

Simplify by stipulating three things:

- The two acres of current R-O zone should be folded into future medium-residential zoning and are not worth cluttering this analysis
- All lots within ¼-mile walking distance of the Amtrak station should be up-zoned anyway, which also prevents cluttering this analysis
- A “lot” in the City of Mount Vernon should simply be defined as over 1,000 sf in size, which further prevents cluttering this analysis

SINGLE-FAMILY RESIDENTIAL ZONES (R-1 and RO) - DWELLING UNITS (DU) PER EXISTING LOT			
LOWEST INTENSITY	MEDIUM-LOW INTENSITY	MEDIUM-HIGH INTENSITY	HIGHEST INTENSITY
<p>In all existing R-1 and RO zones:</p> <ul style="list-style-type: none"> • Minimum 2 units per lot > 1,000 sf in size; or, <ul style="list-style-type: none"> ○ Up to 4 units per lot within ¼ mile walking distance of a major transit stop (Amtrak station); or ○ Up to 4 units per lot > 1,000 sf in size if at least 1 unit is bona fide affordable housing. 	<p>In all existing R-1 and RO zones:</p> <ul style="list-style-type: none"> • Minimum 2 units per lot > 1,000 sf in size; or, <ul style="list-style-type: none"> ○ Up to 4 units per lot within ¼ mile walking distance of a major transit stop (Amtrak station); or ○ Up to 4 units per lot > 1,000 sf in size if at least 1 unit is bona fide affordable housing. 	<p>SF-MED Comp. Plan Designation:</p> <ul style="list-style-type: none"> • Minimum 2 units per lot > 1,000 sf in size; or, <ul style="list-style-type: none"> ○ Up to 4 units per lot > 1,000 sf in size if at least 1 unit is bona fide affordable housing. ○ Up to 4 units per lot within ¼ mile walking distance of a major transit stop (Amtrak station). <p>SF-HI Comp. Plan Designation:</p> <ul style="list-style-type: none"> • Minimum 4 units per lot > 1,000 sf in size; or, <ul style="list-style-type: none"> ○ Up to 6 units per lot > 1,000 sf in size if at least 2 units are bona fide affordable housing; or ○ Up to 6 units per lot within ¼ mile walking distance of a major transit stop (Amtrak station). 	<p>In all existing R-1 and RO zones:</p> <ul style="list-style-type: none"> • Minimum 4 units per lot > 1,000 sf in size; or, <ul style="list-style-type: none"> ○ Up to 6 units per lot > 1,000 sf in size if at least 2 units are bona fide affordable housing; or, ○ Up to 6 units per lot within ¼ mile walking distance of a major transit stop (Amtrak station).
2 ADUs per existing lot included as middle housing option.	2 ADUs per existing lot not included as middle housing option.	2 ADUs per existing lot not included as middle housing option.	2 ADUs per existing lot not included as middle housing option.
Total of 2 to 4 dwelling units per lot possible.	Total of 4 to 6 dwelling units per lot possible.	<p>SF-MED Comp Plan: Total of 6 dwelling units per lot possible.</p> <p>SF-HI Comp Plan: Total of 8 dwelling units per lot possible.</p>	Total of 8 dwelling units per lot possible.

<p><i>Likely illegal under a reasonable reading of HB 1337: "Principal unit" means the single-family housing unit, duplex, triplex, townhome, or other housing unit located on the same lot as an accessory dwelling unit." If a duplex is allowed by right, two ADUs must also be allowed without an affordability demand.</i></p>	<p><i>This is the simplest approach, but is silent on triplexes and fails to provide any incentives for certain types of middle housing in areas where it might be most appropriate.</i></p>	<p><i>This acknowledges that the City currently has different levels of density for detached housing....but this also implies that middle housing rules will not be implemented in the R-A zone, even though it is "zoned predominantly for residential use", perhaps due to lack of infrastructure or presence of critical areas?</i></p>	<p><i>Seems like this one is there to be sacrificed as a concession to those who oppose density!</i></p>
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Alternative options on the next page:

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SINGLE-FAMILY RESIDENTIAL ZONES (R-1) - DWELLING UNITS (DU) PER EXISTING LOT			
LOWEST INTENSITY	MEDIUM-LOW INTENSITY	MEDIUM-HIGH INTENSITY	HIGHEST INTENSITY
<p>In all existing R-1 zones:</p> <ul style="list-style-type: none"> • Minimum 2 units per lot; or • Up to 4 units per lot if at least one unit is bona fide affordable housing 	<p>SF-MED Comp. Plan Designation:</p> <ul style="list-style-type: none"> • Minimum 2 units per lot; or • Up to 4 units per lot—or up to 6 units if at least one is affordable--if all units are cottages or courtyard apartments that: <ul style="list-style-type: none"> ○ are no more than 1200 square feet each and no more than 25 feet tall ○ are clustered around shared common spaces totaling at least 400 square feet per unit ○ have the parking clustered on the sides or rear of the lot 	<p>SF-HI Comp. Plan Designation:</p> <ul style="list-style-type: none"> • Minimum 2 units per lot; or • Up to 4 units per lot—or up to 6 units if at least one is affordable--if all units are townhouses or stacked flats that: <ul style="list-style-type: none"> ○ are no more than 1400 square feet each ○ have no garages facing the primary street; or • Up to 6 units per lot if at least two units are bona fide affordable housing 	<p>In all existing R-1 zones:</p> <ul style="list-style-type: none"> • Minimum 4 units per lot; or • Up to 6 units per lot if at least two units are bona fide affordable housing
2 ADUs per existing lot allowed .	2 ADUs per existing lot NOT allowed with anything beyond a duplex.	2 ADUs per existing lot NOT allowed with anything beyond a duplex.	2 ADUs per existing lot allowed .
Total of 4 to 6 dwelling units per lot possible.	Total of 4 to 6 dwelling units per lot possible.	Total of 4 to 6 dwelling units per lot possible.	Total of 6 to 8 dwelling units per lot possible.
<i>Same as “Medium-low Intensity” originally proposed</i>	<i>Designed to encourage lower-impact development on larger lots in the SF-MED areas.</i>	<i>Designed to encourage greater density of smaller units on the smaller lots in SF-HI areas.</i>	<i>Same as “Highest Intensity” originally proposed; could just be allowed in SF-HI zones, or be sacrificed.</i>
	<p><i>Instead of demanding only affordability in exchange for density, also offer increased density as an incentive to get smaller units and/or better street presence and/or more open space; this is the approach Anacortes is taking with its medium-density residential zones.</i></p>		