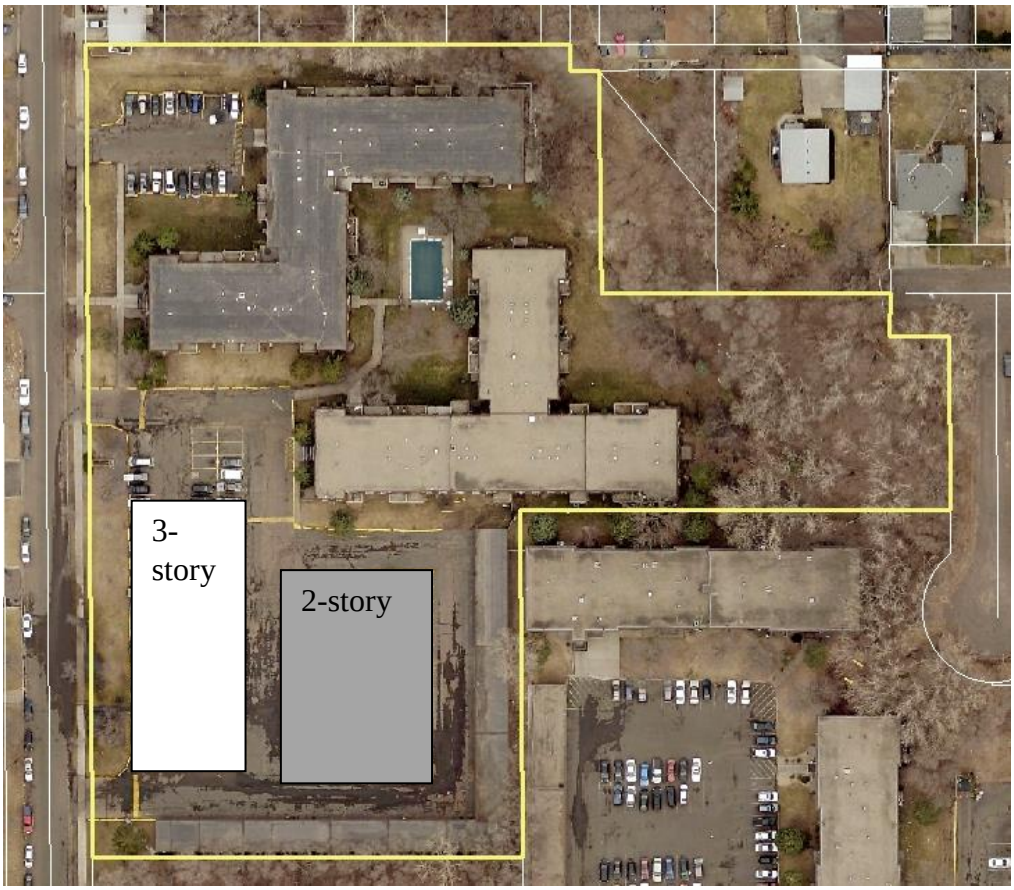
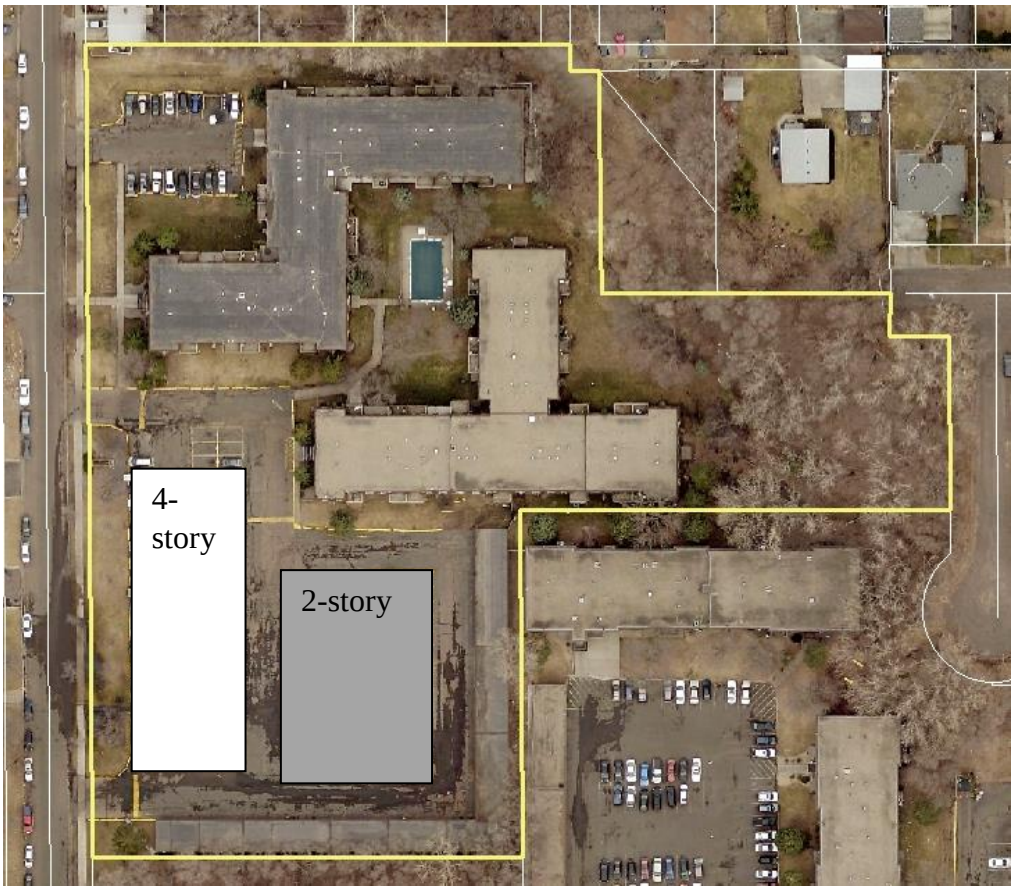


Figure 9: Potential New 4-Story Residential Building at 478 Hazel Street North Under T2 Standards, With New 100-Space Structured Parking Behind



1115 York Avenue/1116 Sims Avenue

This 0.68-acre site is zoned RM2 and located two blocks northwest of a planned Rush Line bus rapid transit station. The existing 2 ½-story residential buildings have 22 units. For this exercise we will assume that all units are 1-bedroom units, which equates to a parking requirement of 22 off-street spaces. There are 18 surface parking spaces provided and the maximum density would allow up to 19 units (with only surface parking) – both indications of a legally nonconforming situation. Aerial photographs show regular parking on the grass and double-parking. Lot coverage is 22%.

Under RM2 standards you could not build any more units on this site. Under T2 standards the parking requirement is only 16.5 spaces, which could allow for a minor building expansion (setbacks not being a limiting factor) to accommodate conversion of two 1-bedroom units to 2-bedroom units. Such an expansion is unlikely to be justified by the construction costs. Therefore, a change from RM2 standards to T2 standards is unlikely to have any impact on this type of situation. See Figures 10 & 11 below.

Figure 10: New Units Plausible by Zoning District at 1115 York Avenue/1116 Sims Avenue

Scenario	# of New Units Plausible
RM2	0
T2	0 (convert two 1-bed units to 2-bedroom)

Figure 11: Potential Building Addition at 1115 York Avenue Under T2 Standards

400 Dewey Street

This 0.83-acre site is zoned RM2 and located three blocks south of the Fairview Green Line light rail transit station. The existing 2 ½-story residential building has 35 units, with an unspecified allocation among studios, 1-bedroom and 2-bedroom units. For this exercise we will assume that there are currently 5 2-bedroom units, 24 1-bedroom units, and 6 studios, which equates to a parking requirement of 37 off-street spaces. There are ~40 off-street parking spaces provided. Lot coverage is 22%. The maximum density would allow up to 24 units, which indicates a legally nonconforming situation.

Under RM2 standards you could not build any more units on this site due to the maximum density, and parking minimums are also a limitation. Under T2 standards there is no parking

requirement because it is within ¼ mile of University Avenue, which, along with more relaxed density maximums, would potentially allow for substantially more units. Parking would likely still be provided to meet resident demand, perhaps underground with 3 stories of residential units above that could provide approximately 29 units on an 8,000-sq. ft. footprint. In this example, the FAR is 1.5 which is well under the maximum FAR of 3.0 (when structured parking is provided). T2 has a maximum height of 35 feet at the setback line, but in this case an additional setback of 8 feet allows for heights of 43 feet – plenty for a 3-story building, even if the parking structure is partially above-ground. A limiting factor for any second building here would be provision of adequate Fire Department access to all sides of the structure, which would be determined through site plan review but could conceivably be met by this example. Overall, T2 standards could provide 29 more units here than RM2 standards. See Figures 12 & 13 below.

Figure 12: New Units Plausible by Zoning District at 400 Dewey Street

Scenario	# of New Units Plausible
RM2, surface parking only	0
T2, surface parking only	0
RM2, structured parking added	0
T2, structured parking added	29

Figure 13: Potential New Building at 400 Dewey Street Under T2 Standards

<u>432 & 442 Beacon Avenue</u>

This 0.31-acre site is zoned RM2 and located three blocks southwest of the Fairview Green Line light rail transit station. It is comprised of two vacant lots formerly occupied by single-family homes that were demolished by the City in 2014 and 2015. Under RM2 standards the maximum density would allow for up to 9 units with surface parking, or 15 units with structured parking. However, you could only fit a portion of the parking required to max out the density bonus underneath the building, whose footprint is limited to 4,726 sq. ft. by the maximum lot coverage of 35%. Therefore, realistically you could only fit about 11 units on this site under RM2 standards. The maximum lot coverage of 35% is the primary limiting factor, and maximum density is a secondary limiting factor. The minimum rear yard setback could also become limiting compared to T standards. See Figures 14 & 15 below.

Under T2 standards, which have no minimum parking provision due to the proximity to University Avenue, you could build approximately 31 units assuming a 3-story building with 8,550 square foot footprint, with any parking (only to meet market demand) placed in a structure below, that maximizes the site, and 700-sq. ft. units with 15% common space. See Figures 14 & 16. In order to provide surface parking (only to meet market demand) under T2, the building would need to be a similar size to the RM2 scenario (4,726-sq. ft. footprint – see Figure 15),

which would allow for about 17 units in a 3-story building. The overall difference between RM2 and T2 in this example is 20 residential units.

Figure 14: New Units Plausible by Zoning District at 432 & 442 Beacon Avenue

Scenario	# of New Units Plausible
RM2, surface parking only	9
T2, surface parking only	17
RM2, structured parking added	11
T2, structured parking added	31

Figure 15: Potential New Building at 432 & 442 Beacon Avenue Under RM2 Standards (same building footprint whether surface parking or structured parking below)

Figure 16: Potential New Building at 432 & 442 Beacon Avenue Under T2 Standards

1729 Randolph Avenue

This 0.12-acre site is zoned RM2 and located across the street from the St. Paul Academy and Summit School, and 2 ½ blocks west of an A-Line arterial bus rapid transit station. It is not near a planned or existing transitway. It contains a single-family home – one of the smaller ones on the block that might someday be a target for a teardown and reconstruction for an apartment building. The site is 40 feet wide by 133 feet deep. Including half the adjacent alley, it has an area of 5,720 sq. ft.

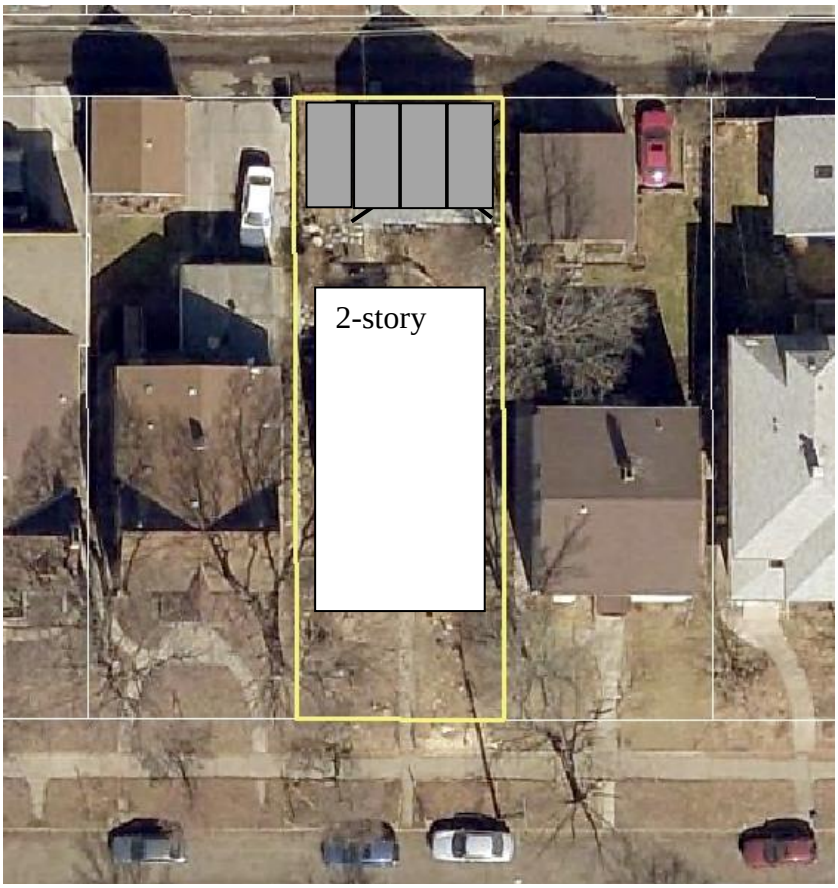
Under RM2 standards, a footnote disallows more than 2 dwelling units on lots less than 9,000 square feet, such as this lot, and RT1 two-family district dimensional standards (which apply to two-family dwellings) require a minimum 6,000-sq. ft., 50-ft. wide lot. Therefore, this building would remain single-family. Even without the footnotes, there are three other standards that would be limiting to a teardown/ reconstruction scenario: (1) maximum density would permit only 3 units to be constructed (or 5 with structured parking), (2) minimum side yard setbacks of 9 feet would limit the building width to 22 feet, and (3) parking, with 2 off-street spaces currently provided and room for a 3rd (or a 4th if garage were demolished). RM2 standards essentially prevent significant change on this site. Due to the lack of potential additional units to pay for construction, structured parking under RM2 is infeasible.

Density and setbacks are not limitations under T2 standards. However, required parking remains a limitation – even tearing down the garage and maximizing alley-loaded parking would yield only 4 spaces, which is enough for 4 1-bedroom units. A 2-story, 4-unit apartment building with surface parking could be built under the standards. The new building could be larger and constructed closer to the property lines than the existing home is. With structured parking, up to 19 residential units could be constructed according to the maximum FAR (and assuming 700 square foot units with 15% common space), but the maximum height, minimum setbacks, and practicalities of maneuvering into underground parking mean an effective limit of 5 residential units (700 square feet each in two stories on a ~2,100-square foot footprint), which is implausible when considering the cost of structured parking. See Figures 17 and 18 below.

