



CITY OF OTHELLO PLANNING COMMISSION

**Regular Meeting
500 E. Main St.
June 18, 2018
6:00 PM**

1. Call to Order- Roll Call
2. May 21, 2018 Minutes Approval
3. Reminder of PC Training needed
4. Landscape Alteration – Sagehills Veterinary Services
5. Municipal Code Update – Parking Code – OMC 17.61
6. Accessory Dwelling Units (ADUs)

****Next Regular Meeting is Monday July 16, 2018 at 6:00 P.M. at Othello City Hall****

**City Hall is accessible for persons with disabilities.
Please let us know if you will need any special accommodations to attend the meeting.**



Planning Commission

May 21, 2018

Terri Phillips

CALL TO ORDER

Vice Chair Roger Ensz called the meeting to order at 6:01 pm.

ROLL CALL

Commissioners: Chris Dorow, Brian Gentry, and Roger Ensz

Absent: Kevin Gilbert

One position vacant due to the resignation of Terry Thompson, since he has been appointed Adams County Commissioner

Staff: Community Development Director Anne Henning and Planning Secretary Terri Phillips

Attendees: Councilmember John Lallas; Todd McLaughlin from Avista: Sheena Sorenson from SageHill Vet clinic

Quorum Established.

APPROVAL OF APRIL 16, 2018 PLANNING COMMISSION MEETING MINUTES

It was voted to accept the minutes from April 16, 2018 M/S Chris Dorow / Brian Gentry

ELECTION OF CHAIR/VICE CHAIR

Brian Gentry nominated Roger Ensz for Chair / 2nd by Chris Dorow

Roger Ensz nominated Kevin Gilbert for Vice Chair / 2nd by Brian Gentry

Municipal Code Update – Public Facilities – OMC 17.41 I-1, Industrial District

Currently Public Facilities are not addressed in the I-1 Industrial zone so are technically not allowed. Public Facilities are defined in the definitions section of the Zoning Code at OMC 17.09.740 as "Facilities owned by the public or private enterprise and operated for the benefit of the community. This also includes, is not limited to schools, libraries, fire stations, water and sewage systems, police stations, cemeteries, refuse disposal, and power systems." "Public Facilities" are not a listed permitted use in any zone.

Currently Public Facilities are not addressed in the I-1 Industrial zone so are technically not allowed. Public Facilities are defined in the definitions section of the Zoning Code at OMC 17.09.740 as "Facilities owned by the public or private enterprise and operated for the benefit of the community. This also includes, is not limited to schools, libraries, fire stations, water and sewage systems, police stations,

cemeteries, refuse disposal, and power systems." "Public Facilities" are not a listed permitted use in any zone.

Avista submitted a letter asking that Public Facilities be a permitted use in the I-1 Industrial District. Todd McLaughlin from Avista attended the meeting to answer any questions. Avista is considered a private utility, that is used as a utility for the benefit of the public. Avista provides electric and gas to the public. Avista's real estate staff were approached to purchase some property somewhere in the Lee Rd corridor. The real estate rep and the land owner thought it was zoned light industrial already but found out there are 2 maps. One map shows proposed urban growth areas and shows the site as light industrial. The other map is the official zoning map, which shows the site as open space. The next step is to apply for a rezone to put it into light industrial. The goal is to move the substation that is at the 'T' on Lee Road by McCain Foods. It is currently not big enough for the increased growth or load in the area, so Avista wants to move it to this 10 to 20-acre parcel on Lee Road at 7th Avenue. It will start out being a substation but Avista always buys enough land to eventually become a service center but that is down the road maybe 10 to 15 years. The primary driver is the substation and that is what it would be permitted for. Once this process is done and the rezone then Avista will be back for the SEPA checklist. Avista is asking that Public Facilities would be a permitted use and not a conditional use. Ms. Henning provided a draft to add it to the Light Industrial Zone. This property is west of 7th on Lee Road.

These types of uses have been addressed in the draft of Commercial Zones that the Commission worked on and will be addressed when the Industrial Zones are updated. But until those updates are adopted by the Council, making this change addresses the immediate issue.

Roger Ensz made a motion to approve Public Facilities added to Light Industrial Zone. M/S Brian Gentry

Municipal Code Update – Sign – OMC 14.58

The packed included an updated draft from the last meeting. Ms. Henning provided a draft with some additional regulations for electronic signs, including 3 different definitions. The commission agreed on the definition below and the following regulations:

"Electronic Sign" means a sign having a signboard display that can be changed by an electrical, electronic, or computerized process.

1. The maximum size of an electronic sign shall be limited to 60 square feet.
2. The minimum height for the sign shall be 15' from grade of the adjacent roadway to the bottom of the sign. A sign under 6 square feet does not need to comply.
3. A single message or message segment must have a static display time of at least two seconds with all segments of the total message to be displayed within 10 seconds.
4. Displays may travel horizontally or vertically but must hold a static position for two seconds after completing the travel or scroll.
5. Displays shall not appear to flash, undulate, or pulse, or portray explosions, fireworks, flashes of light, blinking or chasing lights, nor appear to move toward or away from the viewer, expand or contract, bounce, rotate, spin, or twist.
6. Displaying videos is prohibited.
7. Electronic signs shall be illuminated only as necessary for adequate visibility. In no case shall the maximum brightness levels, when measured from the sign face at its maximum brightness,

exceed 5000 nits during daylight hours, and 500 nits between sunset and sunrise. Signs found to be too bright shall be adjusted as directed by the City of Othello.

8. Electronic signs shall include an ambient light meter and programmable or manual dimming capacity.
9. White lights shall not be used as the sign background.
10. The owner or operator of any electronic sign located within a residential zone, such as for a church or school, shall turn off the electronic sign between 10 PM and 6 AM if requested to do so by nearby impacted residences.

The electronic sign regulations on page 7 will be replaced with these changes.

The Commission discussed signs in the right-of-way. The consensus was that in the C-1 zone where there is no street frontage the only sign that is allowed in right-of-way is the sandwich board. No flag signs should be allowed in the right of way. Flags are allowed in parking area but are limited by the current temporary sign regulations of 32 sq. ft per street frontage per site, and the designated area shall not exceed 12 lineal feet parallel to street frontage.

Parking a vehicle primarily for displaying advertising is prohibited. Ironworks truck is on her business and it is not in the right of way. This is more for parking vehicles around town to advertise your business.

Chris Dorow wanted to address the landscaping around signs. It's just easier not to require it. The irrigation issue is a problem. If it is required, we should include the Beautification Committee. Commissioners discussed requiring it for new signs but not remodeled signs but decided to delete this from the sign code.

Window and Door on page 17, not more than 40% of the window or door area may be used for signage, as discussed at the last meeting.

The Commission agreed that the regulations for Real Estate signs are acceptable as is.

The Commission agreed to send the draft on to council, with the changes discussed.

Chris Dorow made the motion to send the Sign Code to council, M/S Brian Gentry.

Other Business

Clearview Sight Triangle: Staff brought several code examples from other cities, but they are overly complicated. Staff will look for more examples that are simple and will bring them to the next meeting.

Sheena Sorenson from Sagehill Vet clinic was present to discuss the landscaping. Her main concern is the quantity of trees, shrubs and sod, the amount of water that would be used, and the requirement to have living groundcover. She was supportive of reducing the landscaping from what the code currently requires. The Commission will discuss that next meeting and include the Beautification Committee.

The council was concerned about Residential landscaping. Any residence that has had the C of O for a year or longer need to have landscaping in place. The council would like planning commission to discuss the landscaping requirements.

Next meeting will work on landscaping and parking.

ADJOURNMENT

Having no other business at hand a motion was carried to adjourn the meeting at 7:29 pm M/S Chris Dorow / Brian Gentry

The next meeting is scheduled for June 18, 2018 at 6:00 pm.

By: _____ Date: _____

Terri Phillips, Planning Secretary

NOTE: These are abbreviated minutes that contain all motions and business conducted. These meetings are taped; a complete record of the minutes may be obtained by contacting the Planning Commission Office or a verbatim copy of these minutes can be ordered at the requestor's expense.

TO: Planning Commission

FROM: Anne Henning, Community Development Director

MEETING: June 18, 2018

SUBJECT: Sagehills Veterinary Services – 330 N. Broadway - Alteration of Landscape Requirements

Dr. Sheena Sorensen has proposed a landscape plan for her new veterinary clinic that differs from the specific criteria in OMC 14.57, Landscaping. Per OMC 14.57.110, the Planning Commission may approve a requested adjustment to landscape standards.

