



## **DEVELOPMENT SERVICES**

Planning Commission & Citizen Advisory Committee

*October 7, 2025*



# AGENDA/TOPICS

1. R-3 and R-4 Multi-family zones
2. Parking
3. Accessory Dwelling Units
4. Density & Subdivisions
5. Density
6. Units Per Lot vs. Subdivisions
7. Lot Coverage
8. Next Steps

# MULTI-FAMILY ZONES – R-3 & R-4

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Chapters 17.24 and 17.27 Mount Vernon Municipal Code

- Formatted similar to other zoning districts: use and dimensional requirements tables
- Middle housing added
- STEP housing added

# PARKING REGULATIONS

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Included interim regulations currently in place within 17.84.020

## **17.84.020**            **Parking requirements generally...**

- Existing parking spaces that do not conform to the requirements of this Chapter are not required to be modified or resized, except for changes needed to comply with the Americans with Disabilities Act as now or hereafter amended.
- Existing paved parking lots shall not required to change the size of existing parking spaces during resurfacing if doing so will be more costly or require significant reconfiguration of the parking space locations.
- The existence of legally nonconforming gravel surfacing in existing designated parking areas may not be a reason for prohibiting utilization of existing space in a parking area to meet parking requirements, up to a maximum of six parking spaces.

# PARKING REGULATIONS

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## **17.84.030 Number of Parking Spaces Required**

Residential dwelling units/living spaces:

- Each single-family dwelling unit: two parking spaces.
- Each dwelling unit of a duplex: two parking spaces.
- Garages and carports shall not be required as a way to meet minimum parking requirements.

Structures containing multifamily residential dwelling units:

- Two for each dwelling containing two or more bedrooms.
- One and one-half for each dwelling containing one bedroom.
- One for each dwelling containing less than one bedroom.
- Specialized housing for the elderly shall be provided 0.75 spaces per dwelling.
- Adequate parking for guests shall also be provided for all structures containing multifamily units.

# PARKING REGULATIONS

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## **17.84.030 Number of Parking Spaces Required**

Each middle housing dwelling unit:

- No off-street parking shall be required within one-half mile walking distance of a major transit stop.
- A maximum of one off-street parking space per unit shall be required on lots no greater than 6,000 square feet, before any zero lot line subdivisions or lot splits.
- A maximum of two off-street parking spaces per unit shall be required on lots greater than 6,000 square feet in size before any zero lot line subdivisions or lot splits.

Co-Living Housing:

- Shall not be required to provide off-street parking if the use is located within ½ mile walking distance of a major transit stop.

- Shall have its off-street parking requirements calculated by multiplying the number of sleeping units by .25.

Accessory Dwelling Units:

- Shall provide one off-street parking space for each unit.
- No off-street parking spaces shall be required when an accessory dwelling unit is located within one-half mile walking distance of a major transit stop.

Cottage Housing:

- The required community building shall have no minimum off-street parking requirement.

# ACCESSORY DWELLING UNITS

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“Accessory Dwelling Unit” means a dwelling unit located on the same lot as a single-family housing unit, duplex, triplex, townhome, or other housing unit. Accessory Dwelling Units are not “Accessory Buildings” or “Accessory Uses” as defined within this Chapter. All Accessory Dwelling Units must comply with the below-listed regulations:

1. Accessory dwelling units may be established in or attached to a single-family, duplex, or multi-family dwelling unit(s), or in or attached to a detached structure on a legal lot by any one or by a combination of the following methods:
  - a. Alteration or conversion of interior space of a dwelling; or
  - b. Addition of attached living area onto an existing dwelling or accessory structure; or
  - c. Construction of a detached living area.
2. Not more than two (2) accessory dwelling units can be located on a legal building lot.
3. The gross floor area of each accessory dwelling unit shall not exceed 1,000 square feet. Gross floor area for Accessory Dwelling Units shall be defined as the interior habitable area of a dwelling unit including basements and attics but not including a garage or accessory structure.
4. Accessory dwelling units detached from a single-family, duplex, or multi-family dwelling unit(s) can be located on a property line abutting an alley.
5. Accessory dwelling units must be created at the same time, or following, the construction of a primary/principal use on a site in the form of a single-family detached, duplex, or multi-family residential structure(s) depending on the site zoning.

# ACCESSORY DWELLING UNITS

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17.84.030 Number of parking spaces required.

6. Accessory Dwelling Units:

- a. Shall provide one off-street parking space for each unit.
- b. No off-street parking spaces shall be required when an accessory dwelling unit is located within one-half mile walking distance of a major transit stop.