Figure 17: New Units Plausible by Zoning District at 1729 Randolph Avenue

Scenario	# of New Units Plausible
RM2, surface parking only	1 (ADU to existing, or conversion to duplex)
T2, surface parking only	4
RM2, structured parking added	0
T2, structured parking added	0

Figure 18: Potential New 2-Story Building and Surface Parking at 1729 Randolph Avenue Under T2 Standards



McDonough Homes

This 65-acre site is zoned RM1 and is not near a planned or existing transitway. It includes a multitude of 4-unit and 6-unit, 2-story buildings in a campus-like setting. It is owned by the St. Paul Public Housing Agency. Due to the building configurations, with separate external entrances, it would be difficult to add on to these buildings; the more likely change, dependent on parking availability, would be new buildings constructed in current open areas not located between existing buildings – perhaps up to seven new buildings on the campus. Since the buildings all have 6 or fewer units, T1 zoning would confer no parking standards advantages over RM1 zoning. None of the other RM1 standards (setbacks, lot coverage, etc.) are limiting at this site. Overall, infill construction is equally likely under RM1 or T1 zoning. Maximum density is not a limitation that would incentivize structured parking to get a density bonus. Also, there is space for surface parking that makes even market-driven parking unlikely to be placed in a structure, due to the cost. See Figures 19 & 20.

Figure 19: New Units Plausible by Zoning District at McDonough Homes

Scenario	# of New Units Plausible
RM1, surface parking only	6 per new building; ~several dozen overall
T1, surface parking only	6 per new building; ~several dozen overall
RM1, structured parking added	0
T1, structured parking added	0

Figure 20: Potential New Buildings at McDonough Homes Under RM1 or T1 Zoning

401/405 Robie Street East

This 0.45-acre, 69-foot-wide site is zoned RM1 and is not near a planned or existing transitway. It currently contains a single-family home and garage.

Under RM1 zoning, you could construct up to 9 residential units on the property in a building of up to 6,860 sq. ft. footprint, likely two stories, with surface parking. Maximum density is the limiting factor. Parking and setbacks would not be limiting factors. Under T1 zoning, you could

construct up to 11 multi-family residential units with surface parking due to the higher permitted density. Structured parking would allow another 5 to 6 units under either zoning, due to the density bonuses – there is room in the rear yard for such a structure under T1 zoning, but the 35% maximum lot coverage in RM1 would require structured parking to be under the residential building. See Figures 21-25.

Figure 21: New Units Plausible by Zoning District at 401/405 Robie Street East

Scenario	# of New Units Plausible
RM1, surface parking only	9
T1, surface parking only	11
RM1, structured parking added	14
T1, structured parking added	17

Figure 22: Potential New Apartment Building and Surface Parking at 401/405 Robie Street East Under RM1 Zoning

Figure 23: Potential New Apartment Building and Surface Parking at 401/405 Robie Street East Under T1 Zoning

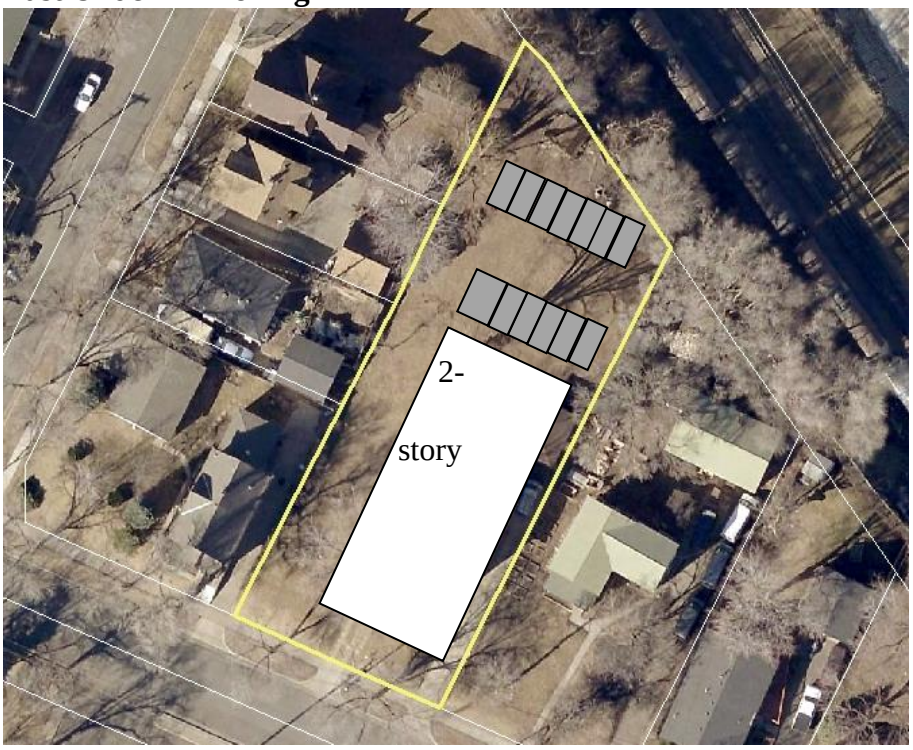
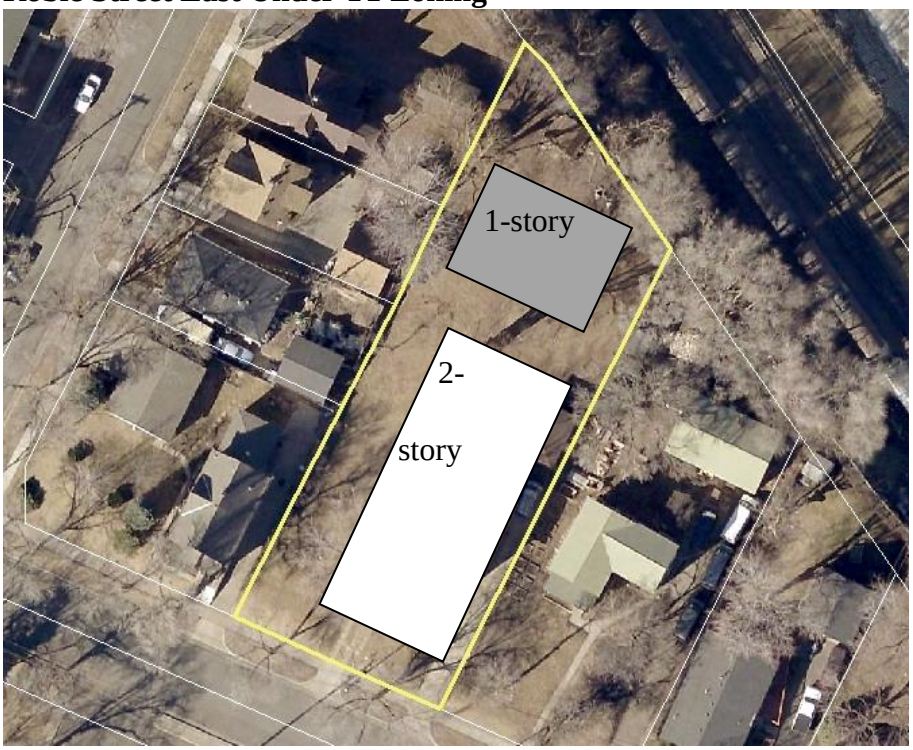


Figure 24: Potential New Apartment Building with Structured Parking Behind at 401/405 Robie Street East Under RM1 Zoning

Figure 25: Potential New Apartment Building with Structured Parking Behind at 401/405 Robie Street East Under T1 Zoning



325-349 Laurel Avenue

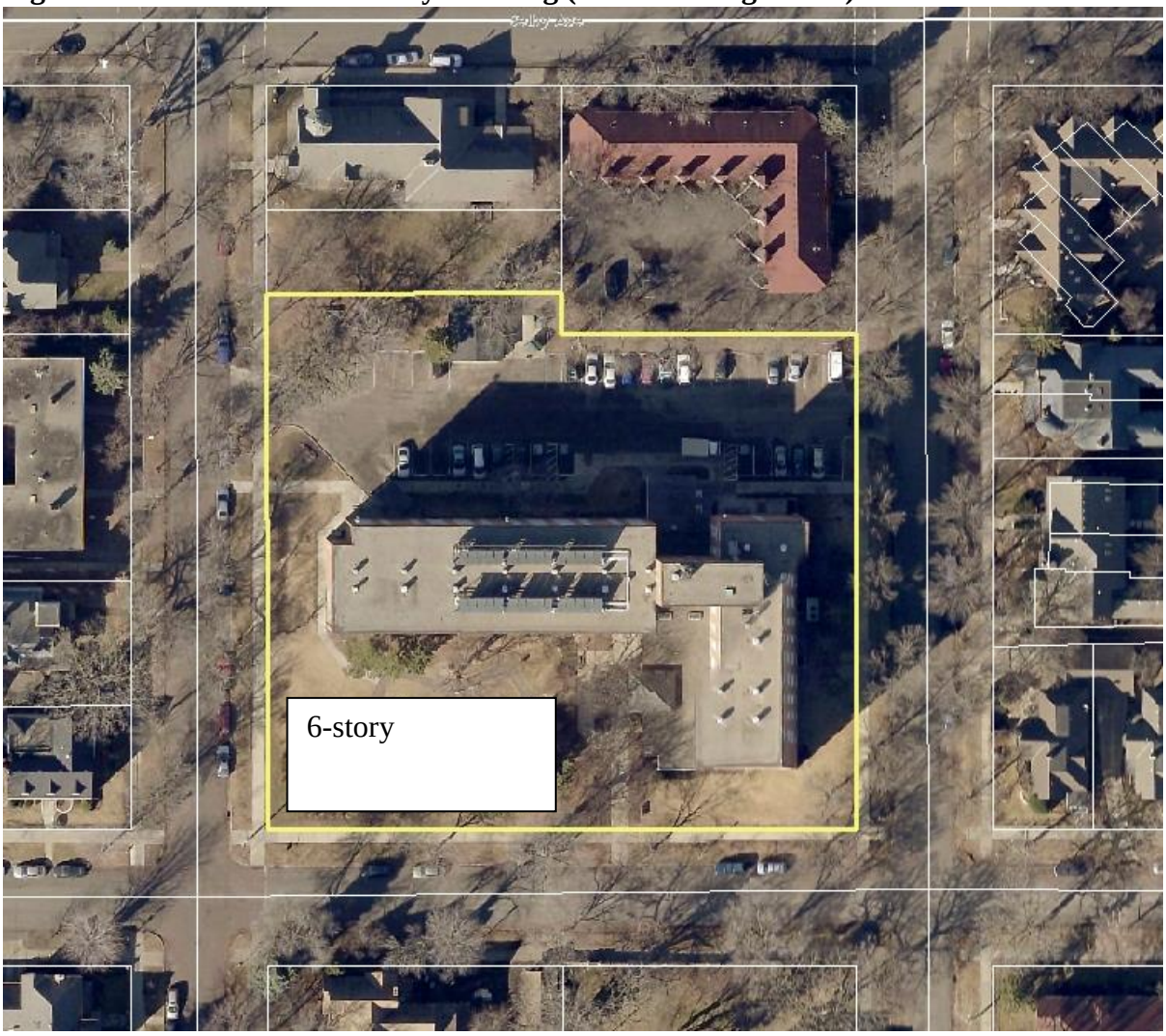
This 1.63-acre site is zoned RM3 and is not near a planned or existing transitway. It is one block southeast of a concentration of restaurants on Selby Avenue. It is owned by the St. Paul Public Housing Agency (SPPHA). It contains 104 1-bedroom apartments (in two connected towers – one 6 stories and one 7 stories) and provides approximately 39 parking spaces. The parking provision of 0.33 spaces per unit meets the requirement for SPPHA-operated and/or elderly housing, but not for other multi-family residences. RM3 maximum density would permit only 88 units, which indicates a legal nonconforming situation. No residential units can be added to the site under RM3 regulations.

Under T3 regulations, you could potentially construct a new SPPHA-operated apartment building in the site's southwestern portion, with underground parking accessed via a new curb cut on the south. The number of units would realistically be limited by the practicalities of good site planning, and not by parking, FAR, height, or any other T3 zoning regulations. For instance, it is unlikely that a significantly taller building would be built immediately south of the 6/7-story existing building, or that all outdoor community space would be eliminated. A plausible scenario is a 37-unit, 6-story building on a footprint of 5,000 square feet. A conditional use permit (CUP) would be required for this amount of height under T3 regulations. It is worth noting that SPPHA buildings do not typically have underground parking. See Figures 26 & 27.

Figure 26: New Units Plausible by Zoning District at 325-349 Laurel Avenue

Scenario	# of New Units Plausible
RM3, surface parking only	0
T3, surface parking only	0
RM3, structured parking added	0
T3, structured parking added	37

Figure 27: Potential New 6-Story Building (With Parking Below) at 325-349 Laurel Avenue



1016 & 1020 Grand Avenue

This 0.28-acre site contains two lots, each with a single-family home, and is zoned RM2. It is not located near a planned or existing transitway. The maximum density would allow 8 units with just surface parking or 13 with structured parking. The maximum lot coverage allows for a 4,268-sq. ft. footprint. It is within the East Grand Avenue Overlay District, which provides a maximum building footprint of 25,000 sq. ft. (though the more limiting RM2 standard would

apply), maximum total building floor area of 75,000 sq. ft., and maximum height of 3 stories or 40 feet, plus applies the T2 design standards. Two lots are needed here to get above the 9,000-sq. ft. threshold required in RM2 to allow more than 2 multi-family units. (As you can see on the aerial photo in Figure 26, other multi-family buildings on the north side of this block have been constructed by combining 1 ½ lots to exceed the 9,000-sq. ft. threshold.)

Under RM2 standards, assuming surface parking, you could construct a 3-story building with a 4,268-sq. ft. footprint with 8 1-bedroom units. Most likely the building would be only 2 stories, which would allow for nearly 1,000-sq.ft. units. The 80'-wide combined lot would allow for the required 8 parking spaces off the alley. With structured parking, you could construct a 3-story building on the same footprint (which is the largest possible under the 35% maximum lot coverage) with parking below. However, due to limited room for underground parking on this footprint (as limited by maximum lot coverage), the structured parking bonus here would allow for about 11 units of 850 sq. ft. in size. Under RM2 with solely surface parking, maximum density is the limiting factor for adding residential units. With structured parking under RM2, maximum lot coverage is the primary limiting factor, and maximum density is a secondary factor. See Figures 28, 29, & 30.

Under T2 standards the minimum parking requirement is the main limiting factor, with the maximum height of 35 feet being a design factor for 3-story buildings. With a 12-space parking lot off the alley, you could construct 16 1-bedroom dwelling units. Assuming 6' side yard setbacks and a 25' front yard setback (aligns with most of the block), along with 15% dedicated to interior common space, a maximized apartment building would result in 16 units of 719 sq. ft. each, on a 4,410-sq. ft. footprint. See Figures 28 and 31.

Provision of structured parking in this scenario could increase the number of units under T2 standards, though the competition for space between apartment and parking, plus the maximum building height constraints would compel the parking to be fully underground. Assuming a 15' rear yard setback to allow for ramping space into an underground parking structure, 15% dedicated to interior common space, and 700 sq. ft. 1-bedroom units, a maximized apartment building would be 3 stories with a 7,840-sq. ft. footprint and 30 units (and 22 underground parking spaces). The overall difference between what you could build under T2 standards and RM2 standards is 19 residential units. See Figures 28 and 32.