Staff Comments

1. The Planning Commission's revision of the landscaping standards is not yet complete, and this project would like to move forward. Knowing there are many things in the current ordinance which need to be changed, following the alteration process in the current code seems like the best option.
2. Per OMC 14.57.110, the Planning Commission must make the following findings when approving an alteration:
 - (a) The alteration would be in keeping with and preserve the intent of this chapter; and
 - (b) The alteration would not be contrary to the public interest; and
 - (c) The alteration is justified based on at least one of the following:
 - (1) The requirements of this chapter would result in more than fifteen percent of the site area being landscaped. In such cases the planning commission may modify those requirements so that not more than fifteen percent of the site must be landscaped; provided, that the landscaping and corresponding setbacks required are those most beneficial to the public. More intensive landscaping may be required if the reduction in area would reduce the effectiveness of landscaping to a point where the intent of the landscaping type cannot be satisfied.
 - (2) The inclusion of significant existing vegetation located on the site would result in as good as or better satisfaction of the purposes of this chapter.
 - (3) Three-foot berms or six-foot architectural barriers are incorporated into the landscape design. Adjacent to the berm or barrier, the width of the perimeter

landscaping strip may be reduced up to twenty-five percent if the landscaping materials are incorporated elsewhere on site.

- (4) Existing conditions on or adjacent to the site, such as significant topographic differences, vegetation, structures, or utilities would render application of this chapter ineffective.
- (5) An existing or proposed structure precludes installation of the total amount of required perimeter landscaping. In such cases, the landscaping material shall be incorporated on another portion of the site.
- (6) The proposed landscaping represents a superior result or is more effective than that which would be achieved by strictly following requirements of this section.

Attachments

- Alteration request letter received 6-15-18
- Landscape plan received 6-6-18

Action: The Planning Commission should review the proposed landscape plan and approve, modify, or deny the request. The Commission should make findings of fact in support of their decision.

Sagehills Veterinary Services
2780 S. Broadway Ave
Othello, WA 99344

June 13, 2018

RECEIVED BY

City of Othello
Planning Commission
500 E. Main Street
Othello, WA 99344

JUN 15 2018

OTHELLO BUILDING & PLANNING

To Othello Planning Commission:

Please consider this my official submittal for consideration of a landscape plan alteration for the future Sagehills Veterinary Service location at 330 N. Broadway.

It is my understanding per the February 20th, 2018 meeting agenda, transition to a point system landscaping code is being considered and may be adopted in 2018.

I ask that you consider my proposed altered plan, as my future office building is due to open in August 2018, therefore will require finished landscaping prior to adoption of a revised code.

Per OMC 14.57.110: Alteration of landscape requirements, I feel that the proposed plan meets all the requirements for an approved adjustment. The plan meets the intent of the chapter in 14.57.010 by providing shade, buffer between zonings and hard surfaces, and enhances the appearance of the lot. This alteration will not hinder public interest as this lot was vacant and had no vegetation besides cheat grass.

Finally, I believe that this proposed alteration is justified as it represents a superior result and is more efficient than a plan would be under the current code. The proposed alteration features a 50% reduction in sod and a 45% reduction in trees, while increasing drought tolerant plants instead. Both of these reductions account for an approximate savings of 28,000 gallons per month in water. Basalt pillars and rocks will also be incorporated to add to the native appearance of the lot. Reduction of the trees also allows for less crowding in their canopies, thus allowing them to flourish.

Thank you for considering my request.

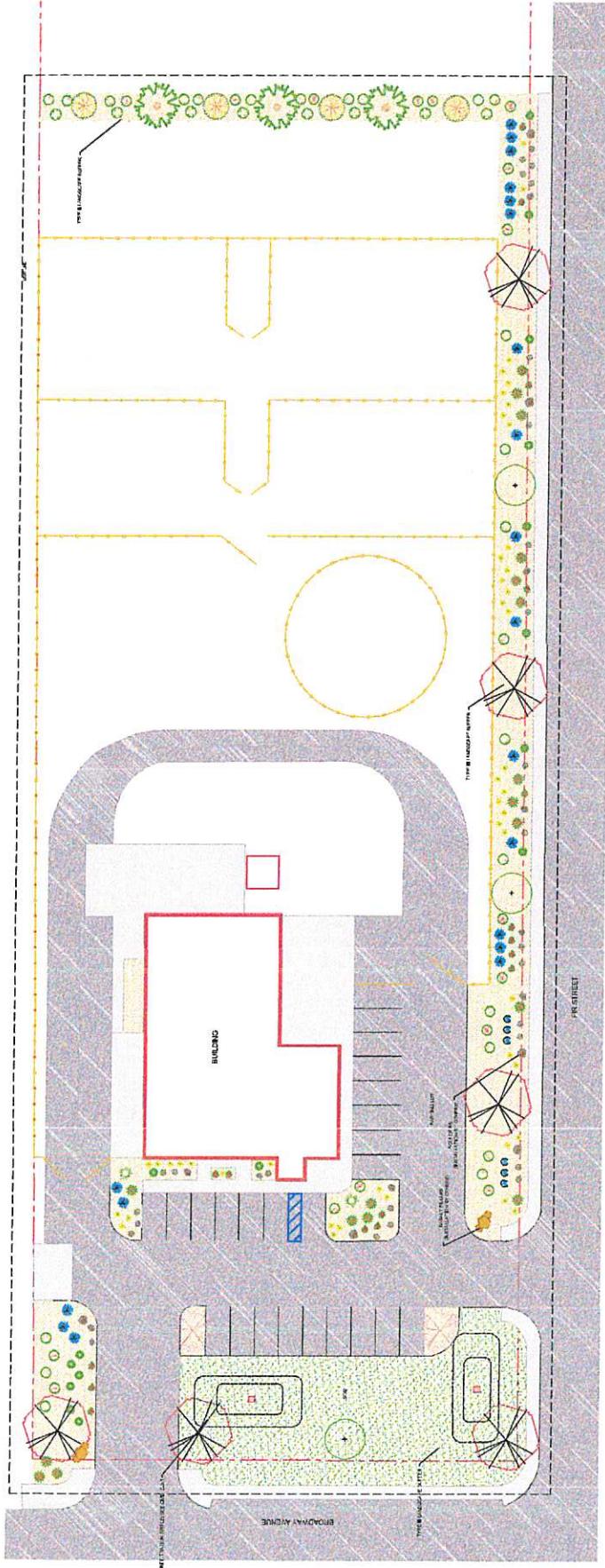
Respectfully,

Dr. Sheena Sorensen



HERITAGE
PROFESSIONAL
LANDSCAPING, INC.
2611 1/2 27th Avenue
Kennewick, WA 99336
Phone: (509) 752-2030
Fax: (509) 752-2034
E-mail: info@heritagelandscape.com

330 N. BROADWAY AVENUE
OTHELLO, WA
SAGHILL VETERINARY SERVICES



LANDSCAPE LEGEND:

SYMBOL	DESCRIPTION
	BED AREA (STRUCTURED BASALT ROCK)
	LAWN AREA (SOIL)
	COLUMNAR BOLDBRICK GROUPING (DIAMETER AVERAGE 24"-24" x 5' TALL)

1=1' HIGH SIZE INGANT ACCENT ROCK

GENERAL LANDSCAPE NOTES:
1. CALL FOR UNDERGROUND DIGGED TWO (2) DAYS PRIOR TO TRIMMING.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL QUANTITIES SHOWN ON THESE PLANS. THE PLANTING SCHEDULE IS FOR CONVENIENCE ONLY AND THE PLANTING PLAN SHALL PREDICT TO DETERMINE ACTUAL PLANT QUANTITIES.
3. CONDUIT AND OFF-SITE DISPOSAL OF ANY EXISTING LAWN / PLANT / BED TREATMENTS NOT TO EXCEED (BY GENERAL CONTRACTOR).
4. INSTALL AUTOMATIC IRRIGATION SYSTEM TO DESIGN / BUILD AND INSTALLED SIGN AUTOMATIC CONTROL VALVES, AUTOMATIC CONTROLLER, SPRINKLERS WITH 10' HEAD TO HEAD COVERAGE FOR ALL FORBIDDEN LAWNS AND Drip irrigation SPRINKLER COVERAGE IN ALL FORBIDDEN AREAS.
5. DELIVER PLANT, AND GROW OUT OR SPREAD PLANT MATERIALS OVER EXCAVATE THE PLANTING PITS, PLANT, BACKFILL WITH AMENDED COMPOST.
6. LAYOUT AND INSTALL PLANT MATERIALS. OVER EXCAVATE THE PLANTING PITS, PLANT, AND CREATE EARTHEN BERM FOR WATER RETENTION.
7. INSTALL PRE-VERGENT IN ALL PLANT BED AREAS.
8. RESTALL 3' X 3' LIFT OF 1/2" SEED WASHER ROCK IN ALL FORBIDDEN BED AREAS.
9. FINE CROD FOR ALL FORBIDDEN PLANT AREAS.
10. CLEAN UP TO A BIRCH CLOTH CONDITION. WASH DOWN ALL HARD SURFACES AS NECESSARY.

