

## ADU CODE AMENDMENT | PLANNING & NEIGHBORHOODS COMMITTEE | AUGUST 17, 2015

### Parking for Accessory Dwelling Units

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#### Resolution No. 20140612-062

“The ordinance should include, but need not be limited to, eliminating parking and driveway requirements.”

For a variety of citywide reasons, including increasing cost of housing, high percentage of single person households, and increasing multi-generational households, the goal of this resolution is to reduce regulatory barriers to the development of ADUs, that is, to make it easier to build them, which includes relaxing *and* simplifying regulations.

#### Benefits of reducing parking requirement:

- Reduces cost to build
- Reduces impervious cover
- More flexibility in site planning
- ADU may become feasible due to above factors

#### Issues raised by community if parking requirements are reduced:

- Additional cars parked on the street
- Access for emergency vehicles if cars are parked on both sides of streets
- Safety of pedestrians if there are no sidewalks

#### November 2014 staff proposal

Eliminate the driveway requirement and reduce off-street parking requirements for a secondary apartment to:

- 0 space for unit 550 square feet or less and
- 1 space for unit larger than 550 square feet

Following lengthy discussions about the possible impact of reducing off street parking requirements and considering an opt in/out process for approved neighborhood planning areas only, staff agreed with Planning Commission's May 26, 2015 recommendation to reduce off street parking requirements to 1 off-street space for all secondary units. The reduction would apply throughout the city. An opt in/out process (to proposed ADU amendments) for approved neighborhood planning areas only is an inequitable and inadequate solution to neighborhoods' varying parking needs.

#### May 26, 2015 Planning Commission recommendation

1 off-street parking space for all secondary apartments

#### CodeNEXT

CodeNEXT will be evaluating and creating code standards, including parking requirements, with a context-sensitive approach rather than one-size-fits-all. These will come in the form of new code language to be considered when the code draft is available for public review. The recommendations via CodeNEXT may or may not align with current code amendments as these amendments are based on the existing land development code.