

Draft proposed recommendations for housing topics

Livable Places Action Committee



PLANNING &
DEVELOPMENT
DEPARTMENT

Recommendations for Second Dwelling Units

Standards

- Allowed on all single-family residential lots when deed restrictions do not prohibit a second dwelling unit
- No size limit for detached second unit on properties with no deed restrictions

Access

- Limit one curb cut maximum 12' wide per public street frontage for lots less than 50' wide

Building Line

- No changes

Parking

- Parking based on unit size (attached/detached). If the first unit has 2 off-street parking spaces, then
 - +0 off-street parking spaces if second unit is < 1000sf
 - +1 off-street parking spaces if second unit is 1001-1500sf
 - +2 off-street parking spaces if second unit is > 1500sf
- Market based parking (no city required minimum parking) if property is within 1/2 mile of transit (rail stations, high frequency bus stops, blue route bus stops in opportunity zones, boost, transit station, park & ride) or within 1/4 mile of high comfort bike paths and Bicycle stations
- Required parking can be detached from the unit but located within the lot boundary

Recommendations for Multi-Unit Residential Developments (MUR)

Standards

- Allowed on unrestricted lots or reserves with no deed restrictions
- Minimum 50 feet frontage required on a 50 feet right-of-way that has a roadway
- Maximum depth of 150 feet from public street that has a roadway
- 3 units minimum and 8 units maximum
- No more than 2-3 stories with total height of 30 feet
- For properties at the intersection, driveway must be located 20 feet or more away from the property line

Access

- Alley access when abutting an alley especially, for corner properties abutting alley or access from side street
- Driveway width of maximum 16 feet with 4 feet curb radius (1 curb cut per public street frontage allowed)
- Pedestrian connections to the sidewalk

Building line

- 5 feet building line along local & collector streets
- 15 feet building line along major thoroughfare with right-of-way 80 feet or less
- Units along the street face the street with an entry feature
- Entry feature can encroach upto 4 feet into the 5 feet building line on the first floor with no structures above

Parking

- 1 parking space per unit (for units less than or equal to 1500 sf regardless of how many bedrooms)
- 2 parking spaces for units greater than 1500 sf

- Market based parking (no city required minimum parking) if property is within 1/2 mile of transit (rail stations, high frequency bus stops, blue route bus stops in opportunity zones, boost, transit station, park & ride) or within 1/4 mile of high comfort bike paths and Bcycle stations
- 1 bike parking space per unit required when market-based parking applied
- Guest parking – 1 per every 6 units
- Parking must be located on the side or rear of the property
- Parking can be detached from units but within the development

Recommendations for Courtyard Style Developments

Standards

- Platted as lots that are located around a courtyard
- Lots can front on courtyard, alley, shared driveway, PAE, courtyard access drive, pedestrian pathway, or public street
- No restriction on lot sizes, lot width or density but height of the structures cannot be greater than 30 feet
- Minimum 50 feet frontage required on a 50 feet right-of-way that has a roadway
- Maximum 150 feet deep property from the public right of way that has a roadway
- Unit sizes cannot be greater than 1500sf
- All common areas must be under a common binding agreement
- For properties at the intersection, driveway must be located 20 feet or more away from the property line

Access

- Alley access when abutting an alley, especially for corner properties or access from side street
- Vehicular access could also be from shared driveway, PAE or courtyard access drive
- Individual driveways from public street to lots are not allowed
- A total of 50% of lots in the subdivision must face the main courtyard or a public street
- Pedestrian connections from units to the courtyard, parking and sidewalk must be provided
- Provide courtyard space of 150 sf per lot, at least 12 feet wide
- Main courtyard must be a minimum size of 480 sq ft area with 20 feet distance between structures across the courtyard

Building line

- 5 feet building line along local & collector streets
- 15 feet building line along major thoroughfare with right-of-way 80 feet or less
- Units along the street must face the street with an entry feature
- Entry feature can encroach upto 4 feet into the 5 feet building line on the first floor with no structures above

Parking

- 1 parking space per unit less than or equal to 1000 sf
- 2 parking space per unit greater than 1000 sf
- Market based parking (no city required minimum parking) if property is within 1/2 mile of transit (rail stations, high frequency bus stops, blue route bus stops in opportunity zones, boost, transit station, park & ride) or within 1/4 mile of high comfort bike paths and Bcycle stations
- Guest parking – 1 per every 6 units
- Guest parking reserves located within private property and least 20 feet from the ROW edge adjacent to major thoroughfares, major collectors, and existing high-comfort bike lanes
- Parking must be located on the side or rear of the property
- Parking can be detached from unit but within the development