SIZE	NAME / COMMON NAME	SIZE	SIZE
15 gal	Acer rubrum 'Franklin' TM Red Scarlet Maple	2' Cal	2' Cal
15 gal	Carpinus betulus 'Gaultheria' / 'Gaultheria' European Hornbeam	15 gal	2' Cal
8 & 8	Cydonia Ámber Weeping Abutilon Cider / 'Cupressus nobilis' 'Green Arrow'	6'-7'	6'-7'
15 gal	Malus 'Spring Snow' / Spring Snow Crabapple	2' Cal	2' Cal
9 & 9	Prunus 'Nigra' 'Vancouver' / 'Vancouver' / Pyramidal Plum	6'-7'	6'-7'
15 gal	Prunus californica 'Chandler' / 'Chandler' Pear	2' Cal	2' Cal
1 gal	Salix 'Acutifolia' 'Acutifolia' / 'Acutifolia' / 'Acutifolia'	2' Cal	2' Cal
1 gal	Calycanthus 'Aculeata' 'Faulkner' Faulkner Red Gelse	1 gal	1 gal
2 gal	Corneus sanguinea 'Hart' / Hart's Dogwood	1 gal	1 gal
1 gal	Echinacea 'Tutu's Soop' / 'Tutu's Soop' Coneflower	1 gal	1 gal
1 gal	Heuchera 'sempervirens' 'Blue Cal' / 'Blue Cal' Gaura	1 gal	1 gal
5 gal	Hedysarum occidentale / Red Vetch	5 gal	5 gal
1 gal	Polygonia 'Sticksels' / Rusty Sage	1 gal	1 gal
2 gal	Phlox diffusa 'Compacta' / 'Dwarf Alpine Phlox'	2 gal	2 gal
5 gal	Prunus 'Kurohime' 'Uchi Erythra' / 'Uchi Erythra' Lacyleaf Laurel	5 gal	5 gal
1 gal	Salvia x 'suerba' 'East Friesland' / 'East Friesland' Meadow Sage	1 gal	1 gal

RECEIVED BY

JUN 06 2018

OTHELLO BUILDING & PLANNING

Scale: 1" = 40'
40 0 40



LANDSCAPE
PLAN
1
1

TO: Planning Commission

FROM: Anne Henning, Community Development Director

MEETING: June 18, 2018

SUBJECT: Municipal Code Update – Parking Code – OMC 17.61

As part of the update of the Municipal Code, the Planning Commission should proceed in the amendments to the parking regulations. This is a continuation of the discussion started at the March 2018 Planning Commission meeting.

Staff Comments

1. OMC 17.61 has been updated with items that were discussed at the March meeting as well as some staff suggestions. The basic framework of the chapter has been retained, with the following major changes:
 - a. For clarity, the single paragraph of 17.61.010 was separated out into subsections on each topic, and then updated language was added to those subsections. The updated language either addresses an item the Planning Commission discussed, adds clarification, or is a staff suggestion based on review of other parking codes. Items the Commission discussed were allowing gravel parking when accessed from an alley or gravel street, and increasing the minimum parking space size and having it apply to a garage.
 - b. 17.61.015 addresses residential parking in the front yard. Code Enforcement is providing input to make this section work better.
 - c. Per the guidance of the Commission, a carport is listed as equivalent to a garage, however garages will only be required for single family residences.
 - d. Per the direction of the Commission, parking requirements for school auditoriums was increased, as was parking for a high school.
 - e. Per Commission direction, standards for retail stores and personal service shops were changed from direct area measurement of the parking lot to a number of spaces calculation like the rest of the chapter. A sliding scale was used, with a higher ratio for smaller buildings.
 - f. As directed by the Commission, restaurants were changed from a per-seat calculation to a floor area calculation, since the number of chairs can be very easily changed.
 - g. The Commission discussed increasing the distance that parking can be from the use it serves, from the current standard of 150' to 400'.

2. Items that are not included but should be discussed are as follows:
 - a. Many codes include dimensional standards for the access aisle. This can prevent arguments with developers or parking lots that are difficult for customers to use. See attached example from Spokane Valley.
 - b. Is a 10'x25' loading space sufficient?
 - c. Should there be a restriction on the percentage of the front yard that can be occupied by parking? Should there be a minimum area of the front yard that is required to be landscaped?

Attachments

- Draft OMC 17.61, Off-Street Parking
- Dimensional Standards example from Spokane Valley
- Chart showing decision maker for parking adjustments in various cities
- Minutes of the March 2018 Planning Commission meeting on parking standards

Action: The Planning Commission should review the draft changes to the parking chapter and provide direction to staff. Once the Commission is satisfied with the changes, it should make a recommendation to City Council.

Chapter 17.61

OFF-STREET PARKING

Sections:

- 17.61.010 Requirements generally.
- 17.61.015 Parking—Existing residential lots.
- 17.61.020 Parking spaces required.
- 17.61.030 Parking requirements for uses not specified.
- 17.61.040 Mixed occupancies.
- 17.61.050 Joint uses.
- 17.61.060 Required improvement and maintenance of parking area and used car sales area.
- 17.61.070 Illumination of parking areas and used car sales area.
- 17.61.080 Required loading space.
- 17.61.090 ~~Disabled parking signs/post Accessibility~~
- 17.61.100 Use of right-of-way.

17.61.010 Requirements generally.

(a) Every building hereafter erected, moved, reconstructed or structurally altered shall be provided with permanently maintained parking spaces as provided in this chapter. Off-street vehicle parking shall be provided based on the proposed use for:

- (1) A new or relocated building;
- (2) An expanded or enlarged structure, only for the new floor area;
- (3) An existing building that requires a change of occupancy per the Building Code for the new use.

(b) All vehicles shall be parked on improved parking spaces (concrete or asphalt) except that parking accessed via an unpaved alley or from an unpaved street may be compacted gravel. Access from the street and all portions of the parking lot shall be hard surface if the parking spaces are required to be.

(c) and such Required parking spaces shall be made permanently available and be permanently maintained for parking purposes.

(d) For the purpose of this section chapter, a parking space shall be at least eight and one-half nine feet wide and a minimum of eighteen twenty feet long, exclusive of access drives or aisles. Minimum size for a parking space also applies to spaces within a garage.

(e) Parking spaces shall have having access from a public thoroughfare, and shall be of usable shape and condition. There shall be provision for ingress and egress from each parking space. Except for single-family and duplex dwellings on individual lots, groups of more than two parking spaces shall be so located and served by a driveway that their use will require no backing movements or maneuvering within a street right-of-way other than an alley. (Ord. 1220 § 1 (part), 2006: Ord. 948 § 2 (part), 1995).

17.61.015 Parking—Existing residential lots.

For any existing residential lot not covered under Section 17.61.010, no vehicle shall be allowed to park on lawn or landscaped areas of the front yard. Parking shall be limited to an improved surface such as gravel, concrete, or asphalt that is no greater than thirty feet in width extending generally perpendicular from the structure to the street. Existing gravel in the front yard is allowed only for residences that established gravel parking prior to July 25, 2011. (Ord. 1347 § 1, 2011).

17.61.020 Parking spaces required.

Required parking spaces are as follows:

- (1) Single-family dwellings in R-1, R-2, R-3 or R-4 zones: in addition to the two parking spaces required in a garage or carport, every dwelling shall have a minimum of two, but not more than three, concrete parking spaces in the front yard area. No more than four vehicles shall be parked or stored in the front yard on improved parking spaces. Vehicles can be stored in the back yard if surrounded by a six-foot-high sight-obscuring fence;
- (2) Two-family dwellings in R-2, R-3 or R-4 zones: in addition to the two any parking spaces required in a garage, there shall be two spaces for each dwelling unit. No more than three vehicles may be parked off-street that are not within a garage in connection with each dwelling unit. If additional vehicles are to be parked off-street, they must be parked within a garage or within an enclosure surrounded by a sight-obscuring fence;
- (3) Multiple-family dwellings in R-3 or R-4 zones: two spaces for each dwelling unit. No more than two vehicles may be parked off-street that are not within a garage or carport in connection with each dwelling unit;
- (4) Residential hotels, fraternity houses, rooming houses or boardinghouses: one space for each two guest accommodations or four beds, whichever is greater;
- (5) Convalescent homes, sanitariums, institutions for the aged and children, welfare or correctional institutions: one space for each six beds or patients, plus one additional space for each two employees;
- (6) Hospitals: one space for each five beds including bassinets, plus one space for each two employees, plus one space for each two visiting and/or staff doctors;
- (7) Medical and dental clinics: three spaces for each doctor or three spaces for each two examination rooms, whichever is greater, plus one space for each employee;
- (8) Dancehalls: one space for each fifty square feet of dance floor space;
- (9) Funeral parlors and mortuaries: one space for each fifty square feet of assembly used for services, plus one space for each employee;
- (10) Passenger terminals (bus, rail or air): one space for every one hundred square feet of gross floor area used for passenger waiting area plus one space for each two employees;
- (11) Manufacturing and industrial buildings: one space for each two employees on the largest shift;
- (12) Stadiums, sports arenas, auditoriums (including school auditoriums) and other places of public assembly and clubs and lodges having no sleeping rooms: one space for each four seats or eight feet of bench length for spectators;
- (13) Bowling alleys: three spaces for each alley plus one space for every four seats or eight feet of bench devoted to spectator area, plus one space for the proprietor and one space for each two employees;
- (14) Libraries: one space for each two hundred square feet of gross floor area of the reading room, plus one space for each two employees;
- (15) Churches: one space for each four seats or eight feet of pew bench and one space for each four hundred square feet of gross floor space used for assembly and not containing fixed seats;
- (16) Colleges or commercial schools for adults: one space for each six seats in classrooms, plus one space for each two employees;
- (17) High schools, elementary schools and other children's schools: one space for each twelve six seats in the auditorium or assembly room, plus one space for each two employees, plus sufficient off-street space for the safe and convenient loading and unloading of students from school buses. In addition, high schools shall provide one space for each 6 students;
- (18) Theaters: one space for each four seats, plus one space for each two employees;