# ACCESSORY DWELLING UNITS

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17.84.030 Number of parking spaces required.

6. Accessory Dwelling Units:

- a. Shall provide one off-street parking space for each unit.
- b. No off-street parking spaces shall be required when an accessory dwelling unit is located within one-half mile walking distance of a major transit stop.

# DENSITY & SUBDIVISIONS

## 17.06.040 D definitions.

“Density” is expressed in dwelling units per acre (du/acre) and is computed by dividing the minimum lot size of a parcel of property allowed by zoning district the property is located within without rounding the answer up.

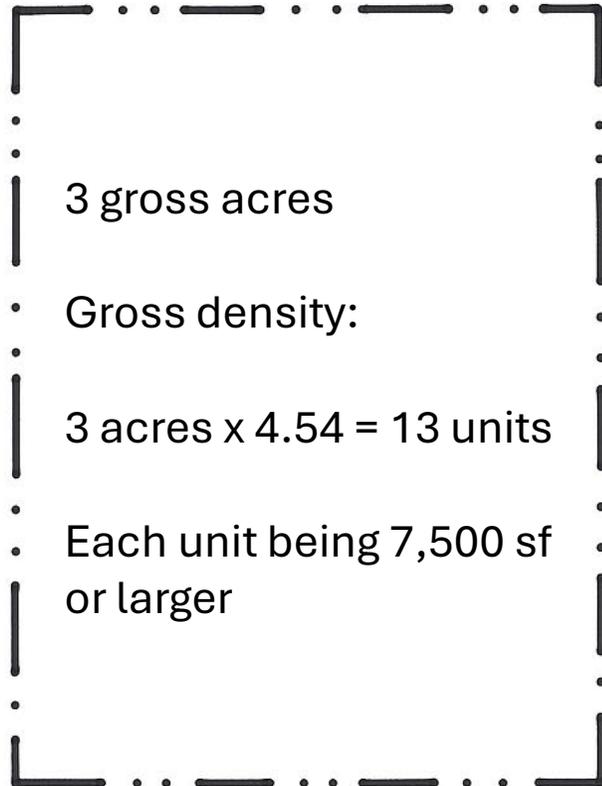
## 17.15.010 Subdistricts

ZONING DESIGNATION	COMPREHENSIVE PLAN DESIGNATION	MINIMUM LOT SIZE <sup>1</sup>
R-1, 7.0 Single-Family Residential	High Density Single-Family (SF-HI)	4,500 square feet
R-1, 5.0 Single-Family Residential	High Density Single-Family (SF-HI)	6,000 square feet
R-1, 4.0 Single-Family Residential	Medium Density Single-Family (SF-MED)	7,500 square feet
R-1, 3.0 Single-Family Residential	Medium Density Single-Family (SF-MED)	9,000 square feet

