
Draft proposed recommendations for housing topics

Livable Places Action Committee



**PLANNING &
DEVELOPMENT
DEPARTMENT**

Recommendations for Multi-Unit Residential Developments (MUR)

- Allowed on unrestricted lots
- Maximum site size less than 15,000sf and maximum depth of 150 feet from public street
- 3 units minimum and 8 units maximum
- 28 feet private street not needed
- No more than 2-3 stories with total height of 30 feet
- 10 feet front BL with pedestrian connections to the sidewalk (parking must be in the back or on side)
- Buildings along the street must face the street
- 1 parking space per unit (for units less than or equal to 1000sf regardless of the bedrooms)
- 2 parking spaces for units greater than 1000sf
- Market based parking if property is within ½ mile of transit (rail stations, high frequency bus stops, blue route bus stops in opportunity zones, boost, transit station, park & ride) or within ¼ mile of high comfort bike paths and Bicycle stations
- Offsite parking allowed with lease agreement
- Guest parking – 1 per every 6 units
- Incentives for keeping existing dwelling units (Reduced parking)
- Driveway width of 12feet – 16 feet with 4 feet curb radius

Recommendations for Secondary Dwelling Unit

- Remove size limit for detached secondary unit
- Parking based on unit size (attached/detached). If the main unit has 2 off-street parking spaces
 - +0 if second unit is ≤ 1000sf
 - +1 if second unit is 1001-1200sf
 - +2 if second unit is > 1200sf
- Market based parking if property is within ½ mile of transit (rail stations, high frequency bus stops, boost, transit station, park & ride) or within ¼ mile of high comfort bike paths and Bicycle stations
- Limit one curb cut (12' wide) per lot

Recommendations for Narrow Lots

- All properties abutting an alley must take vehicular access from alley or shared driveway that connects to alley when possible – Qualify for all provisions listed below (alley access policy with standard diagrams and policy to remove stones in the ROW must be created)
- When adjacent to unimproved alley midblock or not abutting an alley
 - vehicular access via flag lots, shared driveway or PAE for lots narrower than 40 feet on property smaller than 15,000sf – Qualify for general and additional provisions listed below
 - vehicular access via common driveway approach for lots narrower than 40 feet but not less than 25 feet on property smaller than 15,000sf unless property is at corner/double fronted and 10,000sf or greater – Qualify for general provisions only listed below
 - vehicular access via flag lots, shared driveway or PAE for lots narrower than 40 feet on property 10,000sf or more if the property is at a corner or has double frontage – Qualify for general and additional provisions listed below
 - vehicular access via flag lots, shared driveway or PAE for lots narrower than 40 feet on property 15,000 sf or larger – Qualify for general and additional provisions listed below
- Common driveway cut width-24 feet maximum (12 feet for each lot) with 4 feet curb radius
- For properties at the intersection, driveway must be located further than 20 feet from the property line
- 10 feet BL and 19 feet GBL for garages facing the street
- For flag lots, garage face must be at least 20 feet away from the side property line
- Individual vehicular access from the street allowed for lots 40 feet or wider but must maintain an unobstructed curb space of 22 feet - 1/3 of the structure facing the street must be habitable space – qualify for all provisions
- Individual driveways can be minimum 10 feet wide
- For side or rear loading lots, units along the street must face the street with front doors and provide pedestrian connections to sidewalks

General provisions

- Reduced parking for smaller units (1 space per unit 1500 sf or less)
- Market based parking if property is within ½ mile of transit (rail stations, high frequency bus stops, blue route bus stops in opportunity zones, boost, transit station, park & ride) or within ¼ mile of high comfort bike paths and Bicycle stations
- Required parking could be detached from the lots but must be within the development
- Simpler permitting process with typical design layout
- Standard template for common access/maintenance easement document

Additional provisions

- Increased density of 35 du/a for properties that take rear access via alley or shared driveway.
 - Reduced BL of 0-5 feet along public streets (when proposing alley access, shared driveway, PAE or flag lot) if there is adequate room for utilities, sidewalks and safety buffer
 - Flag lot staff can be 12 feet - 20 feet but access must be shared by all lots – all width need not be paved
 - Lot width and lot size averaging allowed
 - Encroachments into the 15x15 visibility triangle allowed above 10 feet for local and collector streets
 - Curb radius can be measured along the paving but cannot encroach into adjacent property
- Existing lots develop under existing rules but can qualify for general provisions if they use common drives and comply with 19 feet GBL

Courtyard Style Developments

- Maximum 150' deep property from the public right of way
- No restriction on lot size, lot width or density
- Height of the structure cannot be greater than 30'
- Vehicular access could be from alley, shared driveway or PAE
- Individual driveways from public street to lots are not allowed
- Lots could front on the courtyard, shared driveway, PAE, alley, or public street
- 50% of lots in the subdivision must face the courtyard with at least 50% of lot width
- Pedestrian access needed from the units to the courtyard and common parking
- Units along the street must face the street and provide pedestrian connections to sidewalks
- Building front must have active front by a porch, door, window, etc. and lower semi-transparent fencing allowed;
- Provide courtyard space of 150 sf per lot, at least 12' wide and 480 sq ft area, and 20' between structures
- Reduced BL of 5' along local & collector streets
- Reduced parking - 1 space per lot
- Market based 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 ¼ mile of high comfort bike paths and Bicycle stations
- Parking could be detached from lots
- Parking located on the side or rear of the property.