

# 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)