(19) Mobile or manufactured home parks: two spaces for each mobile or manufactured home lot and one additional space for each four mobile or manufactured home lots for guests;

(20) Motels and auto courts: one space for each unit, plus three additional spaces for every ten units;

(21) Semi-private golf courses, country clubs, gun clubs, etc.: one space for each three members;

(22) Public utility stations: one space;

(23) Retail stores and personal service shops: ~~three square feet of parking lot for every one square foot of gross building area, plus one parking space for the proprietor and one space for each two employees;~~

(a) Retail stores primarily handling bulky merchandise such as furniture, machinery, farm or agricultural equipment, lumber, construction materials, livestock feed, or heavy equipment: 1.5 spaces for each 1000 square feet of gross floor area;

(b) Personal service shops and other retail not addressed in subsection (a) above:

Building size, gross floor area	Parking requirement
<u>Up to 2000 square feet</u>	<u>4 spaces/1000 square feet</u>
<u>2001-7500 square feet</u>	<u>3.5 spaces/1000 square feet</u>
<u>7501-40,000 square feet</u>	<u>2.85 spaces/1000 square feet</u>
<u>40,001+ square feet</u>	<u>2.5 spaces/1000 square feet</u>

(24) Banks: one space for each four hundred square feet of gross building area, plus one space for each two employees;

(25) Restaurants, taverns or bars: one space for each ~~100 square feet of gross floor area three seats or stools, plus one space for each employee and one space for each fifty square feet of dance floor space;~~

(26) Notwithstanding the off-street parking requirements defined in this chapter, those buildings located within commercially zoned districts may be permitted to obtain permits for renovation or expansion of the existing building space or use without fully complying with the off-street parking requirements of this section. Prior to the issuance of the development permit which would impose the off-street parking requirement sought to be modified, the owner or owner's agent shall apply to the planning commission for a waiver of some identified portion of the off-street parking requirement. The proponent shall bear the burden and expense of establishing to the planning commission:

(A) The lack of reasonably available off-street parking within a reasonable distance to the subject property, either through purchase, lease or joint use agreement;

(B) What studies, measurements, or other indicia of adequate parking exist to support the request; and

(C) How the proponent would propose to deal with overflow parking.

The planning commission may: grant a waiver for a specified period of time after which the waiver shall terminate or be subject to further review; grant a waiver conditioned on average daily trip measurements remaining below a certain number and after that number is exceeded, additional parking shall be required to be provided; or deny the request. (Ord. 1280 § 1 (part), 2008: Ord. 1220 § 1 (part), 2006: Ord. 1198 § 1, 2005: Ord. 974 § 1, 1995: Ord. 948 § 2 (part), 1995).

17.61.030 Parking requirements for uses not specified.

Where the parking requirements for a use are not specifically defined in this title, the parking requirements for such use shall be determined by the building official community development director and such determination shall be based upon the requirements for the most comparable use specified in this chapter. (Ord. 1280 § 1 (part), 2008: Ord. 948 § 2 (part), 1995).

17.61.040 Mixed occupancies.

In the case of mixed occupancies in a building or on a lot, the total requirements for off-street parking shall be the sum of the requirements for the various uses computed separately. Off-street parking facilities shall not be considered as providing required parking facilities for any other use except as hereinafter specified for joint use. (Ord. 948 § 2 (part), 1995).

17.61.050 Joint uses.

The ~~planning commission community development director~~ may, upon application by the owner or lessee of any property, authorize the joint use of parking facilities by the following uses or activities under the conditions specified in this section:

- (1) Up to fifty percent of the parking facilities required by this chapter for a use considered to be primarily a daytime use may be provided by the parking facilities of a use considered to be primarily a nighttime use or vice versa; provided, that such reciprocal parking area shall be subject to the conditions set forth in subsection (4) of this section.
- (2) Up to one hundred percent of the parking facilities required by this chapter for a church or auditorium incidental to a public or parochial school may be supplied by parking facilities for a use considered to be primarily a daytime use, provided such reciprocal parking area shall be subject to the conditions set forth in subsection (4) of this section.
- (3) For purposes of this section, the following uses are typical daytime uses: business offices, barbershops and beauty shops, manufacturing or wholesale buildings. The following uses are typical nighttime and/or Sunday uses: auditoriums incidental to a public or parochial school, churches, dancehalls, theaters and taverns.
- (4) Conditions required for joint use are as follows:
 - (A) The building or use for which application is made for authority to utilize the existing off-street parking facilities provided by another building or use shall be located within ~~one four~~ hundred ~~fifty~~ feet of such parking facilities.
 - (B) The applicant shall show that there is not substantial conflict in the principal operating hours of the buildings or uses for which the joint use of the parking facilities is proposed.
 - (C) Parties concerned in the joint use of off- street facilities shall evidence agreement for such joint use by a proper legal instrument approved by the city attorney as to form and content. Such instrument when approved as conforming to the provisions of this title shall be recorded in the office of the city clerk ~~and copies thereof shall be filed with the planning commission.~~ (Ord. 948 § 2 (part), 1995).

17.61.060 Required improvement and maintenance of parking area and used car sales area.

Every lot or parcel of land used as a public or private parking area, or used car sales area and having a capacity of three or more vehicles, shall be developed and maintained in the following manner:

- (1) Surfacing. Off-street parking areas and used car sales areas shall be paved or otherwise ~~hard~~-surfaced and maintained so as to eliminate dust or mud and shall be graded and drained as to dispose of surface water ~~in compliance with the Eastern Washington Stormwater Manual~~. In no case shall such drainage be allowed across sidewalks or roadways ~~or onto another property~~.
- (2) Border Barricades. All parking areas and used car sales areas that are not separated by a fence from any street or alley property lines upon which it abuts shall be provided with a suitable concrete curb or timber barrier not less than six inches in height, located not less than four feet from such street or alley property lines and such curb or barrier shall be securely installed and maintained; provided, that no such curb or barrier shall be required across any driveway or entrance to such parking area.
- (3) Screening and Landscaping. Every parking area or used car sales area which abuts a residential district shall be separated from such residential district by a solid wall, view-obscuring fence, at least six feet in height, or a green belt planted and maintained at least five feet in width; except, that along any street frontage onto or

from which an entrance is provided, the fence, wall or green belt shall not exceed forty-two inches in height. Said wall or fence shall receive normal maintenance in keeping with the character of the adjacent development. No such wall, fence or green belt need be provided where the elevation of that portion of the parking area or used car sales area immediately adjacent to any residential district is six feet or more above or below the elevation of such district along the common property line.

(4) Entrances and Exits. The location and design of all entrances and exits shall be subject to the approval of the planning commission public works director.

(5) Parking spaces shall be marked with white or yellow painted lines or similar materials. (Ord. 948 § 2 (part), 1995).

17.61.070 Illumination of parking areas and used car sales area.

Any lights provided to illuminate any public parking area, any semi-public parking area, or used car sales area permitted by this title, shall be arranged so as to reflect the light away from any dwelling unit and the public right-of-way. (Ord. 948 § 2 (part), 1995).

17.61.080 Required loading space.

On the same premises with every building, structure, or part thereof, erected and occupied for manufacturing, storage, warehouse, goods display, department store, wholesale store, market, hotel, hospital, mortuary, laundry, dry cleaning, or other uses involving the receipt or distribution of vehicles or material or merchandise and providing access to a public thoroughfare, there shall be provided and maintained on the lot adequate space for standing, loading and unloading services in order to avoid undue interference with public uses of the streets or alleys. Such space, unless otherwise adequately provided for, shall include a ten-foot-by-twenty-five-foot loading space, with fourteen-foot height clearance for every twenty thousand square feet, or fraction thereof, of building floor used or land used for above mentioned purposes. No part of the truck or van using the loading space may project into the public right-of-way. (Ord. 948 § 2 (part), 1995).