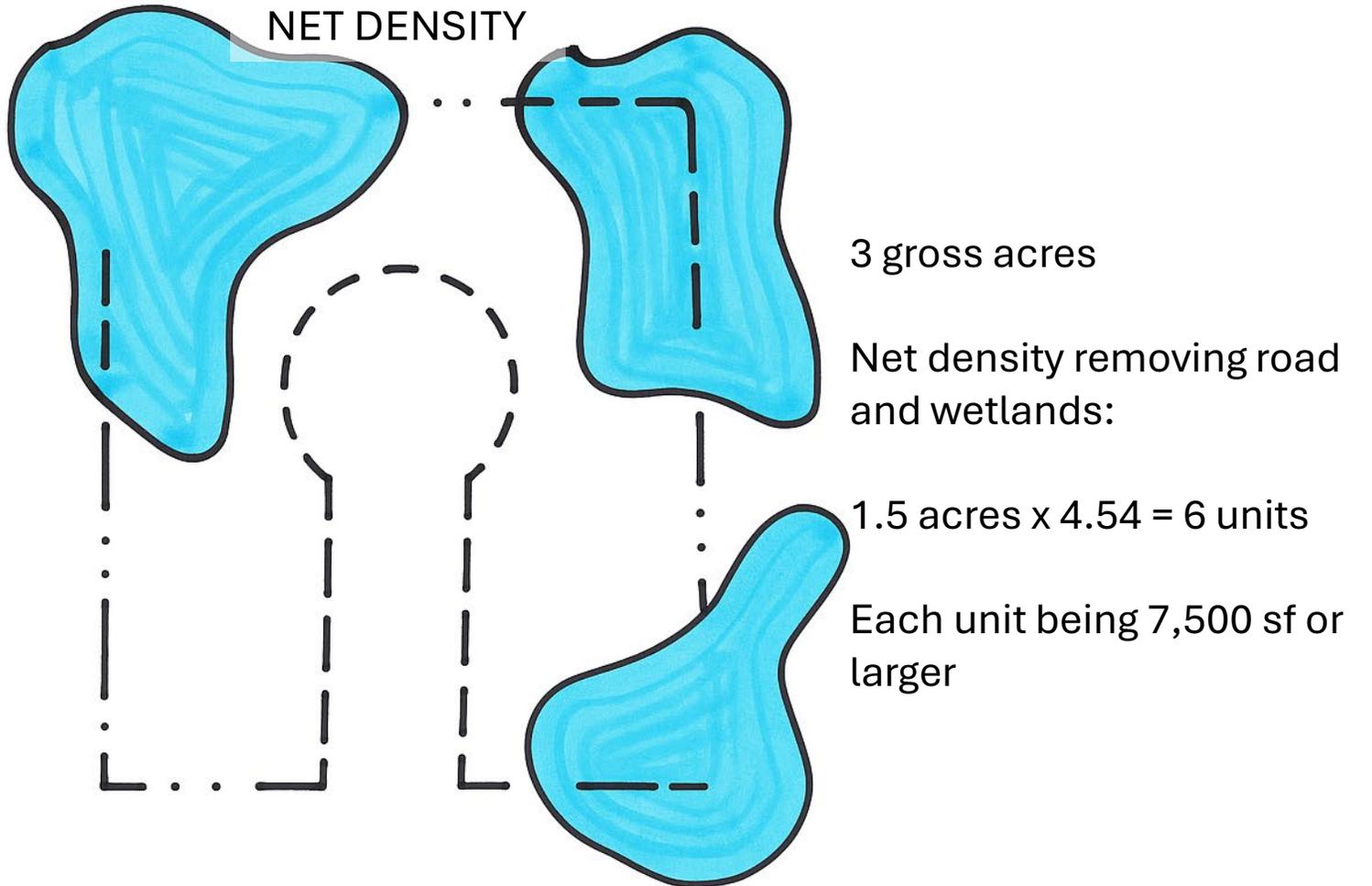
- Maximum density removed and replaced with existing minimum lot sizes
- This is a ±28% increase in all R-1 zones