Figure 28: New Units Plausible by Zoning District at 1016 & 1020 Grand Avenue

Scenario	# of New Units Plausible
RM2, surface parking only	8
T2, surface parking only	16
RM2, structured parking added	11
T2, structured parking added	30

Figure 29: Potential New 2-Story Apartment Building and Surface Parking at 1016 & 1020 Grand Avenue Under RM2 Zoning

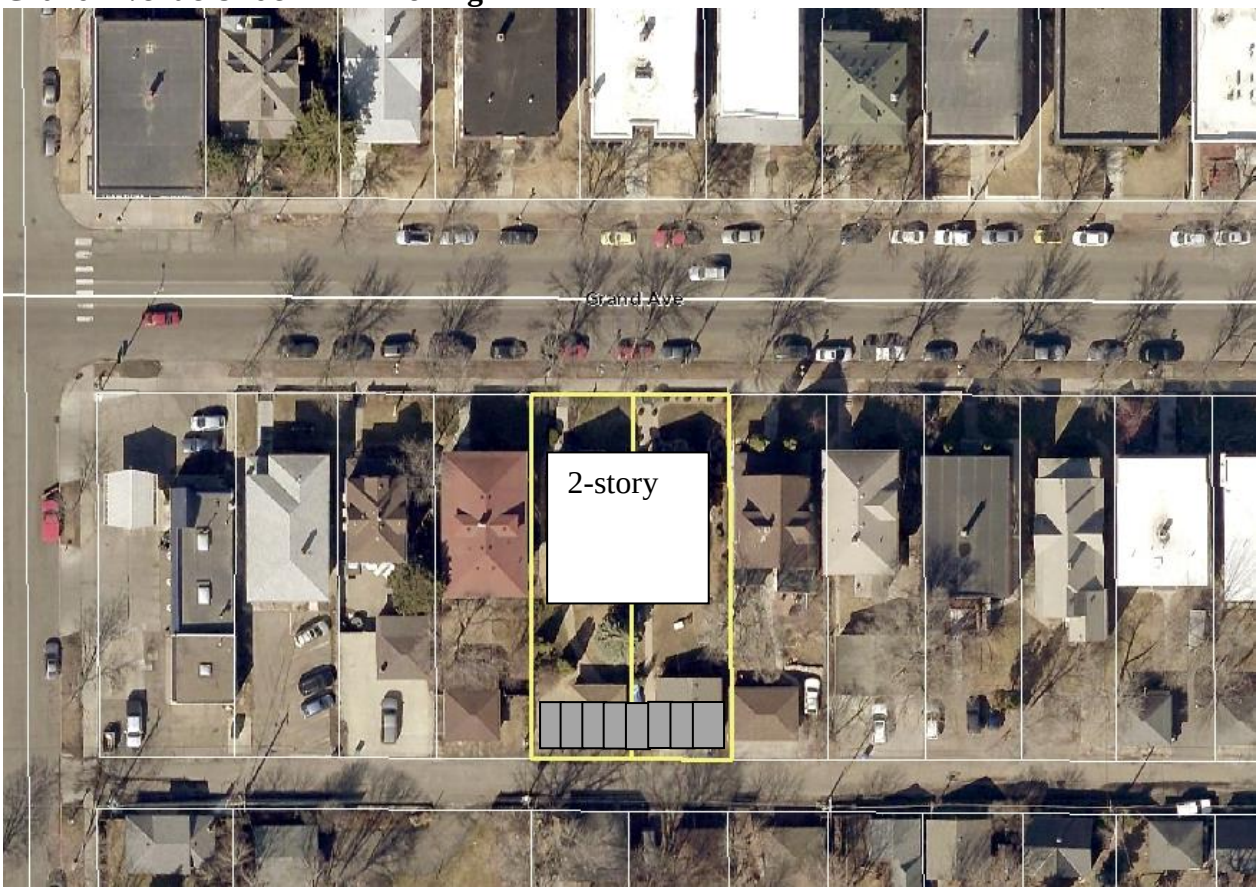


Figure 30: Potential New 2-Story Apartment Building (With Parking Below) at 1016 & 1020 Grand Avenue Under RM2 Zoning

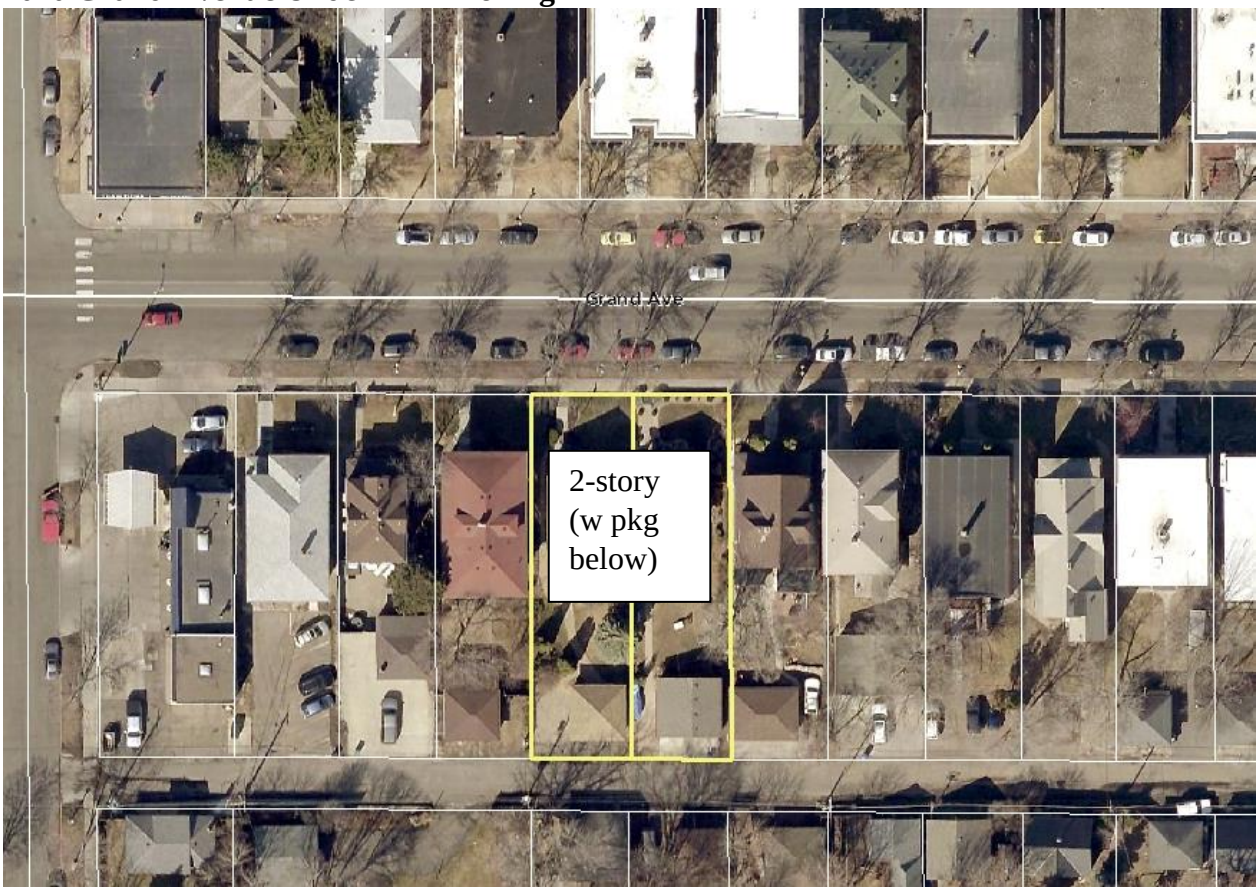
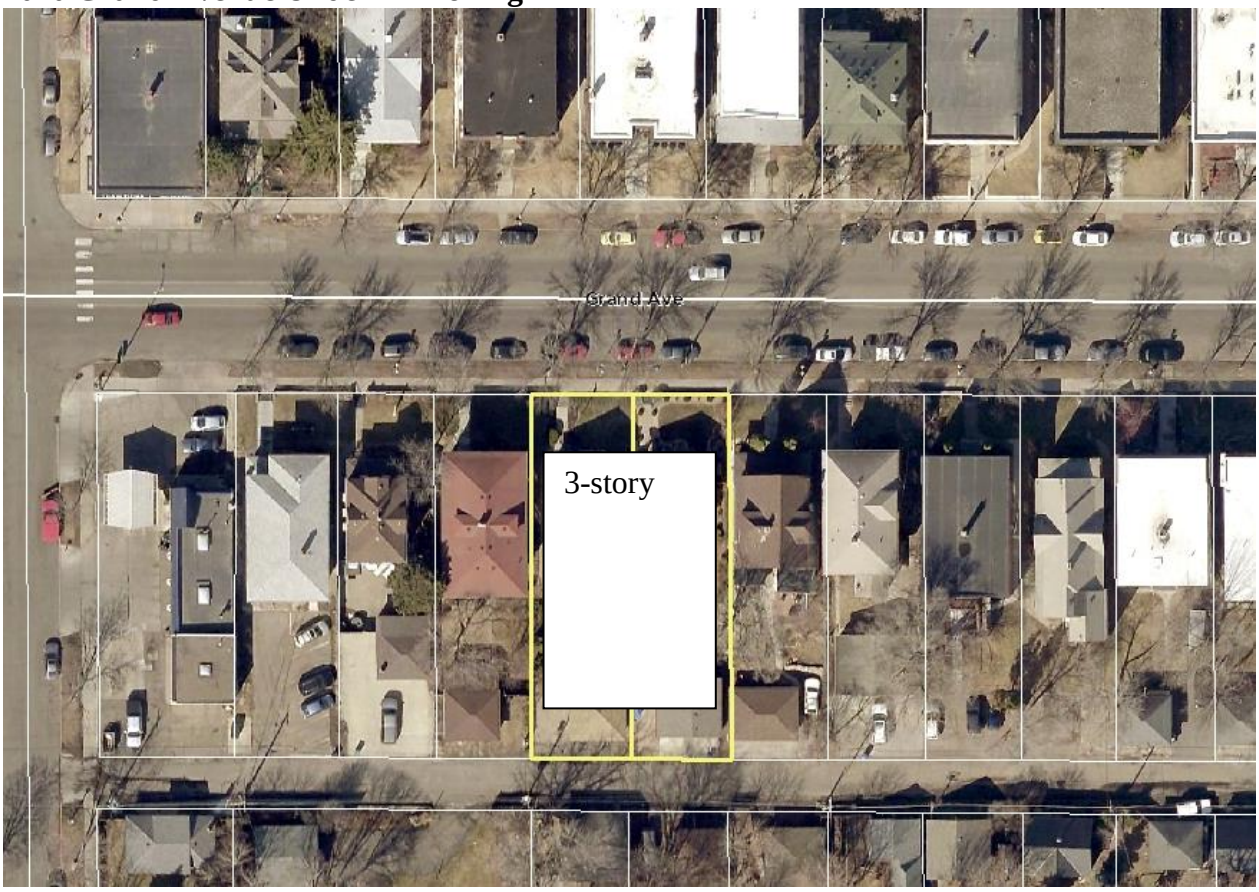


Figure 31: Potential New 3-Story Apartment Building and Surface Parking at 1016 & 1020 Grand Avenue Under T2 Zoning

Figure 32: Potential New 3-Story Apartment Building (With Parking Below) at 1016 & 1020 Grand Avenue Under T2 Zoning



Summary of Examples of Potential Change to Existing RM-Zoned Areas

The table below summarizes the limiting factors to development under RM regulations compared to T regulations in the examples above.

Figure 33: Limiting Factors to Development Under RM Regulations Compared to T Regulations

	Maximum Density	Minimum Parking	Max. Lot Coverage	Maximum Height	Minimum Setbacks	9,000 s.f. minimum
478 Hazel		★				
1115 York*						
400 Dewey	★	★				
432 Beacon	☆		★		☆	
1729 Randolph	☆	☆			☆	★
McDonough Homes*						
401 Robie	★		^		^	
325 Laurel	★					
1016 Grand	★		★	^		

Key: ★ = major limiting factor to new units, ☆ = contributing factor, ^ = minor design factor
* No significant difference in limitations under RM vs. T.

Potential New RM Zoning

869 & 875 Clark Street

This 0.3-acre site contains two vacant lots, each zoned RT1, and is located three blocks north of a planned Rush Line bus rapid transit station. Its proximity to a planned transitway makes it a potential target for adding multi-family housing, but its location among strictly residential properties makes it a poor fit for T1 or T2 uses. Therefore, RM1 or RM2 zoning might be a logical fit at this location.

Figure 34: Potential Site to Rezone to RM1 or RM2 (869 & 875 Clark Street)

Recent Traditional Neighborhood Residential Example

The following example, although mixed-use, could inform new RM zoning regulations as applied to hot market areas with excellent public transit service.

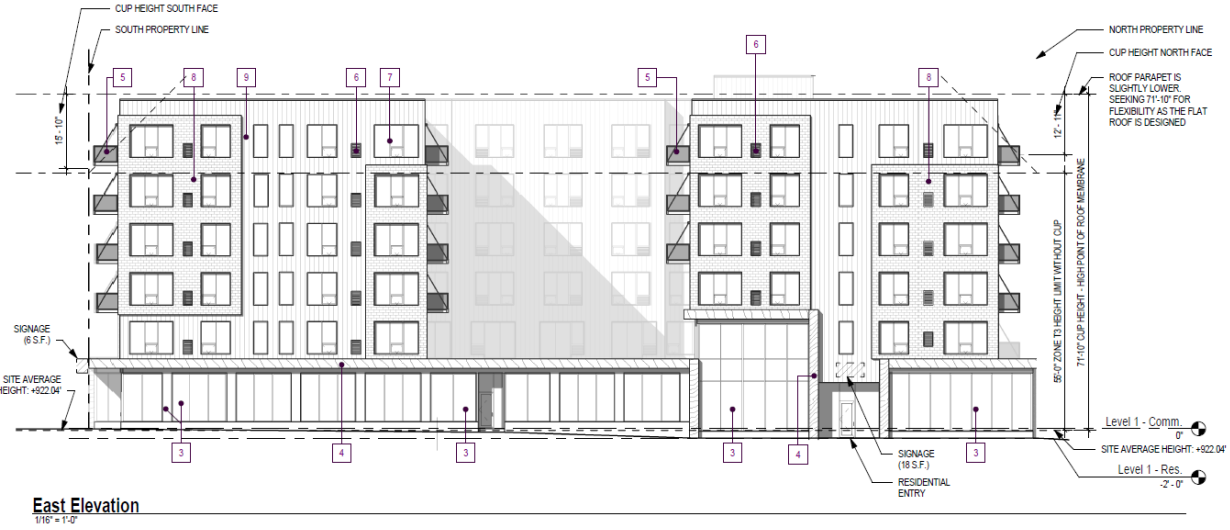
455 Snelling Avenue

This 0.59-acre site (zoned T3) is directly across Snelling Avenue west of Allianz Field, and adjacent to both Green Line LRT and A Line Arterial Bus Rapid Transit. A 6-story, 72'-high, mixed use building has been approved for the site with 137 multi-family residential units and ground floor commercial space. Though no vehicle parking is required due to the proximity to University Avenue, 88 spaces of structured parking will be integrated into the building at ground level and below ground. Seven on-street parking spaces were removed to allow for wider sidewalks abutting the project on Snelling. See Figures 35 & 36.

The proposal required a conditional use permit (CUP) to exceed 55' in height in non-interior portions of the site. It also required a variance to exceed the maximum FAR of 3.0, to permit an FAR of 4.71.

