

Enabling Accessory Dwelling Units with Zoning

Primary Frontage

Secondary Frontage

Hazel Borys
hazel@placemakers.com

 @hborys



Pandemic Toolkit

Our policies and zoning
may not be helping with recovery

www.placemakers.com/pandemic-toolkit/

Open Source in English • French • Spanish •
Portuguese • Arabic • Hindi • Turkish • Bengali

5. Allow in-home occupation.

ZONING via code amendment

Work

Many local governments have some types of home business permitted, but often with limitations on the number of employees along with high parking requirements and restricted signage.

Interventions

Allow in-home occupation to enable work-from-home without permitting. Reassess area restrictions in existing regulations to accommodate social distancing requirements.

Many examples are on Codes Study.





Habersham, South Carolina, © Andrew von Maur 2004

6. Allow Accessory Dwelling Units.

ZONING via code amendment

Dwell

Many communities have permitted accessory dwellings associated with primary dwellings, but the restrictions are frequently made unusable through setbacks, parking, and ownership restrictions. The pandemic economy requires every means possible to increase household income, and accessory dwelling units (ADUs) are an opportunity to leverage the average household's greatest asset. ADUs provide access to additional income for homeowners and allows renters to access affordable housing during constrained economic conditions due to the pandemic.

Interventions

Readdress ADU parking requirements; size restrictions; setback restrictions; and ownership occupation requirements.

Many examples are on Codes Study.

7. Allow Accessory Commercial Units.

ZONING via code amendment

Work

Accessory commercial units (ACUs) allow homeowners to access additional income and allows renters to access affordable commercial space within neighborhoods, which are increasingly becoming job centers during pandemic conditions. These must be carefully located based upon multi-modal traffic patterns and street types.

Interventions

Revise regulations to permit mixed-use; reduce front setbacks if on-street parking exists; require sidewalk minimum widths where possible; reduce parking requirements for small commercial spaces.

A few examples are on Codes Study.





How We Teach > Form-Based Codes? You're not alone.

Form-Based Codes? You're not alone.

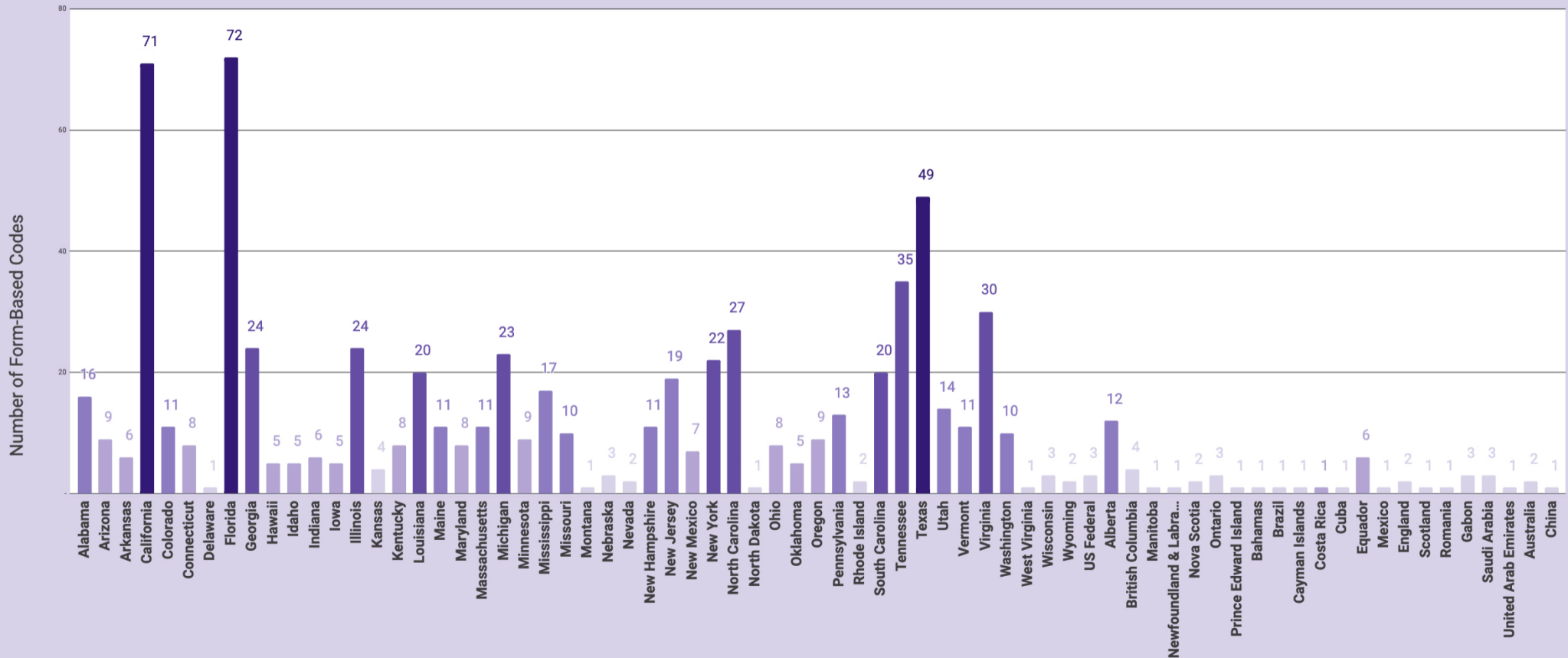
The Codes Study is a collaborative effort led by Hazel Borys, Emily Talen, and Matthew Lambert, and contributed to by many public and private planners, tracking the prevalence of form-based codes worldwide. As of June 2019, we've tracked 728 codes that meet criteria established by the Form-Based Codes Institute (FBCI), as well as an additional 17 form-based guidelines. 439 of these are adopted, with others in progress. Even though form-based codes are 38 years old, 91% have been adopted since 2001.