Recommendations for Narrow Lots * (See tabular format document)

Draft Proposed Recommendations for Narrow lots *

Access standards

- All properties abutting an alley (corner or mid-block) will be developed with lots that take vehicular access via an alley or flag staff, shared driveway, permanent access easement (PAE) that connect to alley if possible – Qualify for all (general + Additional) provisions (Develop alley access policy with standard diagrams)
- All corner properties abutting undeveloped alley, or no alley will be developed with lots that take vehicular access via an alley or flag staff, shared driveway, permanent access easement (PAE) from side street that connects to alley when possible – Qualify for all (general + Additional) provisions
- When property is mid-block and abutting undeveloped alley or no alley
 - If creating lots 40 feet or wider, individual driveway access from the street allowed but maintain an unobstructed curb space of 22 feet – Qualify for general provisions only
 - If creating one or more lots less than 40' wide (referred to as narrow lots)
 - vehicular access via flag staff, shared driveway or permanent access easement (PAE) needed – Qualify for all (general + Additional) provisions OR
 - vehicular access via combined driveway approach for lots narrower than 40 feet on sites 15,000 sf or smaller – Qualify for general provisions only
- Developing existing lots
 - Lots with no platted BL - Follow effective ordinance at the time of permitting for narrow lots
 - Lots with platted BL
 - Follow platted BL with driveway width per IDM for narrow lots, OR
 - Use combined driveway approach between two lots with 19 feet garage BL to qualify for general provisions

Additional Standards for front loading lots

- Lots with less than 40 feet frontage on a street or shared driveway are referred to as narrow lots
- Individual driveways will be maximum 12 feet wide for narrow lots less than 40 feet wide
- Combined driveway approach width - 24 feet maximum (12 feet for each lot) with 4 feet curb radius
- 10 feet building line and 19 feet garage building line required for garages facing the street
- For lots with street facing garages, 1/3 of the structure along the street must be occupiable space with pedestrian connections to sidewalk. For lots narrower than 40 feet, if not able to meet the 1/3 requirement, then functional balconies must be provided on the second floor.

Additional Standards for side/rear loading lots

- Garage must be located 12 feet away from centerline of alley or 24 feet from the opposing building whichever is greater
- Units along the street must provide an entry feature facing the street and provide pedestrian connections to sidewalks
- For developments with flag lots, access will be shared by all lots abutting staff as identified on the plat with a note
- Flag staff cannot be longer than 200 feet from the street with roadway
- Guest parking reserves must be located within the private property and least 20 feet away from the ROW edge adjacent to major thoroughfares, major collectors, or existing high-comfort bike lanes

General Provisions

- Reduced parking for smaller units (1 space per unit 1500 sf or less) and 2 spaces for units larger than 1500 sf
- Market based parking near transit served areas (1/2 mile from transit (rail stations, high-frequency bus stops, boost stops, transit station, park & ride, blue route stops within Opportunity Zone and 1/4 mile from high-comfort bike paths, trails, and B-Cycle stations)
- Required parking could be detached from the lots but must be located within the development provided there is a binding common access agreement
- Simpler permitting process with typical design layout
- Standard template for common access/maintenance easement document

Additional Provisions

- All general Provisions
- Increased density of 35 du/a for properties that take side/rear access via alley, flag staff, shared driveway or permanent access easement (PAE)
- Lot width and lot size averaging allowed for properties that take side/rear access via flag staff, shared driveway or permanent access easement (PAE)
- Reduced BL of 5' along local and collector streets (when proposing alley access, or access via, flag lots, shared driveway or PAE) if there is adequate room for utilities, sidewalk and safety buffer
- Reduced BL of 15' along major thoroughfares with planned ROW 80 feet or less (when proposing alley access, shared driveway, PAE or flag lots)
- 4 feet entry feature encroachment allowed within the building line with no structures above provided there is adequate room for all utilities sidewalks and safety buffer
- Encroachments into the 15x15 visibility triangle allowed above 10' for local and collector streets (when proposing alley access, shared driveway, PAE or flag lots)
- Flag lot staff can be between 16 - 20 feet, staff width need not be split equally among all lots and all width need not be paved
- For development with flag lots, garage face must be at least 20 feet away from the farthest edge of the staff

* Draft proposed recommendations for housing topics - Narrow lots - LPAC
 Planning & Development Department