Figure 35: Existing Site at 455 Snelling Avenue (building recently demolished)

Figure 36: Planned Mixed-Use Building at 455 Snelling Avenue



ANALYSIS

The Analysis section is broken down into several subsections:

- Comprehensive Plan Guidance;
- Zoning Regulations;
- Grand Avenue; and

- Other Potential Approaches

Comprehensive Plan Guidance

The 2030 Comprehensive Plan contains many strategies that encourage higher residential densities and provision of additional housing options, particularly in proximity to public transit. Potentially applicable Comprehensive Plan strategies include:

- **LU-1.2 Permit high density residential development in Neighborhood Centers, Mixed-Use Corridors, the Central Corridor, and Downtown.** (Much existing and potential RM zoning is in Mixed-Use Corridors and the Central Corridor.)
- **LU-1.3 Study the RM multi-family districts and the TN districts to determine how they can accommodate more intense residential development.**
- **LU-1.5 Identify residential areas where single-family, duplex housing, and small multi-family housing predominate as Established Neighborhoods, and maintain their character.** (Much existing and potential RM zoning is in Established Neighborhoods.)
- **LU-1.9 Encourage the development of medium density multi-family housing along Residential Corridors.** (Much existing RM zoning is along Residential Corridors.)
- **LU-1.21 Balance the following objectives for Mixed-Use Corridors through the density and scale of development: accommodating growth, supporting transit use and walking, providing a range of housing types, and providing housing at densities that support transit.**
- **LU-1.28 Promote conditions that support those who live and work along Mixed-Use Corridors, including frequent transit service, vibrant business districts, and a range of housing choices.**
- **LU-1.40 Promote the development of housing that provides choices for people of all ages, including singles and young couples, families, empty-nesters, and seniors.**
- **LU-1.41 Promote the development of a range of housing types and housing values in each of the 17 planning districts.**
- **LU-1.42 Promote the development of housing in mixed-use neighborhoods that supports walking and the use of public transportation.**
- **LU-1.43 Explore the use of planning and development tools to increase the production of housing, including, but not limited to, accessory units in existing neighborhoods, density bonuses for affordable units, and parking reductions.**
- **LU-3.1 Continue to utilize and improve the provisions and design standards for the Traditional Neighborhood (TN) districts and the citywide general design standards in Section 63.110 of the *Saint Paul Zoning Code* to achieve a high quality pedestrian-scaled urban environment.**
- **H-1.1 Increase housing choices across the city to support economically diverse neighborhoods.**
- **H-1.2 Meet market demand for transit-oriented housing.**
- **H-1.3 Revitalize the city by developing land-efficient housing.**
- **H-1.5 Prioritize non-financial City/HRA assistance to multi-family and mixed-use housing in new construction projects** (including zoning for transit-supportive density

levels and reduced parking requirements for housing located in areas with frequent transit service).

Additionally, the draft 2040 Comprehensive Plan is likely to be formally adopted before this zoning study is complete. The 2040 Comprehensive Plan policies support this zoning study and provide guidance. Potentially applicable policies from the draft 2040 Comprehensive Plan include:

- **LU-1. Encourage transit-supportive density and direct the majority of growth to areas with the highest existing or planned transit capacity.**
- **LU-8. Ensure that zoning and infrastructure support environmentally and economically efficient, resilient land use development.**
- **LU-9. Promote high-quality urban design that supports pedestrian friendliness and a healthy environment, and enhances the public realm.**
- **LU-14. Reduce the amount of land devoted to off-street parking in order to use land more efficiently, accommodate increases in density on valuable urban land, and promote the use of transit and other non-car mobility modes.**
- **H-7. Reduce overcrowding within housing units, caused by doubling up of households and inadequate space for large families, through the production of small and family-sized affordable housing options.**
- **H-16. Increase housing choice across the city to support economically diverse neighborhoods by pursuing policies and practices that maximize housing and locational choices for residents of all income levels.**

Zoning Regulations

The RM standards most obstructing to increased density compared to T standards, based on examples noted above, are maximum density, minimum parking requirements, and maximum lot coverage. Additionally, the 9,000-square foot minimum for 3+ units is a major obstacle to "missing middle" scale development in RM in large portions of the city where 5,000-6,500 square foot lots predominate, such as in the 1729 Randolph example. Setbacks and height standards are lesser obstacles. If RM were to become an alternative to T districts where additional density is desired to reinforce a transit- and pedestrian-oriented environment, then T district design standards (or similar) should also be applied. The following subsections analyze potential amendments to RM standards by topic.

Intent Statements

RM districts' intent statements should be revised to reflect the extent that they become intended for additional transit- and pedestrian-oriented form like the T districts.

Density

Minimum density in RM districts could be increased in two main ways: decrease the minimum lot size per unit, or adopt FAR regulations similar to T2-T4 districts. A main advantage of using FAR is that it eases future conversions between uses, focusing instead on the form of the building and its overall size. Another related advantage is that it is easier for City staff to

administer. A third impact with both advantages and disadvantages is that FAR tends to encourage smaller residential units than minimum lot size per unit regulations. On the one hand, smaller units mean more potential density. However, smaller units are not conducive to families in need of 2+ bedroom units. Another consideration is that the current RM lot area per unit standard has led to 4-bedroom units designed for unrelated adults such as students sharing a larger apartment. Paired with T districts regulated by FAR, RM districts regulated by minimum lot size per unit could provide a greater variety of housing options.

Under the current RM lot area per unit standard, common space amenities are not counted against the maximum number of units. Under a maximum FAR standard, common space amenities would be part of the maximum floor area allowed, which may put some downward pressure on the provision of common space amenities.

Regulating RM districts by FAR is the recommended approach, upon consideration of the above tradeoffs.

In the table below, existing and proposed permitted densities are presented, as calculated based on the attached proposed Zoning Code amendments and assuming 15% common space. The proposed amendments would set a maximum FAR of 0.6 for the RM1 district (or 1.0 with structured parking), 1.5 for RM2 (or 2.5 with structured parking), and 2.0 for RM3 (or 3.0 with structured parking).

Figure 37: Existing and Proposed Permitted Densities (approximate, calculated with assumptions)

Zoning District	Maximum Density* (units/acre)							
	Assuming 1,000 s.f. units				Assuming 700 s.f. units			
	With Surface Parking		With Structured Parking		With Surface Parking		With Structured Parking	
	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
RM1	22	23	31	38	22	32	31	54
RM2	29	57	48	95	29	81	48	135
RM3	54	76	218	114	54	108	218	162
T1	25		40		25		40	
T2	76		114		108		162	
T3	114		114		162		162	
T4	no maximum		no maximum		no maximum		no maximum	

*Density is often realistically limited by other factors like parking, setbacks, lot coverage, etc., as discussed elsewhere in this document.

The proposed maximum FARs for RM3 are the same as T3, and therefore the approximate permitted densities are also aligned. This would be a substantial reduction in density allowed in RM3, as shown in the table above.

The proposed maximum FARs for RM2 are somewhat less than for T2 to recognize the greater variety of locations that RM2 exists, yet they allow for substantial increases in density in RM2 compared to existing regulations.

RM1 is proposed to be treated in a substantially different manner than T1 by using FAR to regulate density. In T1, purely residential uses are limited to 25 units per acre (or 40 units per acre with structured parking), while mixed uses are limited to 1.0 FAR. The effective density of RM1 compared to T1, then, depends on assumptions about unit sizes, with ~1,000 square foot units having a similar density in both districts and smaller units gaining density in RM1 compared to T1.

As a specialized subset of density regulations, multi-family residential buildings with 3+ units require a minimum lot size of 9,000 sq. ft. in the RM districts. Elimination of this requirement would open up many more lots, such as the typical 40'- or 50'-wide lots zoned RM2 along Grand Avenue or Selby Avenue, to potential partitioning or redevelopment for multi-family residences.

Density bonuses for structured parking encourage parking to be provided within a structure, rather than on a paved surface, to result in a more efficient use of land (less "sea of parking") and more pedestrian-friendly design. The density bonus allows more residential units which can help pay for the incremental cost of placing parking within a structure. Theoretically, density bonuses for structured parking might incentivize the creation of *too much* structured parking. In reality, however, structured parking is expensive enough that developers are not likely to overbuild structured parking just for the density bonus.

Minimum FARs are not proposed for the RM districts, in contrast to the equivalent T districts, because they are not anticipated to have any regulatory impact. The City's experience in administering minimum FAR in the T districts is that it is only an issue with single-story commercial buildings, not residential buildings. With no commercial uses in the RM districts, a minimum FAR is unlikely to have any regulatory impact – so it could easily be eliminated in the name of simplicity. Minimum FARs are established in the T districts in order to encourage pedestrian-oriented form with new construction. Since nobody is likely to propose single-story residences, such regulation is unnecessary in the RM districts.

<u>Parking</u>

Parking is a frequent barrier to density in RM districts compared to T districts. T districts hold two advantages: (1) parking requirements are eliminated within ¼ mile of University Avenue, and, more universally, (2) parking requirements are reduced by 25% for multi-family residential buildings with more than six dwelling units in T1 or T2 districts, and for all residential buildings in T3 or T4 districts.

The 2014 zoning study on Transit Streets is informative. That study eliminated being within ¼ mile of a "transit street" (generally high-frequency transit lines) as a qualifier to get a 25% parking reduction for residential uses in T1 and T2 districts. However, based on neighborhood input, the study added a qualifier that residential uses must have more than six units to get the reduction, because it was found that the small buildings were the most likely to cause a parking problem with such a reduction. A similar amendment to RM districts would make sense for the same reasons.

As far as elimination of parking requirements within ¼ mile of University Avenue, such a clause should logically apply to residential uses without regard to zoning. That is, a multi-family residential building's tenants are as likely to use the Green Line if the building is in a T district or an RM district.

Density bonuses for structured parking can have several impacts, as discussed above in the Density section.

Lot Coverage

The RM maximum lot coverage of 35% appears to be an occasional barrier to density. One of the main benefits of a maximum lot coverage is to provide green space for both enjoyment and stormwater benefits. Elimination of the maximum lot coverage would be partially mitigated by the T standard requiring street trees and by retaining RM's larger minimum building setbacks. Notably, many of the RM buildings on Grand Avenue already exceed the maximum lot coverage. The recommended code amendments also eliminate the maximum lot coverage for the RT1 and RT2 districts.

Height

There does not appear to be a need to change height standards in RM districts to increase density. Height is not a limiting factor in any of the example scenarios examined above. Indeed, on smaller sites without room to provide larger building setbacks, RM1 and RM2 districts provide greater maximum heights than T1 and T2 districts, and RM3 districts have no height maximums at all (although, to some extent in the RM3 zoning district, any new maximum FAR regulation would in effect limit heights). *Reduced* maximum heights might be worth consideration in RM districts to ensure neighborhood compatibility if minimum side or rear yard setbacks are reduced.

However, increased height maximums might be appropriate with a conditional use permit in the RM2 district to ensure the additional density proposed herein can actually be realized – where situationally appropriate.

Setbacks

Minimum setbacks appear to be an occasional barrier to density in RM districts. In one example scenario above, it is an ancillary factor after maximum density and maximum lot coverage for a new multi-family building with underground parking on 0.31 acres. However, in that case the maximum lot coverage would need to be increased to at least 51% in that situation for the minimum rear yard setback to be a factor. In the other example where it appears as a barrier, a

single-family teardown situation, minimum setbacks might be desirable to better fit the neighborhood context. Given the modest role setbacks appear to play in limiting density, and the benefits they convey for infill situations, changes to minimum setbacks in RM districts are not recommended.

Design Standards

Part of the impetus for this study is that neighborhoods desire Traditional Neighborhood design standards even where only residential uses are desired. If RM districts are intended to become more pedestrian-oriented (see Intent Statements section above), then it makes sense to apply many of the pedestrian-oriented T district design standards to the RM districts. This section evaluates the impact (pro and con) of imposing T design standards in the RM districts.

RM1

RM1 might logically refer to the 15 T1 design standards. Many of the standards would be clear in their application, for example requiring building façade articulation (doors, windows, texture, etc.) and definition of residential entries. A potentially problematic standard is that buildings anchor the corner, which would be difficult to administer in situations like the McDonough Homes and Roosevelt Homes campuses. In the same settings, the requirement for 1-story buildings to appear like 2-story buildings would deviate from the well-established architectural form, and could serve to deter infill. Additionally, the standard that off-street parking be provided within a principal structure, underground, or to the rear of buildings to greatest extent possible would not be very straightforward in a setting like the McDonough Homes campus where parking is not exactly in a yard, but rather scattered around the campus. An adjusted approach might refer to all of the T1 design standards that are not problematic in RM1.

RM2

RM2 might logically refer to the 22 T2 design standards, which includes the 15 T1 design standards plus 7 additional standards. Standards that would be clear in their application include façade articulation, definition of residential entries, and maximum block lengths. Compared to RM1, most RM2 settings would allow for clear administration of standards calling for anchoring corners (besides perhaps the Mount Airy campus) and for 1-story buildings to appear like 2-story buildings. Overall, administering T2 design standards in RM2 would be as clear as it is in T2.

RM3

Applying T dimensional standards to building additions on most existing RM3 buildings would be awkward. For example, their tower-in-a-park settings are antithetical to anchoring the corner or providing a human-scale articulation along the streets. Also, it is not clear how one would "use established building façade lines" on the block when it is a super-block with a single tower building in the center. However, new construction on RM3 lots – or newly zoned RM3 properties without a tower-in-a-park existing setting – is more likely to occur than building additions. New construction on RM3 could benefit from many of the T dimensional standards. The "tower in a park" settings would change, and a human-scale form would be created where the new buildings are placed.

Grand Avenue

There are two stretches of Grand Avenue that merit special consideration: the properties zoned RM2 between Fairview Avenue and Cretin Avenue, and the properties zoned BC Community Business (converted) farther east.

A footnote to the RM2 dimensional standards provides additional regulation for a 0.7-mile stretch of Grand Avenue from Fairview to Cretin that contains a lot of RM2 zoning and is near the University of St. Thomas. This includes a lower height maximum (40' instead of 50'), a requirement to comply with the T2 design standards, and a special minimum lot size for units with three or more bedrooms. It is proposed that the reference to T district design standards be made to apply to all the RM districts, and relocated to a more universal location within the code. Otherwise, the proposed code amendments do not address this Grand Avenue-specific footnote and would leave it in-force.

Due to the history of the BC district as a formerly B2 district where businesses are allowed in existing residential structures while retaining the visual character of the residential building form, two footnotes to the Business District dimensional standards refer to RM2 dimensional standards for residential buildings in that district: one regarding front yard setbacks, and the other regarding density. Front yard setbacks are not proposed to change in RM2, so the letter of the footnote will simply need to be updated without any change in impact. For the density footnote, it is proposed that residential buildings in BC follow the proposed FAR-based density in RM2 – that their regulations change with RM2's rather than being a remnant island of status quo.

Other Potential Approaches

The following alternative approaches could be considered to implement the aims of this zoning study, but are not currently being recommended.

Rezoning More Places to T

Another potential approach to applying T standards in more places is to simply rezone more places to T districts, particularly T1. The T1 district has a rather limited set of permitted commercial uses, such as offices, dental or medical clinics, banks, service businesses, and coffee shops, that are unlikely to become widespread outside of arterial and collector streets due to lending requirements and real estate needs (i.e. larger lots with good access). Notably, restaurants, bars, and general retail are not permitted in T1 – all uses that can present heightened parking concerns.