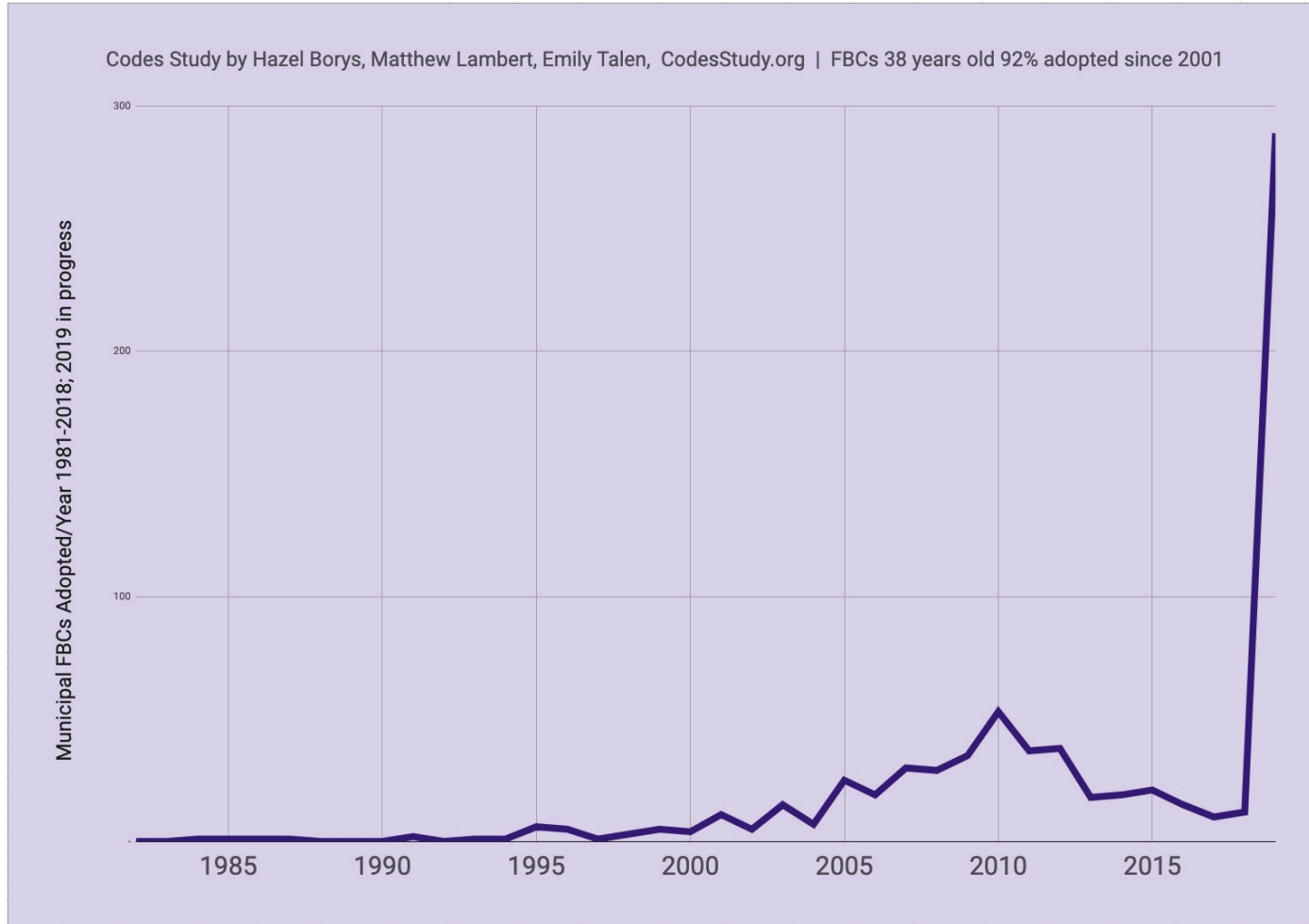
Why form-based codes? Because our current laws tend to separate where we live from where we work, learn, and shop, and insist on big, fast roads to connect them all. Roads that are unfriendly to pedestrians, cyclists, and transit. As a result, North Americans spend more hours in their cars than anyone on earth, and a growing number of communities are working to do something about it.