17.61.090 Disabled parking signs/post Accessibility.

(a) ~~Vertical signs for accessible parking spaces to be between thirty-six and eighty-four inches off the ground, have the International Symbol of Access, have colors of white on blue background as described under RCW 70.92.120, and have the notice "State disabled permit required."~~

(b) Any public or private building that was built or substantially remodeled after October 1, 1976 is required to have handicap meet federal and state requirements for accessible parking spaees (Washington State Regulation for Barrier Free Facilities, Chapter 51-10 WAC). (Ord. 948 § 2 (part), 1995).

17.61.100 Use of right-of-way.

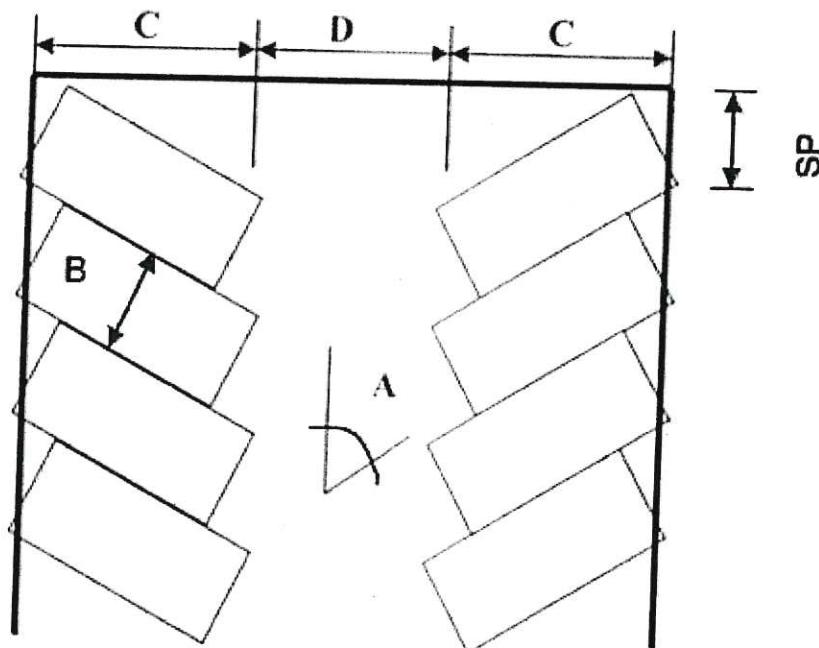
Vehicles parked behind the curb such that all or part of the vehicle extends over the public right-of-way shall be parked:

- (a) No closer than six feet from the curb face;
- (b) Not encroach on the public sidewalk;
- (c) Be at least fifteen feet from all alley rights-of-way;
- (d) Be at least thirty feet from the projection of street curbs on corner lots;
- (e) On a surface improved with gravel. (Ord. 1220 § 2, 2006).

Table 22.50-2 – Parking Minimum Design Requirements

Parking Angle (in degrees)	Standards				
	Stall Projection	Minimum Stall Width	Minimum Stall Depth	Minimum Aisle Width D	
A	SP	B	C	One-Way	Two-Way
0 (parallel)	22'	22'	8'6"	20'	20'
45	12'	8'6"	17'6"	20'	20'
60	9'6"	8'6"	19'	20'	20'
75	8'10"	8'6"	19'	20'	22'
90	8'6"	8'6"	18'	20'	22'6"

Figure 22.50-1 – Calculation of Parking Spaces



City	Provisions for reducing parking requirements
East Wenatchee	No provisions for reduced parking (except when in proximity to transit, then 15% reduction, other conditions apply)
Kennewick	If the Planning Director finds that parking demands on the use may be sporadic or seasonal, he may reduce the required parking by 50 percent if the decreased parking is available when needed within 500 feet.
Moses Lake	When an existing building is occupied by a new use which would require greater parking and/or loading space than is provided within the building, the Community Development Director may waive the additional parking requirement provided he finds existing development renders compliance with the requirement impractical.
Spokane	The Director may approve less parking if sufficient data shows that a different amount is appropriate. Project must contribute toward a pedestrian & transit supportive environment.
Spokane Valley	City Manager or designee may allow a reduction of up to 25% when the applicant makes a written request demonstrating site conditions that prohibit compliance with the requirements.
Yakima	Administrative official may waive additional parking for a new use within commercial zones if the lot has insufficient area for parking, provided the new use has similar parking requirements to the previous use, there is on-street parking available, there are other opportunities for parking, such as a shared parking agreement

March 2018 Minutes

MUNICIPAL CODE UPDATE – OFF-STREET PARKING – OMC 17.61

Direction on Parking Code: The structure of the chapter is good, so we can just build on what we already have. The current limit on the number of cars in the front yard for a single family or duplex is 3, for a multifamily dwelling it is 2. Cars in a garage do not count. The Commissioners thought a duplex should not be required to have covered parking. In section 17.61.010 Ms. Henning would like to a requirement that if there is a change of occupancy in a building, that would also trigger compliance with current parking standards. The size of a parking space needs to be increased; currently it is 8 ½ by 18 feet long. The police chief would like this to be addressed. The Commission discussed compact car parking spaces and decided against them. The Commission agreed on 9 by 20 feet for a parking space. This would also apply to spaces within a residential garage.

17.61.020 Should a carport be equivalent to a garage? Carports are generally not as cluttered as garages and so people do park in them; however, they are not as secure as a garage and don't hide whatever clutter is stored in them. Garages can be filled with stuff and not parked in. Commission agreed carport and are equivalent for residential parking.

#17 Schools: A high school should have more parking spots than a middle or elementary school because some of the students drive to school. Ms. Henning will research parking requirements for schools. The Commission also directed to add 1 space per 6 seats in an auditorium.

#23 Retail and personal service: The Commission agreed that this provision which counts area of parking rather than actual parking spaces was confusing and inconsistent with the rest of the ordinance. The Commission liked the example from East Wenatchee which required slightly more parking per square foot for the first increments of building size, with a sliding scale for larger buildings. Bulky merchandise such as furniture, machinery, lumber, etc. has a reduced ratio.

#25 Restaurants should be based on area rather than number of chairs, since that can easily change. The proposal was 10 parking spaces per 1000 sq. ft of total sq. ft of building. This will work for new construction but not existing businesses.

The Planning Commission is listed as the decision authority for several types of actions that no longer go to the Planning Commission, such as renovation a building without adequate parking and sharing facilities. What direction would the commission like to go in the future? In most jurisdictions it is a staff decision rather than the hearing examiner because it is costly. Commission would like to hear more about waivers that were approved and who made the decision. They would like a reporting process about why they are granted and by whom. The final authority is the City Council and any variance to code need to go before them for approval.

17.61.050 Currently: Joint Uses: The staff may, upon application by the owner or lessee of any property, authorize the joint use of parking facilities. If the existing business does not have adequate parking, the business may use another businesses parking within 400 feet of such parking facilities upon approval.

The Commission discussed whether the access to the parking lot from the street needs to be paved. The consensus was: Paving is not required if access is from the alley, from a paved street it is required. When the street is not paved the parking would not be required to be paved until the street is paved. When entering the street from a gravel parking lot to paved street requires an apron. Any new permits will require pavement if the street is paved. When design standards are triggered, parking should be brought up to standards.

TO: Planning Commission

FROM: Anne Henning, Community Development Director

MEETING: June 18, 2018

SUBJECT: Accessory Dwelling Units (ADUs)

Many cities in Washington and elsewhere have a process to allow “accessory dwelling units”, a secondary unit on the same lot as a single family dwelling. These units can be an apartment within the main house, or a detached small house in the back yard. While units like this may exist in Othello currently, they are not allowed by the zoning, other than through a conditional use permit process for the rental of an apartment appurtenant to a single family residence in the R-2 and R-4 Zones.

Staff Comments

1. Othello’s reasons to look at allowing accessory dwelling units (ADUs) differ in some respects from those of other communities. Many communities across Washington are required by the Growth Management Act to address ADUs. In addition, many areas are experiencing small households, which don’t need large houses. However, some of the benefits of ADUs are applicable even in Othello where household size is increasing: Housing can be more affordable, land and existing infrastructure can be used more efficiently, and possibly better upkeep of properties (if landowners can rent out a unit, they will have more money available for maintenance).
2. This item is being presented at this time because we have received an application to convert an existing shop 800 square foot into a dwelling unit, on a lot with an existing house. Before advising the new owner how to proceed, staff would like some input from the Commission about what direction the community should take.
3. There are likely a number of unpermitted living units within sheds in backyards. Staff needs to address life/safety issues, but also should have direction on what the community should be like. Should these units be removed, or should there be corrections to make them safe and habitable?