Bonuses for Larger Units

A potential complementary approach to counteract the tendency of FAR-based regulation to create smaller apartments, and to instead encourage larger (e.g. 3-bedroom) units is to create an FAR bonus for creating larger units. For example, the maximum FAR could be increased by 0.1 for every 3-bedroom unit created by a project, up to some higher limit. Larger units could also be encouraged via financial tools, like conditions placed upon affordable housing financing.

Bonuses for Common Space Amenities

Similar to the larger unit FAR bonus suggested above, a bonus for provision of common space amenities could be created to counteract the tendency of FAR-based regulation to reduce floor area dedicated to common space.

COMMITTEE RECOMMENDATION

The Comprehensive Planning Committee recommends that the Planning Commission initiate the RM Zoning Study, release the proposed RM Zoning Study code amendments for public review, and set a public hearing for April 17, 2020.

Attachments

1. Draft Planning Commission resolution to initiate study
2. Proposed RM Zoning Study Code Amendments
3. Proposed RM Zoning Study Code Amendments (annotated)
4. Traditional Neighborhood District Design Standards (Sec. 66.343)
5. Traditional Neighborhood District Dimensional Standards (Sec. 66.331)
6. Maps
    a. RM Zoning (all)
    b. RM1 Zoning
    c. RM2 Zoning
    d. RM3 Zoning

city of saint paul
planning commission resolution
file number _____
date _____

WHEREAS, the Saint Paul Zoning Code, found in chapters 60 through 69 of the Saint Paul Legislative Code, is established to promote and to protect the public health, safety, morals, aesthetics, economic viability and general welfare of the community; and

WHEREAS, Section 61.801(a) of the Zoning Code calls for periodic review of said code to reflect current city policies, to address current technology and market conditions, and to bring the zoning code up-to-date; and

WHEREAS, the 2030 Saint Paul Comprehensive Plan, in Strategy LU-1.3, calls for studying the RM zoning districts to determine how they can accommodate more intense residential development; and

WHEREAS, RM zoning districts could be more appropriate districts for adding residential density and transit-supportive, pedestrian-oriented form in places where the mix of commercial and residential uses permitted in Traditional Neighborhood districts are not desired.

NOW, THEREFORE, BE IT RESOLVED, under provisions of Section 61.801(b) of the Legislative Code, that the Planning Commission initiates a zoning study to consider amendments to the Zoning Code pertaining to the RM zoning district regulations in Article 66.200 of the Zoning Code, and other connected regulations contained in the Zoning Code; and

BE IT ALSO RESOLVED, that the Planning Commission releases the zoning study and proposed amendments for public review and schedules a public hearing for April 17, 2020.

moved by _____
seconded by _____
in favor _____
against _____

Proposed RM Zoning Study Code Amendments

Existing language to be deleted shown by ~~strikeout~~. New language to be added shown by underlining.

Chapter 60. Zoning Code - General Provisions and Definitions; Zoning Districts and Maps Generally

ARTICLE III. 60.300. ZONING DISTRICTS AND MAPS GENERALLY

Sec. 60.301. Zoning districts established.

For the purposes of this code, the city is hereby divided into the following zoning districts:

(a) Residential districts.

RL one-family large lot residential district
R1 one-family residential district
R2 one-family residential district
R3 one-family residential district
R4 one-family residential district
RT1 two-family residential district
RT2 townhouse residential district
RM1 low-density~~, low-rise~~ multiple-family residential district
RM2 medium-density~~, low-rise~~ multiple-family residential district
RM3 high-density~~, high-rise~~ multiple-family residential district

Chapter 63. Zoning Code – Regulations of General Applicability

ARTICLE II. 63.200. PARKING REQUIREMENTS

Sec. 63.207. Parking requirements by use.

(b) Off-street parking reductions. The minimum number of off-street parking spaces as determined in Section 63.207(a) shall be reduced by one hundred (100) percent in traditional neighborhood and RM1-RM3 multiple-family residential districts when more than fifty (50) percent of both the building and the parcel are within one-quarter (¼) mile of University Avenue, and may also be reduced for:

1. Shared parking, as described in section 63.206(d);
2. Bicycle parking, as described in section 63.210(b);
3. Shared vehicle parking, as described in section 63.211.

Chapter 66. Zoning Code – Zoning District Uses, Density and Dimensional Standards

ARTICLE II. 66.200. RESIDENTIAL DISTRICTS

Division 1. 66.210. Intent

Sec. 66.215. Intent, RM1 low-density multiple-family residential district.

The RM1 low-density multiple-family residential district is intended to provide for an environment of predominantly one- and two-family, townhouse and lower-density multiple-dwelling structures, along with civic and institutional uses, public services and utilities that serve residents in the district, to provide for a variety of housing needs, and to serve as zones of transition between less restricted districts and more restricted districts.

Sec. 66.216. Intent, RM2 medium-density multiple-family residential district.

The RM2 medium-density multiple-family residential district is designed for multiple-family residential and supportive, complementary uses. Its intent is to foster and support pedestrian- and transit-oriented residential development and provide for infill housing to meet a variety of housing needs. ~~intended to provide for more extensive areas of multiple-family residential development and a variety of congregate living arrangements, as well as uses that serve the needs of the multiple-family residential districts. It is intended to provide for comprehensive development of multiple-family uses and a balance of population concentration near major thoroughfares, transit, and related facilities.~~

Sec. 66.217. Intent, RM3 high-density ~~rise~~ multiple-family residential district.

The RM3 high-density ~~rise~~ multiple family residential district is intended to provide sites for high density multiple-dwelling structures adjacent to high-frequency transit service and high traffic generators commonly found in the proximity of major shopping centers and areas abutting major thoroughfares and expressways. It is also designed to serve the residential needs of persons desiring apartment-type accommodations with central services as opposed to the residential patterns found in the RM1 and RM2 multiple-family residential districts. ~~The high-rise nature of the district is provided to allow for greater density with lower coverage, which will in turn result in more open space.~~

Division 3. 66.230. Residential District Density and Dimensional Standards

Sec. 66.231. Density and dimensional standards table.

Table 66.231, residential district dimensional standards, sets forth density and dimensional standards that are specific to residential districts. These standards are in addition to the provisions of chapter 63, regulations of general applicability.

Table 66.231. Residential District Dimensional Standards

Zoning District	*Lot Size Minimum (per unit)*		*Building Height Maximum*		*Yard Setbacks Minimum (feet)*		
	Area (sq. feet.)(b)	*Width (feet)*	*Stories*	*Feet*	*Front*	*Side*	*Rear*
RL one-family large lot	21,780 (db)	80	3	30	30 (gf)	10	25
R1 one-family	9,600 (ec)	80	3	30 (ij)	30 (gf)	10	25
R2 one-family	7,200	60	3	30 (ij)	25 (gf)	8 (hg)	25
R3 one-family	6,000	50	3	30 (ij)	25 (gf)	6 (hg)	25
R4 one-family	5,000	40	3	30 (ij)	25 (gf)	4 (hg)	25
RT1 two-family (a)	3,000 (fd)	25	3	40	25 (gf)	9	25
RT2 townhouse (a)	2,0002,500 (c),(fd)	20	3	40	25 (gf)	9 (ih)	25
~~RM1 multiple-family (a)~~	~~2,000 (c),(f)~~	~~n/a~~	~~3~~	~~40~~	~~25 (g)~~	~~9 (i)~~	~~25~~
~~RM2 multiple-family (a)~~	~~1,500 (c),(f),(k)~~	~~n/a~~	~~5 (k)~~	~~50 (k)~~	~~25 (g)~~	~~9 (i)~~	~~25~~
~~RM3 multiple-family~~	~~800 (c)~~	~~n/a~~	~~no max.~~	~~no max.~~	~~25 (g)~~	~~9 (i),(j)~~	~~25~~

Zoning District	*Floor Area Ratio (FAR)*	*Building Height Maximum*	*Yard Setbacks Minimum (feet)*		
	Maximum (e)	*Feet*	*Front*	*Side*	*Rear*
RM1 multiple-family (a)	0.6 FAR with surface parking 1.0 FAR with structured parking	40	25 (f)	9 (h)	25
RM2 multiple-family (a)	1.5 FAR with surface parking 2.5 FAR with structured parking	50 (k),(l)	25 (f)	9 (h)	25
RM3 multiple-family	2.0 FAR with surface parking 3.0 FAR with structured parking	no maximum	25 (f)	9 (h),(i)	25

~~n/a - not applicable~~

Notes to table 66.231, residential district dimensional standards:

(a) R4 one-family district dimensional standards shall apply when one-family dwellings are erected in less restrictive residential districts. RT1 two-family district dimensional standards shall apply when two-family dwellings are erected in less restrictive residential districts.

~~(b) In calculating the area of a lot that adjoins a dedicated public alley, for the purpose of applying lot area and density requirements, one-half the width of such alley adjoining the lot shall be considered as part of the lot.~~

~~(c) No multiple-family dwelling shall be built, nor shall additional dwelling units be added to an existing building to create three (3) or more dwelling units, on a lot that is less than nine thousand (9,000) square feet in area.~~

~~In calculating the area of a lot for the purpose of applying the minimum lot area per unit requirement, the lot area figure may be increased by three hundred (300) square feet for each parking space (up to two (2) parking spaces per unit) within a multiple-family structure or otherwise completely underground. Parking spaces within an above-ground parking structure, except for the top level, may also be used for this lot area bonus. The maximum number of units possible on a lot using this lot area bonus can be calculated using the formula X = L ÷ (A - 600), where X = maximum units allowed, L = lot area in square feet, and A = required lot area per unit in square feet. A site plan showing parking layout and dimensions shall be required when applying for this lot area bonus.~~

(~~d~~b) A larger lot may be required depending on how much square footage is actually needed to properly site and install an individual sewage treatment system.

(~~e~~c) Where over half of the lot has slopes of twelve (12) percent or greater, the minimum lot size shall be fifteen thousand (15,000) square feet. When determining lot size, the slope shall be that in existence prior to any grading or filling. Alterations shall not be allowed that will lower the slope from twelve (12) percent or greater to less than twelve (12) percent prior to the creation of new lots.

(~~f~~d) If townhouses are developed on parcels where only the land immediately beneath each dwelling unit constitutes an individually described lot and all other land required for yards, other open space, parking, and other necessary land as required by this code constitutes "common" properties, jointly owned by the owners of the described lots beneath each dwelling unit, the minimum size lot per unit shall be applied to the entire parcel.

(e) Floor area ratio (FAR) shall be prorated upon the percentage of required parking that is provided as structured parking.

(~~g~~f) Where at least fifty (50) percent of the front footage of any block is built up with principal structures, the minimum front yard setback for new structures shall be the average setback of the existing structures, or if the block average is more than the minimum required front setback listed in the dimensional standard table, it shall be the setback requirement in the district plus half the amount the average setback is greater than the setback requirement in the table. Existing structures set back twenty (20) percent more or less than the average shall be discounted from the formula.

(~~h~~g) For permitted and conditional principal uses allowed in residential districts other than residential uses, the side yard setback shall be a minimum of nine (9) feet.

(~~i~~h) Side yards are required only for dwelling units on the ends of townhouse structures. When two (2) or more one-family, two-family, or townhouse structures are constructed on a single parcel, there shall be a distance of at least twelve (12) feet between principal buildings. When two (2) or

more multifamily buildings are constructed on a single parcel, there shall be a distance of at least eighteen (18) feet between principal buildings.

(~~i~~j) For portions of a building over fifty (50) feet in height, the minimum side yard setback shall be twenty-five (25) feet or nine (9) feet plus one-half the building height over fifty (50) feet, whichever is less.

(~~j~~k) For R1—R4 residential districts in planning districts 14 and 15, excluding property with local heritage preservation site or district designation, the following maximum building heights shall apply at side setback lines: 28 feet in R1, 26 feet in R2, 24 feet in R3, and 22 feet in R4. One (1) foot shall be added to the maximum building height per each one (1) foot the portion of the building is set back from the nearest side setback line, to a maximum height of thirty-five (35) feet. Building height for flat roofs shall be measured to the highest point of the parapet, if present.

(k) For property along Grand Avenue between Fairview Avenue and Cretin Avenue, between lines defined by the parallel alleys immediately north and south of Grand Avenue:

(1) Building height shall be limited to four (4) stories and forty (40) feet; and

(2) The minimum lot size for units with three (3) bedrooms shall be one thousand seven hundred (1,700) square feet per unit, and the minimum lot size for units with four (4) or more bedrooms shall be one thousand nine hundred (1,900) square feet per unit~~; and~~.

~~(3) The T2 design standards in section 66.343 shall apply.~~

(l) A maximum height of seventy (70) feet may be permitted with a conditional use permit.

Sec. 66.232. Maximum lot coverage.

In R1–R4 residential districts, principal buildings shall not cover more than thirty-five (35) percent of any zoning lot. For R1—R4 residential districts in planning districts 14 and 15, excluding property with local heritage preservation site or district designation, the total lot coverage of all buildings, including accessory buildings, shall not exceed forty (40) percent.

Division 4. 66.240. Required Conditions

Sec. 66.242. Multiple-family design standards.

The design standards in section 66.343(b)(2), (3), (7), (9), (11), (14), (15), (16), (19), (20), (21), (22), and (23) shall apply to multiple-family dwellings, along with the provisions in section 66.343(a).

Sec. 66.243. Parking requirements in RM1–RM3 multiple-family residential districts.

The minimum amount of required off-street parking may be reduced by twenty-five (25) percent for buildings with more than six (6) dwelling units in RM1–RM3 districts when more than fifty (50) percent of both the building and the parcel are within one-half (½) mile of University Avenue or any transit station serving light rail transit, bus rapid transit, streetcar or arterial bus rapid transit.

ARTICLE IV. 66.400. BUSINESS DISTRICTS

Sec. 66.431. Density and dimensional standards table.

(c) Since BC zoned property has a residential character, buildings shall maintain a twenty-five-foot front setback or meet the requirements of section 66.231~~(g)~~(f).

(g) In the BC community business (converted) district, principal structures shall not cover more than thirty-five (35) percent of any zoning lot, and residential buildings shall meet the ~~minimum lot size~~

~~per unit~~ maximum floor area ratio (FAR) requirements of section 66.231 for the RM2 multiple-family residential district.

Proposed RM Zoning Study Code Amendments (Annotated)

Existing language to be deleted shown by ~~strikeout~~. New language to be added shown by underlining.

Chapter 60. Zoning Code - General Provisions and Definitions; Zoning Districts and Maps Generally

ARTICLE III. 60.300. ZONING DISTRICTS AND MAPS GENERALLY

Sec. 60.301. Zoning districts established.

For the purposes of this code, the city is hereby divided into the following zoning districts:

(a) Residential districts.

RL one-family large lot residential district
R1 one-family residential district
R2 one-family residential district
R3 one-family residential district
R4 one-family residential district
RT1 two-family residential district
RT2 townhouse residential district
RM1 low-density~~, low-rise~~ multiple-family residential district
RM2 medium-density~~, low-rise~~ multiple-family residential district
RM3 high-density~~, high-rise~~ multiple-family residential district

Chapter 63. Zoning Code – Regulations of General Applicability

ARTICLE II. 63.200. PARKING REQUIREMENTS

Sec. 63.207. Parking requirements by use.