# DENSITY

## GROSS DENSITY

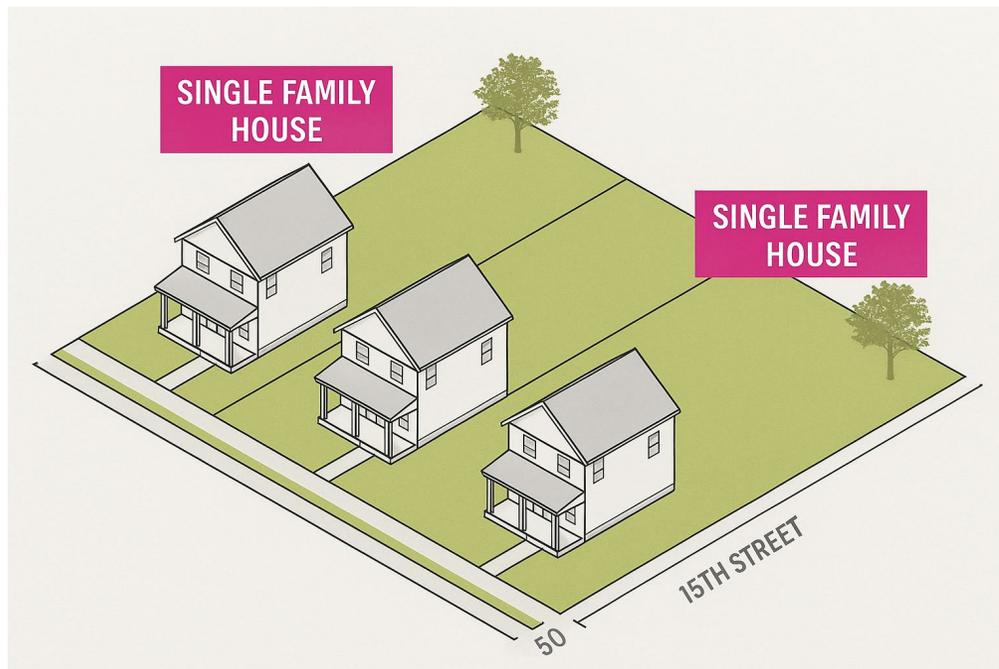


## NET DENSITY



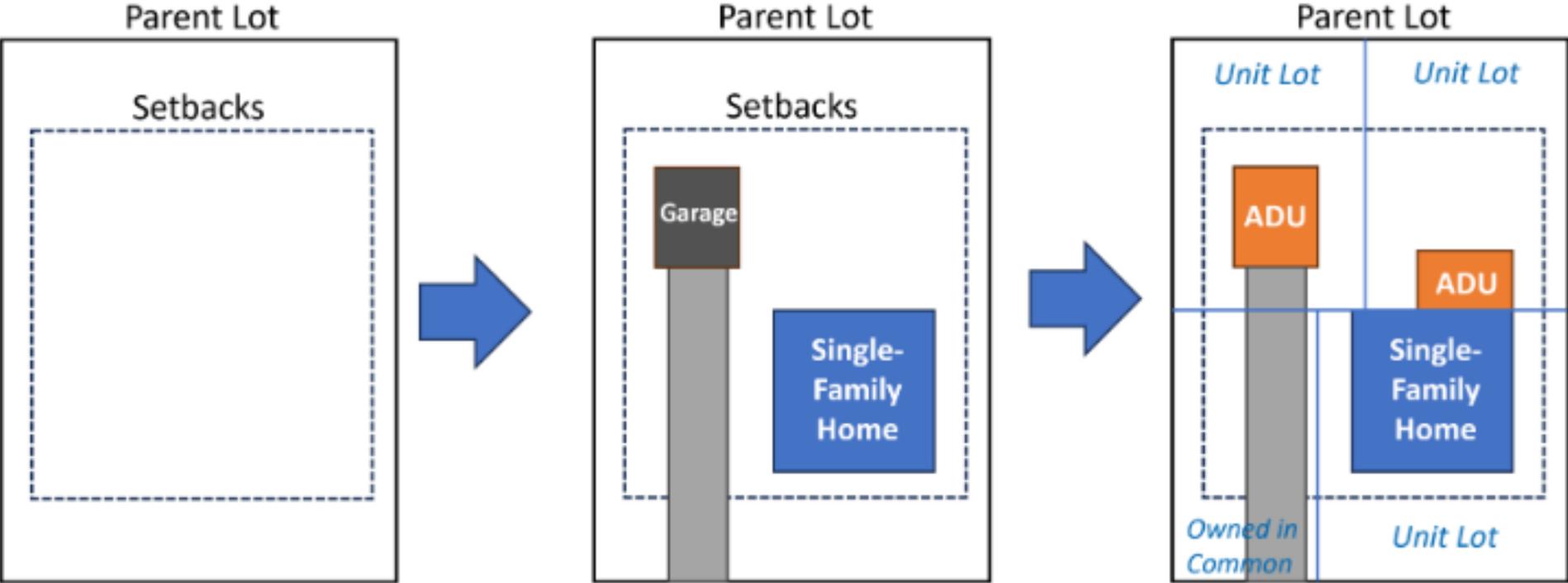
# MIDDLE HOUSING & ADUs - *Why*

Middle housing regulations shift from *restricting density* to *managing design and compatibility*, making it possible for communities to grow “gentle density” within existing neighborhoods while meeting the City’s growth targets.



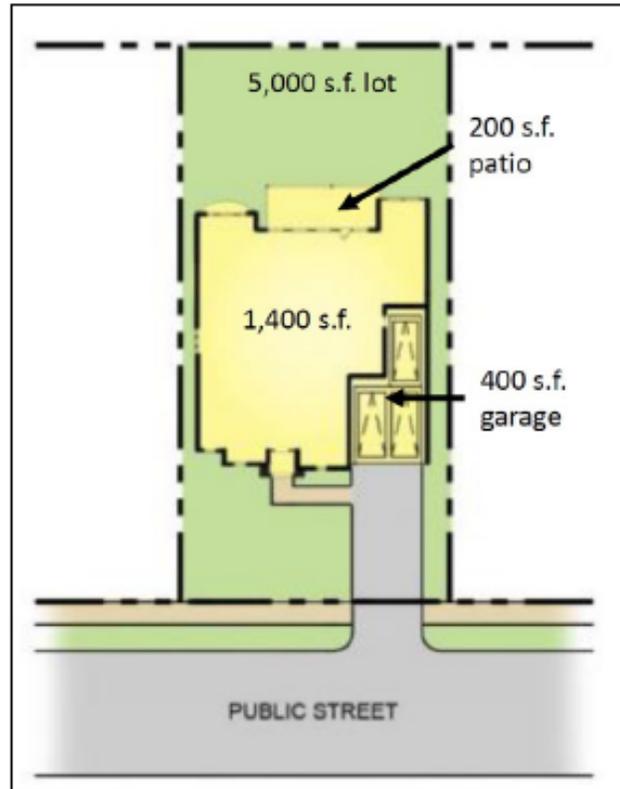
# UNIT LOT SUBDIVISION

Unit lot subdivision allows the land beneath detached single family housing, ADUs or middle housing where no units are stacked on another unit, to be divided for individual sale.