Attachments

- “Accessory dwelling units: What they are and why people build them” from <https://accessorydwellings.org/>
- “Accessory Dwelling Units” from Municipal Research Services Corp (MRSC)
- “Accessory Dwelling Units under the Microscope” from MRSC

Action: The Planning Commission should review discuss accessory dwelling units and provide direction to staff.

Accessory Dwellings

A one-stop source about accessory dwelling units, multigenerational homes, laneway houses, ADUs, granny flats, in-law units...

Accessory dwelling units: what they are and why people build them

An accessory dwelling unit is a really simple and old idea: having a second small dwelling right on the same grounds (or attached to) your regular single-family house, such as:

- an apartment over the garage
- a tiny house (on a foundation) in the backyard
- a basement apartment

Here are two examples, one above a garage and the other a small cottage.

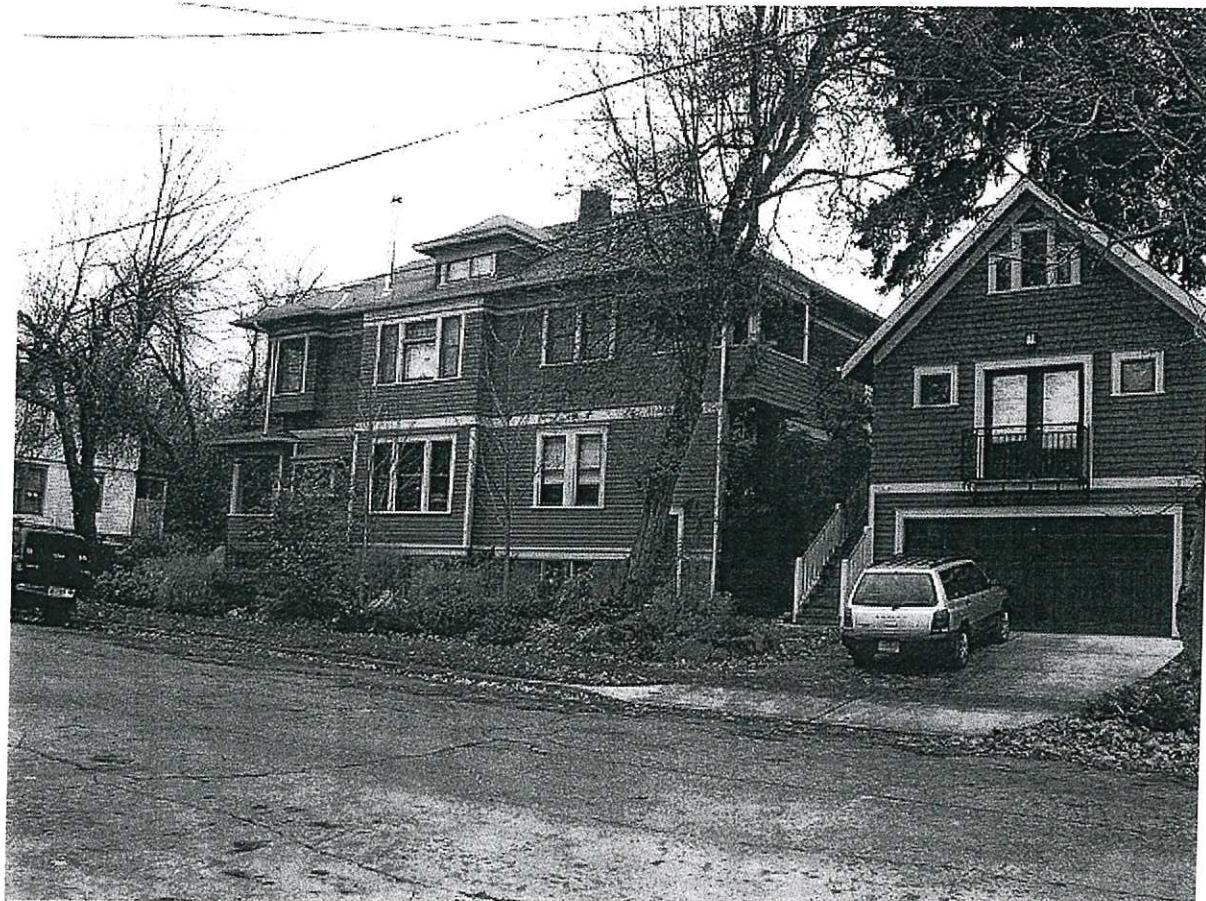


photo by radworld (creative commons)



photo by Martin John Brown – used by permission

Regardless of its physical form (backyard cottage, basement apartment, etc.), legally an ADU is part of the same property as the main home. It cannot be bought or sold separately, as a condominium or a dwelling on wheels might be. The owner of the ADU is the owner of the main home. (For an extremely rare exception [see here](#)).

Though accessory dwellings are an old idea (think of the [old alley apartments in DC](#), or the carriage houses you see in fine old Seattle homes), they fell out of favor in the middle of the 20th century. Now, however, they're coming back, and they have lots of names. Planners call them ADUs (Accessory Dwelling Units), but they're also known as granny flats, in-law units, laneway houses, secondary dwelling units, and a [hundred other names](#). ADUs can be [tiny houses](#), but tiny houses aren't always ADUs

People build them for lots of reasons, but the most common goals, according to [one study](#), are gaining income via rent and housing a family member.

Flexibility in housing makes sense for environmental, lifestyle, and financial reasons. Though many people buy houses and live in them for decades, their actual needs change over time. But the way that houses are currently built doesn't reflect those changes, especially the way households may spend decades with just 1 or 2 members. Many American houses are too big for 1- or 2-person households, which is too bad, because [size is probably the biggest single factor in the environmental impact of a house](#).

If you have a reasonably sized house, and an even more reasonably sized ADU, you've likely got a pretty green combination with some social benefits as well. You could have your best friend, your mother, or your grown kid, live with you. This kind of flexibility and informal support could really help

as the nation's population ages. Most people want to stay in their homes as they age, but finances and design can be problematic. An ADU could help aging people meet their needs without moving.

In many localities you can get legal rental income from a permitted ADU, or, if you want, you can live in the ADU and rent out the other dwelling. That should add a lot of flexibility to finances.

So that's the *potential* this form of housing has. Here on this site we're going to focus on real ADU stories and data-driven research to figure out if ADUs are living up to that promise. We're also going to recognize that ADUs are major construction projects, and do what we can to guide you through design, financing, permitting, and so forth. We hope it helps.

—Martin

31 comments on “Accessory dwelling units: what they are and why people build them”

Pingback: [A research and action agenda for Accessory Dwelling Units and their advocates | Accessory Dwellings](#)

Pingback: [The Woodlawn Neighborhood, Portland, Oregon » Incentives for homeowners from City of Portland](#)

Pingback: [Beware of the many synonyms for ADUs | Accessory Dwellings](#)

Pingback: [Tiny House Communities: Urban, Suburban, and Rural](#)

Pingback: [Homes For Diversity And Inclusivity Part 1: Accessory Dwellings | walkableprinceton](#)

Pingback: [The many and confusing synonyms for ADUs | Accessory Dwellings](#)

Pingback: [A research and action agenda for Accessory Dwelling Units and their advocates | Accessory Dwellings](#)

Pingback: [Information on Phoenix ADU \(Accessory Dwelling Units\)](#)

Pingback: [ADUs and Condos: Separating Ownership | Accessory Dwellings](#)

Pingback: [Kristy Lakin's ADU Community: Woodstock Gardens | Accessory Dwellings](#)

Pingback: [EcoLocalizer | Celebrating Urban Life!](#)

Pingback: [Portland ADU Tour – Part 2 | year of months](#)

Pingback: [Analyzing a Rental Property - Young Investing](#)

Pingback: [Mother-In-Law Apartments Provide Benefits with Relative Ease | Build Realty](#)

Pingback: [Mother-In-Law Apartments Provide Benefits with Relative Ease](#)

Accessory Dwelling Units

This page provides a brief overview of accessory dwelling units for cities and counties in Washington State, including legal requirements and examples of city and county codes.

What is an Accessory Dwelling Unit?

An accessory dwelling unit (ADU) is a small, self-contained residential unit located on the same lot as an existing single-family home.

An ADU has all the basic facilities needed for day-to-day living independent of the main home, such as a kitchen, sleeping area, and a bathroom. As the term "accessory" implies, ADUs are generally defined to be smaller in size and prominence than the main residence on the lot. Some definitions include specific size limits, and a location that is not readily visible from the street.