(b) Off-street parking reductions. The minimum number of off-street parking spaces as determined in Section 63.207(a) shall be reduced by one hundred (100) percent in traditional neighborhood and RM1-RM3 multiple-family residential districts when more than fifty (50) percent of both the building and the parcel are within one-quarter (¼) mile of University Avenue, and may also be reduced for:

1. Shared parking, as described in section 63.206(d);
2. Bicycle parking, as described in section 63.210(b);
3. Shared vehicle parking, as described in section 63.211.

Chapter 66. Zoning Code – Zoning District Uses, Density and Dimensional Standards

ARTICLE II. 66.200. RESIDENTIAL DISTRICTS

Division 1. 66.210. Intent

Sec. 66.215. Intent, RM1 low-density multiple-family residential district.

The RM1 low-density multiple-family residential district is intended to provide for an environment of predominantly one- and two-family, townhouse and lower-density multiple-dwelling structures, along with civic and institutional uses, public services and utilities that serve residents in the district, to provide for a variety of housing needs, and to serve as zones of transition between less restricted districts and more restricted districts.

Sec. 66.216. Intent, RM2 medium-density multiple-family residential district.

The RM2 medium-density multiple-family residential district is designed for multiple-family residential and supportive, complementary uses. Its intent is to foster and support pedestrian- and transit-oriented residential development and provide for infill housing to meet a variety of housing needs. ~~intended to provide for more extensive areas of multiple-family residential development and a variety of congregate living arrangements, as well as uses that serve the needs of the multiple-family residential districts. It is intended to provide for comprehensive development of multiple-family uses and a balance of population concentration near major thoroughfares, transit, and related facilities.~~

Sec. 66.217. Intent, RM3 high-density ~~rise~~ multiple-family residential district.

The RM3 high-density ~~rise~~ multiple family residential district is intended to provide sites for high density multiple-dwelling structures adjacent to high-frequency transit service and high traffic generators commonly found in the proximity of major shopping centers and areas abutting major thoroughfares and expressways. It is also designed to serve the residential needs of persons desiring apartment-type accommodations with central services as opposed to the residential patterns found in the RM1 and RM2 multiple-family residential districts. ~~The high-rise nature of the district is provided to allow for greater density with lower coverage, which will in turn result in more open space.~~

Division 3. 66.230. Residential District Density and Dimensional Standards

Sec. 66.231. Density and dimensional standards table.

Table 66.231, residential district dimensional standards, sets forth density and dimensional standards that are specific to residential districts. These standards are in addition to the provisions of chapter 63, regulations of general applicability.

Table 66.231. Residential District Dimensional Standards

Zoning District	*Lot Size Minimum (per unit)*		*Building Height Maximum*		*Yard Setbacks Minimum (feet)*		
	Area (sq. feet.)(b)	*Width (feet)*	*Stories*	*Feet*	*Front*	*Side*	*Rear*
RL one-family large lot	21,780 (db)	80	3	30	30 (gf)	10	25
R1 one-family	9,600 (ec)	80	3	30 (-ij)	30 (gf)	10	25
R2 one-family	7,200	60	3	30 (-ij)	25 (gf)	8 (hg)	25
R3 one-family	6,000	50	3	30 (-ij)	25 (gf)	6 (hg)	25
R4 one-family	5,000	40	3	30 (-ij)	25 (gf)	4 (hg)	25
RT1 two-family (a)	3,000 (fd)	25	3	40	25 (gf)	9	25
RT2 townhouse (a)	2,0002,500 (c),(fd)	20	3	40	25 (gf)	9 (ih)	25
~~RM1 multiple-family (a)~~	~~2,000 (c),(f)~~	~~n/a~~	~~3~~	~~40~~	~~25 (g)~~	~~9 (i)~~	~~25~~
~~RM2 multiple-family (a)~~	~~1,500 (c),(f),(k)~~	~~n/a~~	~~5 (k)~~	~~50 (k)~~	~~25 (g)~~	~~9 (i)~~	~~25~~
~~RM3 multiple-family~~	~~800 (c)~~	~~n/a~~	~~no max.~~	~~no max.~~	~~25 (g)~~	~~9 (i),(j)~~	~~25~~

Zoning District	*Floor Area Ratio (FAR)*	*Building Height Maximum*	*Yard Setbacks Minimum (feet)*		
	Maximum (e)	*Feet*	*Front*	*Side*	*Rear*
RM1 multiple-family (a)	0.6 FAR with surface parking 1.0 FAR with structured parking	40	25 (f)	9 (h)	25
RM2 multiple-family (a)	1.5 FAR with surface parking 2.5 FAR with structured parking	50 (k),(l)	25 (f)	9 (h)	25
RM3 multiple-family	2.0 FAR with surface parking 3.0 FAR with structured parking	no maximum	25 (f)	9 (h),(i)	25

~~n/a – not applicable~~

Commented [DB(1]: RL-RT1 revisions here are just updates of footnotes– no substantive changes. RT2 changes are of minor substance to allow footnote to be "c" deleted, since it wouldn't be needed for any other district under the proposed changes. Decreasing the standard min lot size per unit for RT2 from 2,500 to about 2,000 essentially gets RT2 the same density it had under the ole footnote. RM1-3 are where the major substantive changes are...

Notes to table 66.231, residential district dimensional standards:

(a) R4 one-family district dimensional standards shall apply when one-family dwellings are erected in less restrictive residential districts. RT1 two-family district dimensional standards shall apply when two-family dwellings are erected in less restrictive residential districts.

~~(b) In calculating the area of a lot that adjoins a dedicated public alley, for the purpose of applying lot area and density requirements, one-half the width of such alley adjoining the lot shall be considered as part of the lot.~~

Commented [DB(2]: This is already in Ch 63 – repetition here can be deleted.

~~(c) No multiple-family dwelling shall be built, nor shall additional dwelling units be added to an existing building to create three (3) or more dwelling units, on a lot that is less than nine thousand (9,000) square feet in area.~~

~~In calculating the area of a lot for the purpose of applying the minimum lot area per unit requirement, the lot area figure may be increased by three hundred (300) square feet for each parking space (up to two (2) parking spaces per unit) within a multiple-family structure or otherwise completely underground. Parking spaces within an above-ground parking structure, except for the top level, may also be used for this lot area bonus. The maximum number of units possible on a lot using this lot area bonus can be calculated using the formula X = L ÷ (A - 600), where X = maximum units allowed, L = lot area in square feet, and A = required lot area per unit in square feet. A site plan showing parking layout and dimensions shall be required when applying for this lot area bonus.~~

Commented [DB(3]: This structured parking bonus concept has been simplified and put right in Table 66.231 for RM1-3.

(~~d~~b) A larger lot may be required depending on how much square footage is actually needed to properly site and install an individual sewage treatment system.

(~~e~~c) Where over half of the lot has slopes of twelve (12) percent or greater, the minimum lot size shall be fifteen thousand (15,000) square feet. When determining lot size, the slope shall be that in existence prior to any grading or filling. Alterations shall not be allowed that will lower the slope from twelve (12) percent or greater to less than twelve (12) percent prior to the creation of new lots.

(~~f~~d) If townhouses are developed on parcels where only the land immediately beneath each dwelling unit constitutes an individually described lot and all other land required for yards, other open space, parking, and other necessary land as required by this code constitutes "common" properties, jointly owned by the owners of the described lots beneath each dwelling unit, the minimum size lot per unit shall be applied to the entire parcel.

(e) Floor area ratio (FAR) shall be prorated upon the percentage of required parking that is provided as structured parking.

(~~g~~f) Where at least fifty (50) percent of the front footage of any block is built up with principal structures, the minimum front yard setback for new structures shall be the average setback of the existing structures, or if the block average is more than the minimum required front setback listed in the dimensional standard table, it shall be the setback requirement in the district plus half the amount the average setback is greater than the setback requirement in the table. Existing structures set back twenty (20) percent more or less than the average shall be discounted from the formula.

(~~h~~g) For permitted and conditional principal uses allowed in residential districts other than residential uses, the side yard setback shall be a minimum of nine (9) feet.

(~~i~~h) Side yards are required only for dwelling units on the ends of townhouse structures. When two (2) or more one-family, two-family, or townhouse structures are constructed on a single parcel, there shall be a distance of at least twelve (12) feet between principal buildings. When two (2) or

more multifamily buildings are constructed on a single parcel, there shall be a distance of at least eighteen (18) feet between principal buildings.

(~~i~~j) For portions of a building over fifty (50) feet in height, the minimum side yard setback shall be twenty-five (25) feet or nine (9) feet plus one-half the building height over fifty (50) feet, whichever is less.

(~~j~~i) For R1—R4 residential districts in planning districts 14 and 15, excluding property with local heritage preservation site or district designation, the following maximum building heights shall apply at side setback lines: 28 feet in R1, 26 feet in R2, 24 feet in R3, and 22 feet in R4. One (1) foot shall be added to the maximum building height per each one (1) foot the portion of the building is set back from the nearest side setback line, to a maximum height of thirty-five (35) feet. Building height for flat roofs shall be measured to the highest point of the parapet, if present.

(k) For property along Grand Avenue between Fairview Avenue and Cretin Avenue, between lines defined by the parallel alleys immediately north and south of Grand Avenue:

(1) Building height shall be limited to four (4) stories and forty (40) feet; and

(2) The minimum lot size for units with three (3) bedrooms shall be one thousand seven hundred (1,700) square feet per unit, and the minimum lot size for units with four (4) or more bedrooms shall be one thousand nine hundred (1,900) square feet per unit~~; and~~.

~~(3) The T2 design standards in section 66.343 shall apply.~~

(l) A maximum height of seventy (70) feet may be permitted with a conditional use permit.

Commented [DB(4]: This concept is kept, but moved to 66.242 below.

Commented [DB(5]: This footnote applies only to RM2 because RM1 tends to be in more sensitive locations, and RM3 has no height maximum. The most equivalent T district, T2, has a max height of 35 feet, or 45 feet with a CUP. T3 allows up to 90 feet with a CUP.

Sec. 66.232. Maximum lot coverage.

In R1–R4 residential districts, principal buildings shall not cover more than thirty-five (35) percent of any zoning lot. For R1—R4 residential districts in planning districts 14 and 15, excluding property with local heritage preservation site or district designation, the total lot coverage of all buildings, including accessory buildings, shall not exceed forty (40) percent.

Commented [DB(6]: This addition has the impact of eliminating max lot coverage for RT1-2 and RM1-3.

Division 4. 66.240. Required Conditions

Sec. 66.242. Multiple-family design standards.

The design standards in section 66.343(b)(2), (3), (7), (9), (11), (14), (15), (16), (19), (20), (21), (22), and (23) shall apply to multiple-family dwellings, along with the provisions in section 66.343(a).

Commented [DB(7]: Intended to list the helpful T design standards for RM use, while avoiding problematic ones.

Sec. 66.243. Parking requirements in RM1–RM3 multiple-family residential districts.

The minimum amount of required off-street parking may be reduced by twenty-five (25) percent for buildings with more than six (6) dwelling units in RM1–RM3 districts when more than fifty (50) percent of both the building and the parcel are within one-half (½) mile of University Avenue or any transit station serving light rail transit, bus rapid transit, streetcar or arterial bus rapid transit.

ARTICLE IV. 66.400. BUSINESS DISTRICTS

Sec. 66.431. Density and dimensional standards table.

(c) Since BC zoned property has a residential character, buildings shall maintain a twenty-five-foot front setback or meet the requirements of section 66.231~~(g)~~(f).

(g) In the BC community business (converted) district, principal structures shall not cover more than thirty-five (35) percent of any zoning lot, and residential buildings shall meet the ~~minimum lot size~~

~~per unit~~ maximum floor area ratio (FAR) requirements of section 66.231 for the RM2 multiple-family residential district.

Commented [DB(8]: This continues the concept of treating residential in the BC district like it were in RM2 district. Another potential approach that would essentially exempt BC from the RM2 changes is replicating the existing RM2 minimum lot size requirements right here in 66.431 rather than via cross-reference.

Sec. 66.343. - Traditional neighborhood district design standards.

(a) *Applicability.* The traditional neighborhood district design standards under paragraph (b) below apply to development within T1—T4 traditional neighborhood districts, as indicated in table 66.343, applicability of traditional neighborhood district design standards. Site plans and other development proposals within traditional neighborhood districts shall be consistent with the applicable design standards unless the applicant can demonstrate that there are circumstances unique to the property that make compliance impractical or unreasonable. In cases where more specific design standards or guidelines have been developed as part of city council-approved master plans, small area plans, or other city-approved plans for specific sites, those shall take precedence. All standards in section 63.110, general design standards, are also applicable to development within T1—T4 traditional neighborhood districts.

Table 66.343. Applicability of Traditional Neighborhood District Design Standards

Guidelines	T1	T2	T3	T4
1. Land use diversity			✓	✓
2. Transitions to lower-density neighborhoods		✓	✓	✓
3. Block length		✓	✓	✓
4. Compatible rehabilitation and reuse	✓	✓	✓	✓
5. Use established building facade line	✓	✓	✓	
6. Buildings anchor the corner	✓	✓	✓	✓
7. Front yard landscaping	✓	✓	✓	✓
8. Building facade continuity		✓	✓	✓
9. Building facade articulation - base, middle and top	✓	✓	✓	✓
10. Building height - treatment of 1-story buildings	✓	✓	✓	✓
11. Definition of residential entries	✓	✓	✓	✓
12. Entrance location	✓	✓	✓	✓
13. Door and window openings - minimum and character	✓	✓	✓	✓

14. Materials and detailing	✓	✓	✓	✓
15. Screening of equipment and service areas		✓	✓	✓
16. Interconnected street and alley network		✓	✓	✓
17. On-street parking		✓	✓	✓
18. Parking location and entrance design	✓	✓	✓	✓
19. Residential garage location	✓	✓	✓	✓
20. Parking lot lighting		✓	✓	✓
21. Entrance location for transit access	✓	✓	✓	✓
22. Street trees	✓	✓	✓	✓
23. Sidewalks	✓	✓	✓	✓

(b) *Traditional neighborhood district design standards.*

(1) *Land use diversity.* In general, it is desirable for each block to include some diversity in housing type, building type, and mix of land uses. In T3M districts any two (2) abutting block faces shall include more than one (1) land use or building type.

(2) *Transitions to lower-density neighborhoods.* Transitions in density or intensity shall be managed through careful attention to building height, scale, massing and solar exposure.

(3) *Block length.* Block faces in mixed use areas shall typically not exceed four hundred (400) feet. Block faces in residential areas shall typically follow the pattern of neighboring blocks, but shall not exceed six hundred sixty (660) feet, the length of the standard Saint Paul block. This standard may be modified to ensure compliance with the city's adopted comprehensive plan and development or project plans for sub-areas of the city.

(4) *Compatible rehabilitation and reuse.* Remodeling, additions or other alterations to existing traditional buildings shall be done in a manner that is compatible with the original scale, massing, detailing and materials of the original building. Original materials shall be retained and preserved to the extent possible.

(5) *Use established building facade lines.* New buildings shall relate to the established building facade line on the block where they are located. On most nonresidential or mixed use blocks, this is the inside edge of the sidewalk. For corner buildings, each facade that fronts a public street shall maintain the established building facade line. Portions of the facade may be set back a greater distance to emphasize entries or create outdoor seating and gathering areas.