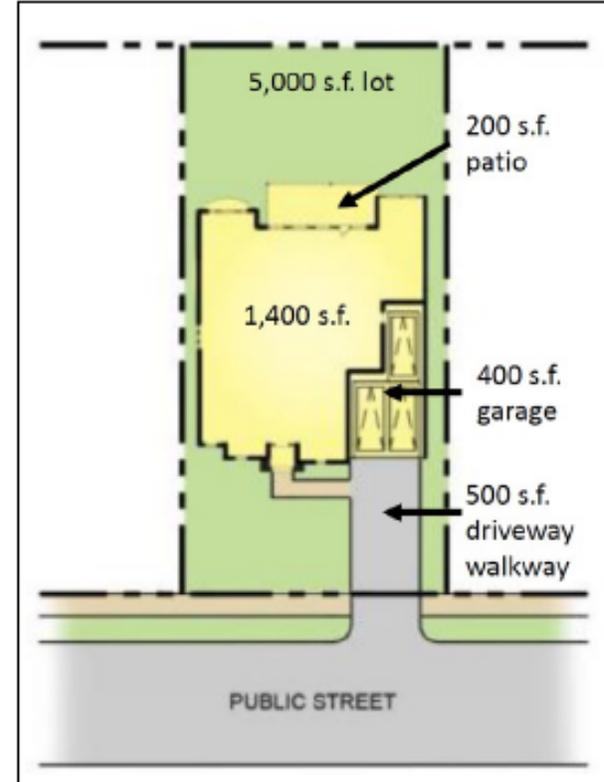


# LOT COVERAGE

# v. IMPERVIOUS SURFACES



5,000 s.f. lot  
2,000 building (footprint of structure, covered patio, and garage)  
= 40% lot coverage ( $2,000 \div 5,000$ )



5,000 s.f. lot  
2,000 building (footprint of structure, covered patio, and garage)  
500 s.f. driveway and walkway  
= 50% impervious coverage ( $2,500 \div 5,000$ )

# NEXT STEPS

- Chapter 17.69 Planned Unit Developments
- Chapter 17.70 Design Review
- Unit Lot Subdivisions
- Road and driveway standards
- Process updates to Chapter 14.05 MVMC
- Impact Fees for ADUs (50% of non-ADU development suggested)
- Deferral of Connection Fees??
- Incorporating suggestions from CAC when possible

# UNITS PER LOT VS SUBDIVISIONS - *Differences*

Element	Unit Lot Development	Subdivisions
What gets reviewed for zoning	Parent lot (the overall site)	Each individual lot
Minimum lot size / setbacks / lot coverage / parking, etc	Applied to the parent lot as a whole	Applied to each lot independently
Ownership model	Fee-simple unit lots; common areas may be jointly owned/HOA	Fee-simple lots; each lot stands alone
Typical use cases	Townhomes, cottages, courtyard homes, other middle housing with ground contact	Detached single-family neighborhoods; larger traditional plats
Plat procedure	Short or long plat procedures; plat face usually references "Unit Lot Subdivision"	Short or long plat procedures; standard plat titling/notes

# UNITS PER LOT VS SUBDIVISIONS - *Purpose*

## Subdivisions:

- Create separate lots where each lot must meet all zoning and development standards on its own.
- Support traditional detached single-family patterns with standard public improvements (streets, utilities).
- Use short plat (up to 9 lots) or long or standard plat (10+ lots) processes to result in lots complying with applicable development regulations. These processes are split into preliminary and final plat processes.

## Unit Lot Development:

- Create fee-simple ownership of smaller homes within a single "parent lot" reviewed as one project.
- Apply zoning standards (lot area, setbacks, lot coverage, parking, etc) to the parent lot rather than to each unit lot.
- Enable flexible infill and middle housing types (e.g., townhouses, cottages, courtyard homes).
- Allow shared/common areas managed by an HOA or similar arrangement while preserving fee-simple lots for each home.
- Oriented to dwelling units with ground contact (*stacked dwelling units to use condominium*)