In theory, an ADU may be created as a separate unit within an existing home (such as in an attic or basement), an addition to the home (such as a separate apartment unit with separate entrance), or in a separate structure on the lot (such as a converted garage). See the examples shown below.

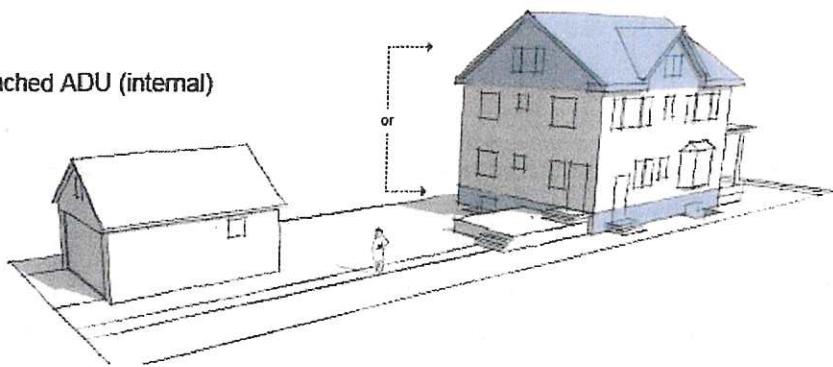
Some communities, however, only allow ADUs that are within or attached to the main residence, and exclude ADUs housed in a separate structure. Whether attached or detached from the main residence, most codes require that the main residence and the ADU must be owned by the same person and may not be sold separately.

ADUs are sometimes called "mother-in-law apartments" or "granny flats," because they are often used to house extended family. Other codes use terms such as "accessory apartment," "accessory living unit," or "secondary unit," to have a similar meaning.

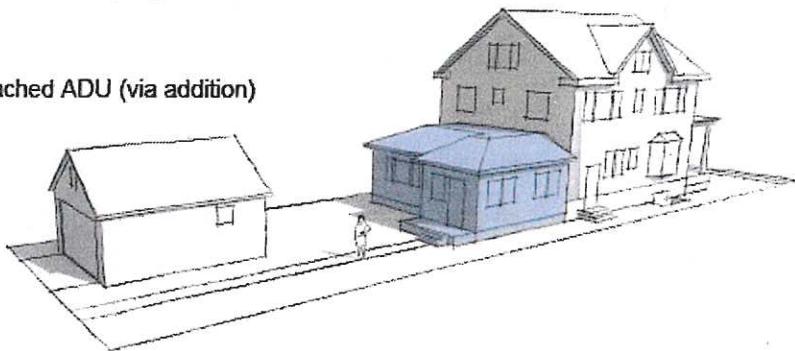
Examples of Accessory Dwelling Units (ADUs)

ADUs in blue; main residence in white

Attached ADU (internal)



Attached ADU (via addition)



Detached ADU

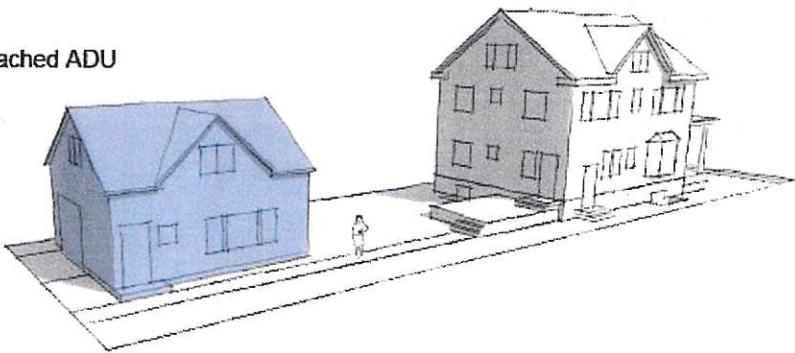


Image credit: City of Saint Paul, MN

Accessory Dwelling Units in Washington State

RCW 43.63A.215 and RCW 36.70A.400, adopted as part of the 1993 Washington Housing Policy Act, require many Washington cities and counties to adopt ordinances encouraging the development of accessory apartments or ADUs in single-family zones. Specifically, this legislation applies to:

- Cities with a population over 20,000
- Counties with a population over 125,000
- Counties that plan under the Growth Management Act (GMA).

Other communities may choose to allow ADUs if so desired.

Local codes must incorporate the model ordinance recommendations prepared by the Washington State Department of Community, Trade and Economic Development (now Department of Commerce), per RCW 43.63A.215 and RCW 36.70A.400. However, state law allows local communities some flexibility to adapt these recommendations to local needs and preferences.

ADU ordinances have been widely adopted in Washington since the 1993 Act, in part because ADUs have helped local jurisdictions meet GMA goals to encourage affordable housing and provide a variety of housing densities and types while preserving the character of single-family neighborhoods.

Examples of Local ADU Codes

The table below provides examples of accessory dwelling unit codes adopted by cities and counties in Washington State, including a basic comparison of their provisions. (Click on the image to see a larger version.)

Most of these examples allow for both attached ADUs (sometimes called AADUs) and detached ADUs (sometimes called DADUs). With the exception of Vancouver, each requires that one of the units be occupied by the owner of the property. Many of the provisions limit the size of the accessory unit, ranging from 600 to 1,000 square feet. Some also limit the size of the accessory unit relative to the primary unit, ranging from 40 to 75 percent of the area of the primary unit.

Almost all of the code provisions rely on the development regulations of the underlying zones. Several provide maximum heights, onsite-parking, setbacks and other requirements specific to ADUs. Additionally, many of code provisions require the ADU to be similar in design to the primary unit (which may or may not be desirable, depending upon the design of the primary residence).

City	Attached or Detached?	Owner-Occupancy required?	Lot Size	Unit Size	Parking	ADU specific requirements	Code Provisions
Bellevue	Attached only	Yes	Not specified	Between 300 and 800 sf, not to exceed 40% of the combined area of the ADU and primary unit	1 space	Limited number of occupants	Sec. 20.20.120
Bellingham	Both	Yes	Alley access, side street access, or greater than 5,000 sf	Limited to 800 sf or 60% of primary structure, and two bedrooms	1 space	Setback and minimum yard	Draft ADU Ordinance (2018)
Blaine	Both	Yes	At least 6,000 sf	Varies based on lot size, 600-1000 sf or 50% of primary residence	1 space for each bedroom	Max height, design bonus	Ch. 17.101
Cheney	Both	Yes	Greater than 5,000 sf	Limited to 40% of area of primary units livable area, cannot be more than one bedroom	If on-street parking is available: None. If no on-street parking: 1 space	Max height	Ch. 21.67
Enumclaw	Both	Yes	No limit	Limited to 800 sf and two bedrooms, or 50% of livable area of primary unit	Not specified		Ch. 19.34
Everett	Both	Yes	None	Limited to 800 sf or 75% of the gross floor area of the primary unit	1 space, can be waived if there is sufficient on-street parking or public transit access	Max height, setbacks	Ch. 19.07.030
Spokane*	Both	Yes	For DADUs at least 4,000 sf	AADU: limited to 1,000 sf for single-family structure and 650 sf for townhomes; DADU: limited to 800 sf for single-family structure and 650 sf for townhomes	1 space, can be waived in urban villages/centers	Max height, entrance location	Sec. 23.44.041
Vancouver	Both	No	At least 4,500 sf	Limited to 800 sf or up to 50% of the size of the primary unit, except for basement suites	None		Webpage about ADU EIS Process

See attached

[Click for larger version](#)

In addition, here are a few prominent out-of-state examples:

- [Portland, OR: Accessory Dwelling Units](#) – Information on Portland's successful program including code links and [ADU Program Guide](#)
- [Santa Cruz, CA: Accessory Dwelling Unit Development Program](#) – Program assists homeowners seeking to build an ADU, including prototype concepts and a [step-by-step guide](#) on how to plan, design, and obtain permits for an ADU
- [Vancouver, BC: Building your laneway house](#) – Provides prospective ADU builders with a ["how-to" guide](#), examples floor plans, and other resources for their project

Emerging Trends

A few Washington State cities, such as Seattle, are re-examining some of the standards listed above to determine if they are acting as barriers to the construction of new ADUs (see [Seattle study process](#)). One of the alternatives being examined by Seattle's study is streamlining permitting by providing pre-approved ADU plans.

As may be seen in the out-of-state examples above, some cities such as Portland (OR), Santa Cruz (CA), and Vancouver (BC) have actually changed some of their requirements, such as eliminating owner occupancy, in order to encourage the production of more ADUs. Vancouver has also had success getting banks to provide [lending products](#) tailored to ADU projects that take into account the borrowers' future rental income from the new unit. Portland also provides an [ADU Financing Guide](#) that identifies local financial institutions with programs that can be used to fund ADU construction.