(6) *Buildings anchor the corner.* New buildings on corner lots shall be oriented to the corner and both public streets. On corner lots at light rail transit station platforms, no portion of a structure

shall be permitted in the triangular area of the lot included within fifteen (15) feet of the corner along each lot line.

(7) *Front yard landscaping.* Front yard areas located between the principal building and the street shall be landscaped, except on University Avenue where the first four (4) feet may be paved similar to the public sidewalk. Other hard surfaced front yard areas should include amenities such as benches, tables, and planters.

(8) *Building facade continuity.* New buildings along commercial and mixed-use streets shall provide a continuous facade along the street. Where breaks occur, the street edge shall be continued through the use of fencing, low walls and/or landscaping.

(9) *Building facade articulation.* The bottom twenty-five (25) feet of buildings shall include elements that relate to the human scale. These should include doors and windows, texture, projections, awnings and canopies, ornament, etc.

(10) *Building height - treatment of 1-story buildings.* New buildings of two (2) or more stories are encouraged. One-story buildings shall be designed to convey an impression of greater height in relation to the street. This can be achieved through the use of pitched roofs with dormers or gables facing the street, a higher parapet, and/or the use of an intermediate cornice line to separate the ground floor and the upper level.

(11) *Definition of residential entries.* Porches, steps, pent roofs, roof overhangs, hooded front doors or similar architectural elements shall be used to define all primary residential entrances.

(12) *Entrance location.* There shall be a primary pedestrian building entrance on all arterial or collector streets. At a corner location where both streets are arterial or collector streets, this standard may be satisfied with a single entrance at the corner. In multi-tenant buildings, any ground floor use with street frontage shall have an entrance facing the street.

(13) *Door and window openings - minimum and character.*

a. For new commercial and civic buildings, windows and doors or openings shall comprise at least fifty (50) percent of the length and at least thirty (30) percent of the area of the ground floor along arterial and collector street facades.

b. Windows shall be designed with punched and recessed openings, in order to create a strong rhythm of light and shadow.

c. Glass on windows and doors shall be clear or slightly tinted, and allow views into and out of the interior.

d. Window shape, size and patterns shall emphasize the intended organization of the facade and the definition of the building.

(14) *Materials and detailing.*

a. Residential buildings of more than six (6) units and nonresidential or mixed use buildings shall be constructed of high-quality materials such as brick, stone, textured cast stone, tinted masonry units, concrete, glass or metal. The following materials are generally not acceptable:

- Unadorned plain or painted concrete block;
- Tilt-up concrete panels;
- Synthetic stucco products;
- Reflective glass; and
- Vinyl, fiberglass, asphalt or fiberboard siding.

b. All building facades visible from a public street or walkway shall employ materials and design features similar to those of the front facade.

(15) *Screening of equipment and service areas.* If an outdoor storage, service or loading area is visible from adjacent residential uses or a public street or walkway, it shall be screened by a decorative fence, wall or screen of plant material at least six (6) feet in height. Fences and walls shall be architecturally compatible with the primary structure.

(16) *Interconnected street and alley network.* The existing street and alley network shall be preserved and extended as part of any new development. If the street network has been interrupted, it shall be restored whenever possible. Cul-de-sac streets are discouraged; crescent-shaped or courtyard street arrangements may be used when street connections are impractical.

(17) *On-street parking.* Streets shall generally have parking on both sides to buffer pedestrians, calm traffic and supplement off-street parking unless the space is needed to accommodate traffic volume, emergency vehicles, transit or deliveries. Parking bump-ins are permitted in special cases (such as adjacent to large development sites) in conjunction with a redevelopment project that has at least three-hundred (300) feet of street frontage.

(18) *Parking location and design.*

a. Off-street parking shall be provided within a principal structure, underground, or to the rear of buildings to the greatest extent possible. Limited side yard parking may be appropriate. Entrance drives and garage doors for underground or structured parking may face the street, except adjacent to light rail transit platforms, but shall be designed for pedestrian convenience and safety.

b. Surface parking shall not be located within thirty (30) feet of a corner. Buildings shall be located to emphasize and "anchor" the corner whenever possible.

c. Vehicular entrances to structured parking shall be minimized so that they do not dominate the street frontage of the building. Possible techniques include recessing the entry; extending portions of the structure over the entry; using screening and landscaping to soften the appearance of the entry; using the smallest curb cut and driveway possible; and subordinating the vehicular entrance to the pedestrian entrance in terms of size, prominence in the streetscape location, and design emphasis.

d. New above-grade parking structures fronting on arterial and collector streets shall be lined with active commercial/retail uses at street level with direct access to the sidewalk.

e. Upper levels of new parking structures shall be designed with exterior wall treatments, detailing, fenestration and materials that screen the view of vehicles and relate to existing adjacent buildings.

(19) *Residential garage location.* Attached residential garages shall be recessed at least ten (10) feet behind the front facade of the building. Detached residential garages shall be located in the side or rear yard, recessed at least twenty-five (25) feet behind the front facade of the building. When an alley is present, garages shall be located in the rear yard and accessed through the alley. Individual residential unit garage entrances shall be off alleys or interior courtyards.

(20) *Parking lot lighting.* Pedestrian-scale lighting shall be provided within parking areas. Light standards shall be no more than twenty-five (25) feet in height in parking lots and sixteen (16) feet in height along interior sidewalks and walkways, and have a downcast glow.

(21) *Entrance location for transit access.* New and existing retail, office and multifamily housing shall coordinate with the transit agency in locating bus stops and related improvements. Building entrances shall be located to provide easy access to bus stops and shelters.

(22) *Street trees.* Street trees in the street right-of-way, as prescribed by the city forester and section 69.600 of the subdivision regulations, and other landscape improvements shall be provided along all streets at regular intervals to help define the street edge, buffer pedestrians from vehicles, and provide shade. Trees shall be located in a planting strip at least five (5) feet wide between the curb and sidewalk, or in a planter or planting structure of a design acceptable to the city.

(23) *Sidewalks.* Streets shall be designed with sidewalks on both sides except where they abut a park or other open space. Sidewalk width shall be at least five (5) feet, and six (6) feet or more in areas of high pedestrian activity. The T4 district is defined as an area of high pedestrian activity.

(Ord. No. 11-27, § 1, 4-20-11)

Sec. 66.331. - Density and dimensional standards table.

Table 66.331, traditional neighborhood district dimensional standards, sets forth density and dimensional standards that are specific to traditional neighborhood districts. These standards are in addition to the provisions of chapter 63, regulations of general applicability. Where an existing building does not conform to the following requirements, the building may be expanded without fully meeting the requirements as long as the expansion does not increase the nonconformity.

Table 66.331. Traditional Neighborhood District Dimensional Standards

Building Type by Zoning District	Density	Lot Size Minimum (per unit)		Building Height (feet)		Yard Setbacks (feet)		
	Min.—Max.(a)	Area (sq. ft.)(a)	Width (feet)	Min.	Max.	Front Min.—Max.	Side Min.	Rear Min.
T1								
1-family dwelling	6—12 units/acre(b)	3500(b)	30	none	35(e)	15—25(i)	(k)	15
2-family/townhouse	8—20 units/acre(b)	2000(b)	20	none	35(e)	10—25(i)	(k)	15
Multifamily	10—25 units/acre(b)	1700(b)	n/a	none	35(e)	10—25(i)	(k)	(k)
Nonresidential or mixed use	0.3—1.0 FAR	n/a	n/a	none	35(e)	0—25	(k)	(k)
T2								
1-family dwelling	6—12 units/acre(b)	3500(b)	30	none	35(e)	15—25(i)	(k)	15
2-family/townhouse	8—20 units/acre(b)	2000(b)	20	none	35(e)	10—25(i)	(k)	15
Multifamily	FAR as for mixed use	n/a	n/a	none	35(e), (f)	10—25(i)	(k)	(k)

Nonresidential or mixed use	0.3—2.0 FAR with surface parking and 0.3—3.0 FAR with structured parking(c)	n/a	n/a	none	35(e), (f)	0—10(j)	(k)	(k)
T3								
1-family dwelling	8—12 units/acre(b)	3500(b)	30	25	35(e)	15—25(i)	(k)	15
2-family/townhouse	10—20 units/acre(b)	2000(b)	20	25	35(e)	10—25(i)	(k)	15
Multifamily	0.5—3.0 FAR(d)	n/a	n/a	25	45(e), (g), (l)	10—25(i)	(k)	(k)
Nonresidential or mixed use	0.5—3.0 FAR(d)	n/a	n/a	25	55(e), (g), (l)	0—10(j)	(k)	(k)
T4								
Multifamily	0.5 min. FAR(d)	n/a	n/a	25	75(e), (h)	10—25(i)	(k)	(k)
Nonresidential or mixed use	0.5 min. FAR(d)	n/a	n/a	25	75(e), (h)	0—10(j)	(k)	(k)

Min. - Minimum Max. - Maximum FAR - Floor Area Ratio n/a - not applicable

Notes to table 66.331, traditional neighborhood district dimensional standards:

(a) In calculating the area of a lot that adjoins a dedicated public alley, for the purpose of applying minimum lot area and maximum density requirements, one-half the width of such alley adjoining the lot shall be considered part of the lot. The minimum FAR applies to new buildings. The minimum FAR does not apply to the creation or reconfiguration of lots, or to removal of buildings. For a new building on a zoning lot where an existing building will remain, or where the new building and its associated parking and landscaping will cover only part of the site and leave the rest of the site open for an additional building, minimum FAR may be calculated based on the area of the site covered by the new building and its associated parking and landscaping. Public gathering areas, landscaped areas at least twenty (20) feet wide preserved for future development between the public right-of-way and parking, and land dedicated to the city as public right-of-way may be approved by the planning administrator as counting toward meeting the minimum FAR.

(b) Units per acre is calculated based on net acreage. Density based on units per acre must be calculated for parcels of an acre or more in size. For smaller parcels, the maximum number of units may be calculated based upon minimum lot size per unit.

In calculating the area of a lot for the purpose of applying lot area and density requirements, the lot area figure may be increased by three hundred (300) square feet for each parking space (up to two parking spaces per unit) within a multiple-family structure or otherwise completely underground. Parking spaces within an above-ground parking structure, except for those on the top level, may also be used for this lot area bonus. The maximum number of units possible on a lot using this lot area bonus can be calculated using the formula X = L ÷ (A—600), where X = maximum units allowed, L = lot area in square feet, and A = required lot area per unit in square feet. A site plan showing parking layout and dimensions shall be required when applying for this lot area bonus.

(c) Floor area ratio (FAR) shall be prorated upon the percentage of required parking that is provided as structured parking. A minimum FAR of 0.5 is required in light rail station areas. Thirty (30) percent of the floor area of structured parking within, above, or below the principal structure may be counted toward meeting the minimum FAR.

(d) 1.0-3.0 FAR in light rail station areas for lots more than twenty-five thousand (25,000) square feet in area, with no maximum FAR in T4. The floor area of structured parking above or below space used for principal uses, up to an amount equal to the floor area of the principal uses, may be counted toward meeting the minimum FAR. For lots more than twenty-five thousand (25,000) square feet partly in a light rail station area, minimum FAR shall be prorated upon the percentage of the lot in a light rail station area.

(e) Except in the river corridor overlay district, height of structures may exceed the maximum if set back from side and rear setback lines a distance equal to additional height. Structures shall be no more than twenty-five (25) feet high along side and rear property lines abutting RL-RT2 residential districts; structures may exceed this twenty-five (25) foot height limit if stepped back from side and rear property lines a distance equal to the additional height.

(f) A maximum height of forty-five (45) feet may be permitted with a conditional use permit.

(g) Except in the river corridor overlay district and within light rail station areas between Lexington Parkway and Marion Street, a maximum height of ninety (90) feet may be permitted with a conditional use permit. Structures shall be stepped back one (1) foot from all setback lines for every two and one-half (2½) feet of height over seventy-five (75) feet. A shadow study may be required for a conditional use permit application to help determine the impact of the additional height.

(h) Additional height may be permitted with a conditional use permit. Structures shall be stepped back one (1) foot from all setback lines for every two and one-half (2½) feet of height over seventy-five (75) feet. A shadow study may be required for a conditional use permit application to help determine the impact of the additional height.

(i) Where at least fifty (50) percent of the front footage of the block is built up with principal structures, the minimum front yard setback for new structures shall be the average setback of the existing structures, or the normal setback requirement in the district plus half the amount the average setback is greater than the normal setback requirement, whichever is less. Existing structures set back twenty (20) percent more or less than the average shall be discounted from the formula. The minimum front yard setback shall not exceed the maximum front yard setback requirement. Sixty (60) percent of the front facade must fall within the maximum setback. For local heritage preservation sites, the standard may be modified to comply with the preservation program and design review guidelines.

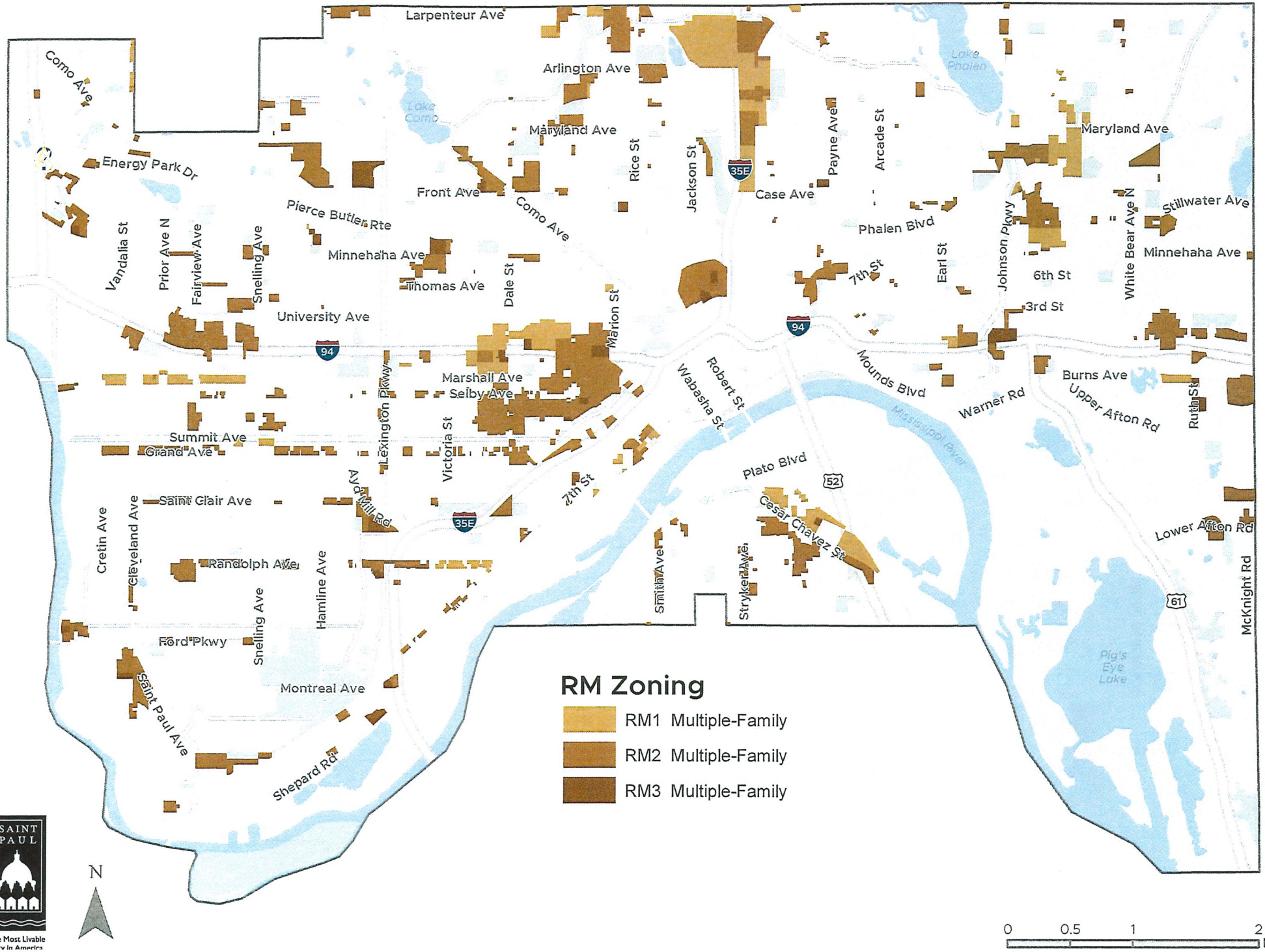
(j) For properties fronting on University Avenue between Marion and Emerald Streets a minimum four (4) foot front yard setback is required. The four (4) foot setback shall be either landscaped or paved. If paved (preferred), the property owner may provide a permanent easement to the City to provide additional sidewalk space. An additional six (6) feet may be added to provide an

outdoor activity zone, pedestrian seating or amenities, resulting in a building setback of ten (10) feet. For local heritage preservation sites, the standard may be modified to comply with the preservation program and design review guidelines.