Cities and towns are using form-based codes to reverse these trends. Big city adopters include Miami, Nashville, Buffalo, Dallas, Ft. Worth, Denver, Albuquerque, El Paso, Memphis, Baltimore, Tulsa, Portland, Cincinnati, Philadelphia, Los Angeles, San Diego, Austin, Chattanooga, Atlanta, Jacksonville, Calgary, Abu Dhabi, Dammam. And because the unit of urban design is the neighborhood, form-based codes have also been applied to as small as 100-person populations and 35 acres. Check out Code Score to see their return on investment.



Codes Study | CodesStudy.org | Authors: Hazel Borys, Matthew Lambert, Emily Talen | 728 FBC are in progress, of which 439 are adopted





INDICATOR

BEHAVIOR

DRIVERS

People

- ◆ physical wellbeing
- ◆ psychological wellbeing
- ◆ social capital
- ◆ affordability
- ◆ crime
- ◆ longevity



walkability; access to nature



nature-rich, active environments



walkability; short commute; civic space



variety of housing sizes and types



affordable housing + transportation



all drivers from people category

Cities, towns, counties and countries changing land use law to capture this value at [CodesStudy.org](https://www.codesstudy.org). Image credit: Duany Plater-Zyberk & Co.



INDICATOR

BEHAVIOR

DRIVERS

Planet

◆ vehicle miles traveled	↓	infill; compact mixed-use; street connectivity
◆ greenhouse gas emissions	↓	infill; compact mixed-use; street connectivity
◆ automobile trips per week	↓	compact mixed-use; transit access
◆ land & ecosystem conservation	↑	compact development pattern
◆ watershed protection	↑	compact development pattern
◆ air & water quality	↑	all drivers from planet category

Cities, towns, counties and countries changing land use law to capture this value at [CodesStudy.org](https://www.codesstudy.org). Image credit: Duany Plater-Zyberk & Co.



INDICATOR

BEHAVIOR

DRIVERS

Profit

◆ new construction	▲	pent-up demand for walkability
◆ jobs per acre	▲	compact development pattern
◆ property value	▲	nature; green space; walkability
◆ household transportation cost	▼	compact transit-accessible mixed-use
◆ household energy & water cost	▼	compact development pattern
◆ tax revenue per acre	▲	compact development pattern
◆ infrastructure cost	▼	compact development pattern
◆ service cost	▼	compact development pattern
◆ health care cost	▼	all drivers from people category
◆ return on investment	▲	all drivers from profit category





Your form based code submissions appreciated!

Hazel Borys

hazel@placemakers.com

 [@hborys](https://twitter.com/hborys)