The preliminary results appear to show that the reduced zoning requirements have resulted in more ADUs in these cities. For example, since adopting its ADU program in 2009, Vancouver has permitted over 3,000 ADUs and has set the target of adding another 4,000 by 2028. Recent regulatory reform, fee waivers, and public education efforts in Portland have contributed to the doubling of the number of annual ADUs permits, from under 300 in 2014 to over 600 in 2016.

Recommended Resources

- [Urban Land Institute: Jumpstarting the Market for Accessory Dwelling Units: Lessons Learned from Portland, Seattle, and Vancouver](#) (2018) – Study examining best practices from Portland, Seattle, and Vancouver BC
- [AccessoryDwellings.org](#) – Portland, OR-based website maintained by volunteers provides current ADU news, articles, project examples, and other resources, including a [Model Code for Accessory Dwelling Units](#)
- [Oregon Department of Environmental Quality: Accessory Dwelling Unit Survey for Portland, Eugene, and Ashland](#) (2013) – Includes data on ADU use, occupancy, construction, energy use, and demographics
- [MRSC: Accessory Dwelling Units Issues and Options](#) (1995) – Detailed publication created after the 1993 Washington Housing Policy Act discusses benefits, regulatory issues, and zoning regulations for ADUs.

Last Modified: June 11, 2018

Examples of Local Accessory Dwelling Unit (ADU) Codes in Washington State

City	Attached or Detached?	Owner-occupancy required?	Lot Size	Unit Size	Parking	ADU specific requirements	Code Provisions
Bettaville	Attached only	Yes	Not specified	Between 300 and 800 sf, not to exceed 40% of the combined area of the ADU and primary unit	1 space	Limited number of occupants	Sec. 20.20.120
Bellingham*	Both	Yes	Alley access, side street access, or greater than 5,000 sf	Limited to 800 sf or 66% of primary structure, and two bedrooms	1 space	Setback and minimum yard	Draft ADU Ordinance (2018) Webpage about ADU Ordinance Update Process
Blaine	Both	Yes	At least 6,000 sf	Varies based on lot size, 600-1000 sf or 50% of primary residence	1 space for each bedroom	Max height, design bonus	Ch. 17.102
Cheney	Both	Yes	Greater than 5,000 sf	Limited to 40% of area of primary units livable area, cannot be more than one bedroom	If on-street parking is available: None. If no on-street parking: 1 space	Max height	Ch. 21.67
Everett	Both	Yes	No limit	Limited to 800 sf and two bedrooms, or 50% of livable area of primary unit	Not specified		Ch. 19.34
Everett	Both	Yes	None	Limited to 800 sf or 75% of the gross floor area of the primary unit	1 space, can be waived if there is sufficient on-street parking or public transit access	Max height, setbacks	Ch. 19.07.030
Seattle*	Both	Yes	For DADUs at least 4,000 sf	AADU: limited to 1,000 sf for single-family structure and 650 sf for townhome; DADU: limited to 800 sf for single-family structure and 650 sf for townhomes	1 space, can be waived in urban villages/centers	Max height, entrance location	Sec. 23.44.041 Webpage about ADU EIS process
Vancouver	Both	No	At least 4,500 sf	Limited to 800 sf or up to 50% of the size of the primary unit, except for basement suites	None		Ch. 20.810

*Jurisdiction is in process of updating or evaluating its ADU ordinances



Accessory Dwelling Units under the Microscope

July 21, 2016 by [Steve Butler](#)

Category: [Housing](#)



Accessory dwelling units (ADUs) have been around for decades. In many parts of Washington State, the concept is accepted and local governments have revised their regulations to accommodate such housing. Even so, the number of ADUs created in accordance with local standards has remained relatively low, due in part to the difficulty in meeting those regulations and the associated costs related to them. In response, a few local governments are relooking at their standards and discussing how to

make them easier to meet. The potential easing of existing ADU regulations, however, is causing neighborhood homeowners to take notice.

What is an Accessory Dwelling Unit (ADU)?

An accessory dwelling unit (ADU) is a small, self-contained residential unit located on the same lot as an existing single-family home. They are sometimes referred to as "mother-in-law apartments" or "granny flats." An ADU has all the basic facilities needed for day-to-day living independent of the main home, such as a kitchen, sleeping area, and a bathroom.

There are two types of ADUs:

1. **Attached ADU**, which may be created as either:
 - a. A separate unit within an existing home (such as in an attic or basement);
 - b. An addition to the home (such as a separate apartment unit with its own entrance); or
2. **Detached ADU**, created in a separate structure on the lot (such as a converted garage or a new "backyard cottage").

Reasons for Allowing ADUs

6/14/2018 MRC Accessory Dwelling Units under the Microscope
State law (see [RCW 43.63A.215](#) and [36.70A.400](#)) requires that certain cities and counties adopt ordinances to encourage the development of ADUs in single-family zones by incorporating the [model ordinance recommendations](#) prepared by the Washington Department of Commerce. In addition to just meeting a statutory mandate, however, ADUs have also helped local jurisdictions meet their GMA goals related to [affordable housing](#), and provide a variety of housing densities and types, while still preserving the character of single-family neighborhoods. From a planning perspective, it is considered by many to be a “kinder and gentler” method for accommodating population growth in a community, as compared to upzoning land to do so.

Standard ADU Regulations

Most local ADU regulations have standards to address the following issues:

- Maximum Unit Size
- Owner-Occupancy
- Dedicated Off-Street Parking
- Attached ADUs Only
- Maximum Number of Dwelling Units on One Lot
- Separate Entrances /Only One Visible from the Street
- Other Design Standards (especially for detached ADUs) for such items as roof pitch, window style, and exterior material
- Maximum Number of Occupants
- Minimum Lot Size
- Building Code and Other “Life/Safety” Requirements

Communities Starting to Reconsider Their ADU Requirements

Some local governments in Washington and elsewhere are re-examining their existing ADU requirements and questioning the rationale behind them, especially given the low production of new ADUs. As a result, some communities are considering changes to their ADU regulations, such as:

- **Unit Size:** Most current ADU standards set a maximum size (for example, 800 square feet), but some communities are considering an increase to their limit to provide more flexibility.
- **On-site Parking:** Some local governments are looking at a reduction or elimination of standards requiring on-site parking spaces for the ADU's occupants, especially in areas where there is adequate on-street parking. Such a change may face stronger opposition in neighborhoods where street parking is at a premium.
- **Detached ADUs** - Most codes only allow attached ADUs, but more communities are expanding their regulations to permit detached ADUs (which are usually required to be placed in the back half of a residential lot). Even if allowed, the high cost of constructing “backyard cottages” may limit the number that actually get built.
- **Owner-Occupancy** - Most codes require that the property owner needs to occupy either the primary or accessory unit, but some communities (such as [Seattle](#)) are considering removing this requirement.
- **Allowing More than Two Dwelling Units** – A cutting-edge regulatory change is to increase the maximum number of dwelling units on a single family lot to three (by allowing one primary dwelling unit, one attached ADU, and one

detached ADU). In Seattle, the city council is currently considering proposed code revisions that would include an increase to three units on one lot.

Discussion about these types of changes has caused anxiety for some homeowners, who are concerned about the impacts on neighborhood character and property values. On the other hand, affordable housing advocates consider changing existing regulations as a way to effectively increase the number of legal ADUs.

Regardless of how local governments decide to regulate them, ADUs may be a viable approach to address your community's growth and affordable housing policies in a manner that is acceptable to your residents (especially if they consider the alternatives). Just be sure your regulations and development review process aren't so burdensome that property owners end up either not creating these dwelling units or doing so surreptitiously, without obtaining the required permits.

Recommended Resources

- [Accessory Dwellings website.](#)
- [MRSC Accessory Dwelling Units: Issues & Options publication](#)
- [MRSC Accessory Dwelling Units and Affordable Housing topic webpages.](#)

Photo courtesy of [AccessoryDwellings.org](#)



About Steve Butler

Steve joined MRSC in February 2015. He has been involved in most aspects of community planning for over 30 years, both in the public and private sectors. He received a B.A. from St. Lawrence University (Canton, New York) and a M.S. in Urban and Regional Planning from the University of Wisconsin-Madison. Steve has served as president of statewide planning associations in both Washington and Maine, and was elected to the American Institute of Certified Planner's College of Fellows in 2008.

[VIEW ALL POSTS BY STEVE BUTLER ▶](#)

Comments

1 comments on Accessory Dwelling Units under the Microscope

"I did not know that there was a state mandate to regulate (allow) ADU's. It seems that there are already enough regulations, such as lot coverage, number of unrelated persons occupying a home, etc. that could address ADUs better than dedicated legislation. That said, I sympathize with property owners concerned with "impacts on neighborhood character and property values" and would point out that land use planners supposedly use the same criteria in design guidance and discretionary land use decisions. The phrase, what's good for the goose, is good for the gander comes to mind...."