(k) No side or rear yards are required along the interior lot lines except as otherwise specified in the building code; provided, that if walls of structures facing such interior lot lines contain windows or other openings, yards of not less than six (6) feet shall be provided. Side and rear yards of at least six (6) feet shall be required when a nonresidential use adjoins a side yard of a residential property. These setback requirements from interior lot lines shall be waived when an easement agreement is recorded as to the affected properties. Proof of such recorded easement shall be provided at the time of application for a building permit. The recording of the easement agreement shall be interpreted to mean that the following intents and purposes of these setback requirements are met: adequate supply of light and air to adjacent property; sufficient space for maintenance of the building from the same lot; and prevention of damage to adjoining property by fire or runoff from roofs. The setback shall be a minimum of thirteen (13) feet from the centerline of an adjoining alley.

(l) For the T3M Upper Landing area bounded by Chestnut Street, Spring Street, Smith Avenue and the Mississippi River, a maximum height of sixty-five (65) feet may be permitted without a conditional use permit, and a maximum height of one hundred (100) feet may be permitted with a conditional use permit, provided that such developments, to the extent reasonably possible, follow the design guidelines of the "Sustainable Decisions Guide for City Facilities" or other sustainable development guidelines. For the T3M Victoria Park area generally bounded by W. 7th Street, Otto Avenue, Shepard Road and Montreal Way, a maximum height of seventy-five (75) feet may be permitted with a conditional use permit. For the T3M West Side Flats area generally bounded by Wabasha Street, Plato Boulevard, Robert Street, and the Mississippi River, the maximum permitted building heights shall be as shown on Figure 5.4 of the *West Side Flats Master Plan and Development Guidelines* adopted by the city council on June 10, 2015; for the parcels on the northeast and northwest corners of Robert Street and Plato Boulevard, a maximum height of seventy-five (75) feet may be permitted without a conditional use permit, and a maximum height of ninety (90) feet may be permitted with a conditional use permit. A shadow study and/or view analysis shall accompany the conditional use permit application to help determine the impact of the additional height.

(Ord. No. 11-27, § 1, 4-20-11; Ord 14-12, § 2, 6-4-14; Ord 15-5, § 3, 2-5-15; Ord 15-20, § 2, 6-10-15)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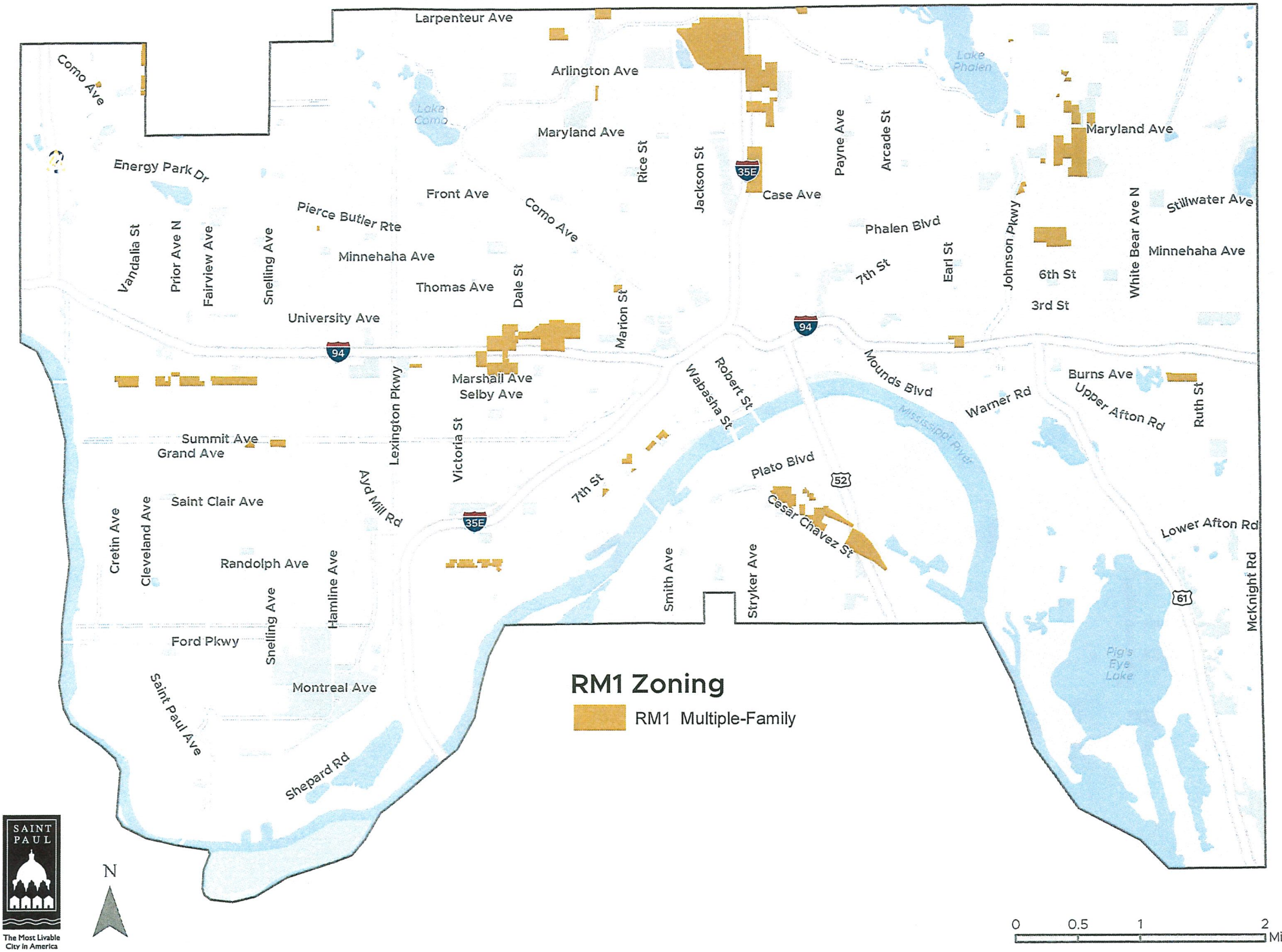
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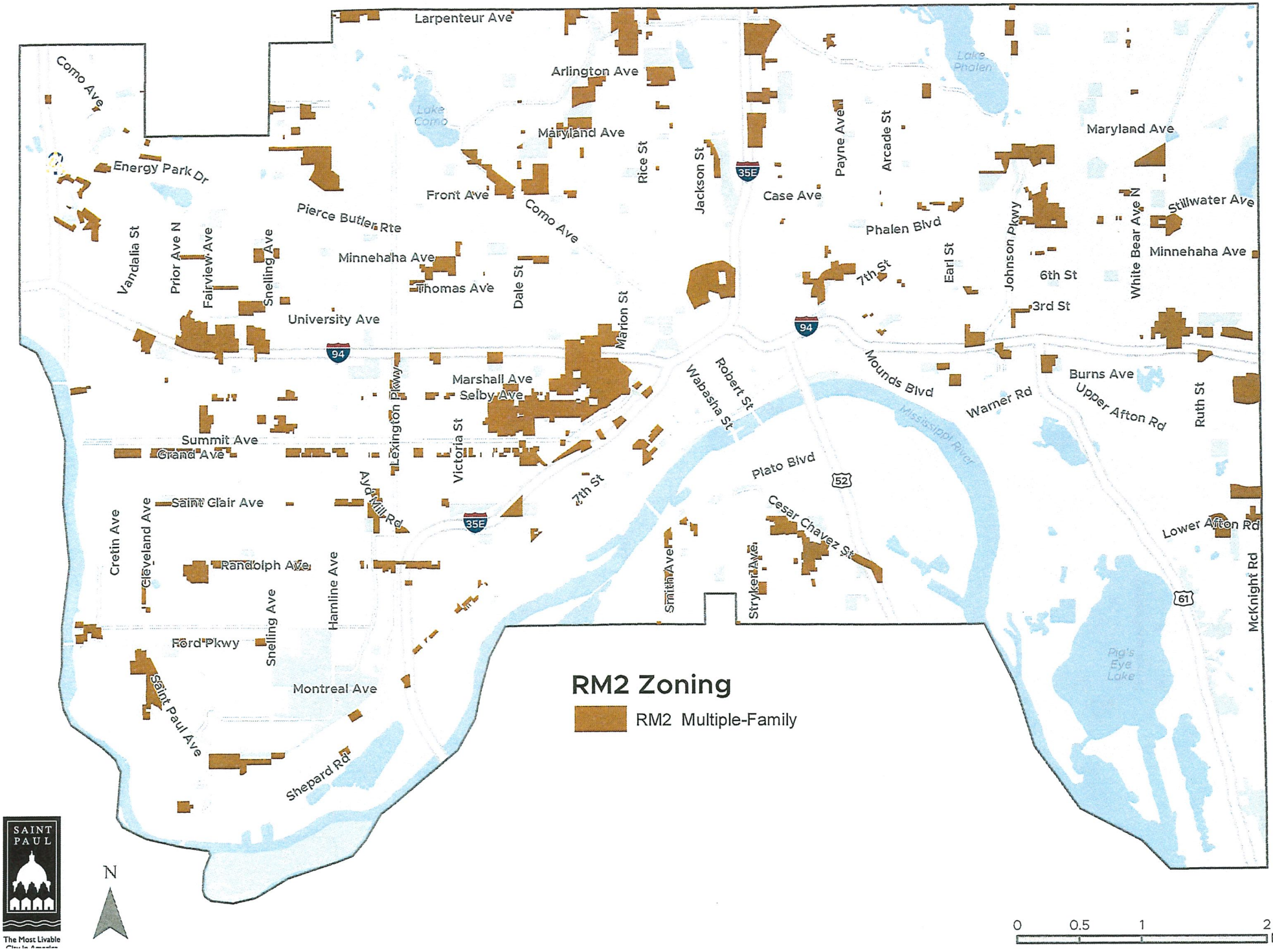
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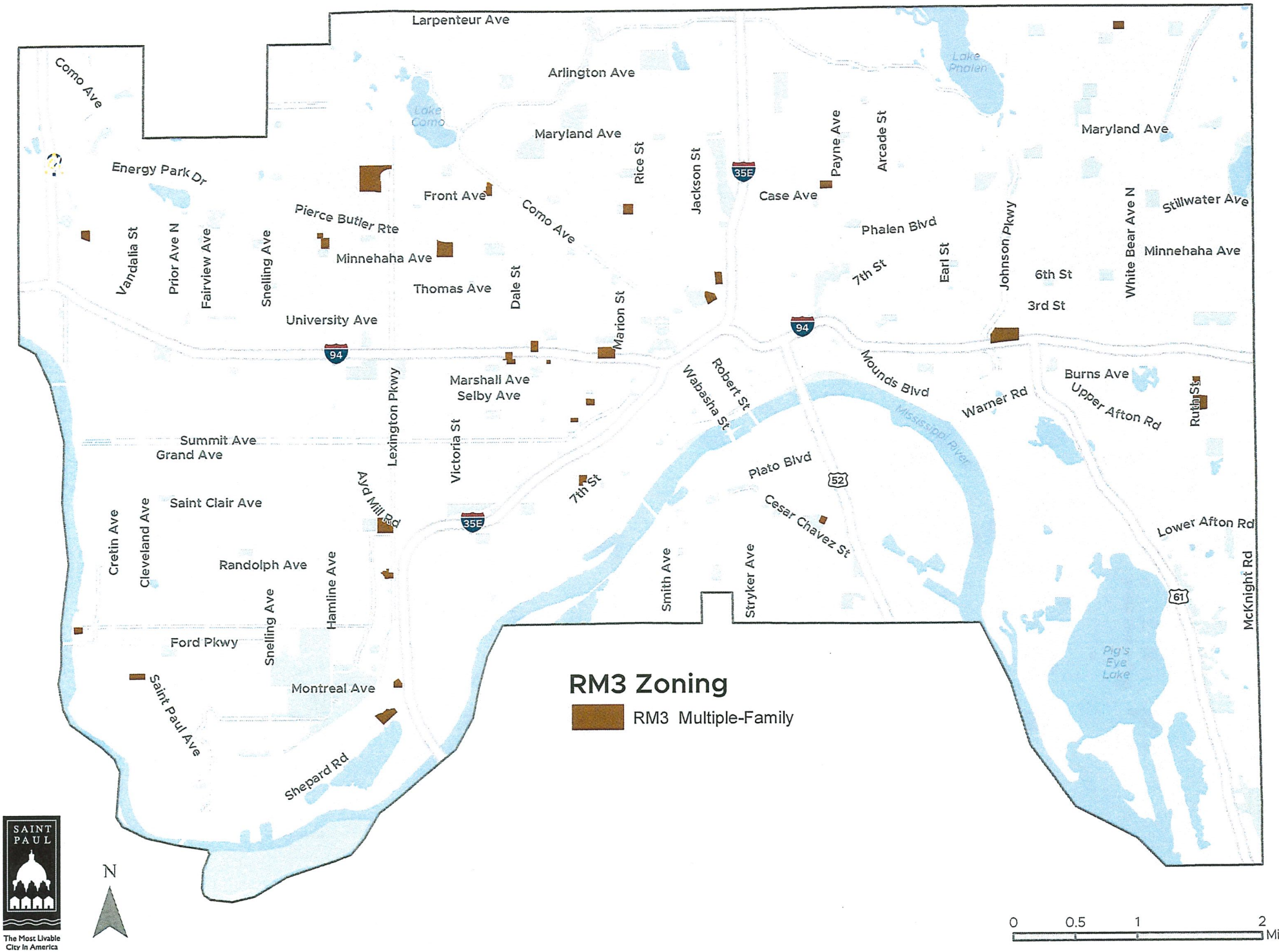
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