

Assumptions in Built Density Between Current and Proposed LDC

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Zone	Current Code	Proposed Code	Assumption: Average Built Density
R-S	Min lot size: 7,000sf Max impervious area: None, but max 40% lot coverage Min density: None Max base density: 6 du/acre Max density (w/bonus): No bonus provisions	Min lot size: None Max impervious area: 45-60% Min density: 6 du/acre Max base density: 6 du/acre Max density (w/bonus): 12 du/acre	4 du/acre > 6.5-7 du/acre Assumes that about 50% of developments choose to integrate density bonus provisions and most are relatively modest. Mitigating features, in order of importance: <ul style="list-style-type: none"> • Block size standards result in better connectivity • Street design standards = reduced pavement and more pervious surfaces • New impervious area standards • Increased density = less land area needed for development and growth • Density and configuration make the future opportunity for transit use more viable than under current code.
R-L	Min lot size: 7,000sf Max impervious area: None, but max 40% lot coverage Min density: None Max base density: 8 du/acre Max density (w/bonus): No bonus provisions	Min lot size: None Max impervious area: 45-70% Min density: 6 du/acre Max base density: 8 du/acre Max density (w/bonus): 16 du/acre	4 du/acre > 7 du/acre Assuming slightly higher density results than in R-S. Otherwise, same mitigating factors.
R-M	Min lot size: 7,000sf Max impervious area: None, but max 50% lot coverage Parking: MF = 1.5 spaces/bedroom Min density: None Max base density: 12 du/acre Max building height: 35' Max FAR: None Max density (w/bonus): No bonus provisions	Min lot size: None Max impervious area: 45-70% Parking: MF = 1.2 spaces/du & higher (based on # of rooms) Min density: 6 du/acre Max base density: No limit Max building height: 35' Max FAR: 1.0 Max density (w/bonus): No limit	10 du/acre > 16 du/acre R-M zone is mostly infill sites in older neighborhoods and sites appropriate for multifamily housing around the campus. Lot, density, and parking changes make it easier to do duplexes and multiplexes in infill areas, while FAR limits and design provisions reduce impacts. Larger density increases are more likely in the campus area, where walkup apartments could be built at densities above 20 units/acre. Mitigating features are same as in the R-S zone, only more concentrated. Additional feature: <ul style="list-style-type: none"> • Proposed FAR provisions and design standards will reduce the visual impact of development and foster more compatible forms of development.

Zone	Current Code	Proposed Code	Assumption: Average Built Density
R-H	<p>Min lot size: 7,000sf</p> <p>Max impervious area: None, but max 85% lot coverage for non-setback area</p> <p>Parking: MF = 1.5 spaces/bedroom</p> <p>Min density: 8 du/acre</p> <p>Max base density: 12 du/acre</p> <p>Max building height: 40'</p> <p>Max FAR: None</p> <p>Max density (w/bonus): No bonus provisions</p>	<p>Min lot size: None</p> <p>Max impervious area: 60-70%</p> <p>Parking: MF = 1.2 spaces/du & higher (based on # of rooms)</p> <p>Min density: 15 du/acre</p> <p>Max base density: No limit</p> <p>Max building height: 45'</p> <p>Max FAR: 1.5</p> <p>Max density (w/bonus): No limit</p>	<p>16 du/acre > 24 du/acre</p> <p>There is only one R-H zoned property and it's just 3 acres of vacant land between a church and a health center.</p> <p>Proposed zoning allows greater flexibility for walk-up apartments or townhomes (20+ units/acre on this site).</p> <p>Mitigating features:</p> <ul style="list-style-type: none"> • Increased density = less land area needed for development and growth • New impervious area standards • Density and configuration make transit use more viable than under current code. • Proposed FAR provisions and design standards will reduce the visual impact of development and foster more compatible forms of development.
R-O	<p>Min lot size: 7,000sf</p> <p>Max impervious area: None, but max 50% lot coverage</p> <p>Parking: MF = 1.5 spaces/bedroom</p> <p>Min density: None</p> <p>Max base density: 12 du/acre</p> <p>Max building height: 35'</p> <p>Max FAR: None</p> <p>Max density (w/bonus): No bonus provisions</p>	<p>Min lot size: None</p> <p>Max impervious area: 50-70%</p> <p>Parking: MF = 1.2 spaces/du & higher (based on # of rooms)</p> <p>Min density: 8 du/acre</p> <p>Max base density: No limit</p> <p>Max building height: 35'</p> <p>Max FAR: 1.0</p> <p>Max density (w/bonus): No limit</p>	<p>10 du/acre > 18 du/acre</p> <p>This zone is nearly a clone of the R-M zone, except its infill areas are closer to downtown and are already developed at a higher density and/or likely demand a higher density.</p> <p>Mitigating features are same as in the R-M zone, only more concentrated.</p>
C-N	<p>Min lot size: 5,000sf</p> <p>Max impervious area: None, but max 50% lot coverage</p> <p>Parking: MF = 1.5 spaces/bedroom</p> <p>Min density: NA (residential not allowed)</p> <p>Max base density: NA</p> <p>Max building height: 35'</p> <p>Max FAR: None</p>	<p>Min lot size: None</p> <p>Max impervious area: 85%</p> <p>Parking: MF = 1.2 spaces/du & higher (based on # of rooms)</p> <p>Min density: None (res. OK)</p> <p>Max base density: None</p> <p>Max building height: 35'</p> <p>Max FAR: 1.0</p>	<p>There are only two C-N zoned sites, which include an area developed with a retail building and a movie theatre and a small site near the university developed with strip commercial uses (thus the provisions herein won't likely have a direct impact, unless future zone changes are made).</p>
C-C & CC II	<p>Min lot size: None</p> <p>Max impervious area: None</p> <p>Parking: None in Hist. Dist; MF elsewhere = 1.5 sp/bdr</p> <p>Min density: None</p> <p>Max base density: None</p> <p>Max building height: None</p>	<p>Min lot size: None</p> <p>Max impervious area: None</p> <p>Parking: None in Hist. Dist; CC - MF = 0.7sp/bdr CCII - MF = 1.2 spaces/du & higher (based on # of rooms)</p> <p>Min density: None</p> <p>Max base density: None</p> <p>Max building height: 35-45'</p>	<p>While new height limits theoretically reduce zoned capacity, reduced parking requirements may encourage more multifamily housing in these zones, outside of the historic district. This is an area already served with a good street and sidewalk system with some transit availability.</p>