

## What does the 2004 UDC say?

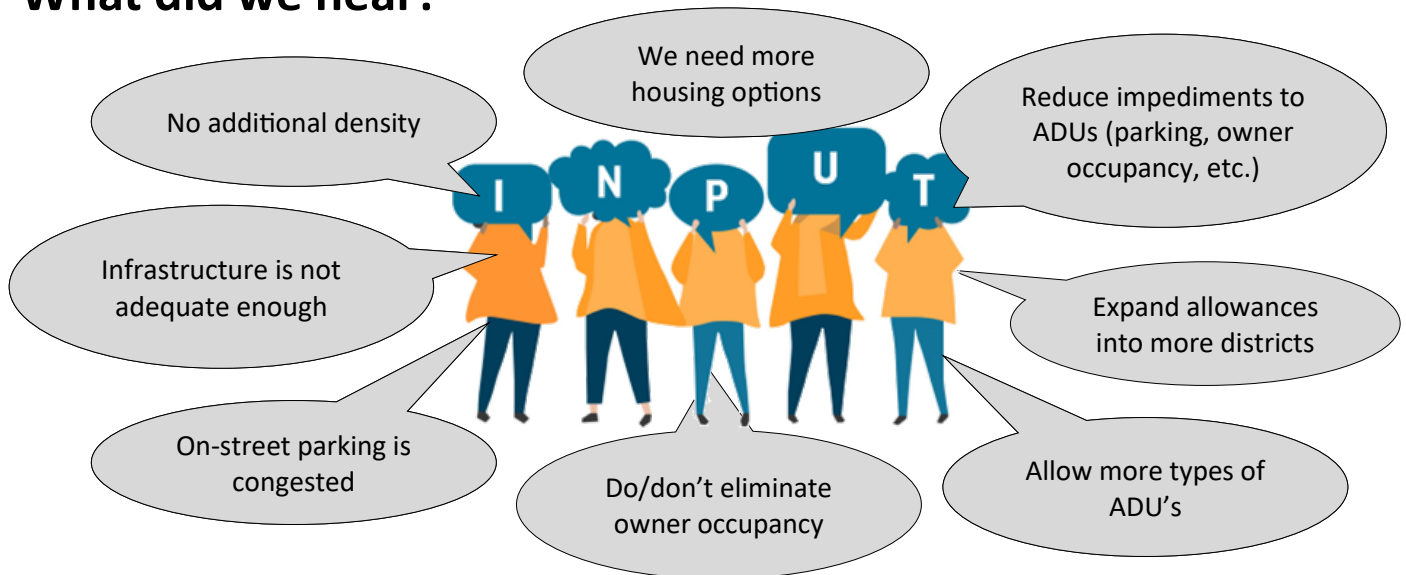
### Title 16: Unified Development Code

Accessory Dwelling Units (ADUs) are a smaller, secondary residential dwelling unit on the same lot as a principal dwelling. ADUs are independently habitable and provide the basic requirements of living, sleeping, cooking, and sanitation. ADUs are allowed in five districts: R-1-C, R-2-A, R-2-B, MU-R-3-A, and MU-R-3-B. ADUs also have use specific standards that include:

- Two types allowed—garden cottage and carriage house
- One (1) ADU allowed per lot, in permitted districts
- Owner occupancy of primary structure or ADU required
- ADU size limited to 650 square feet or limited to the size of the principal dwelling unit, whichever is less
- ADU limited to 26 feet in height, also subject to other \*building envelope requirements
- ADU placement is restricted to the rear 35% of the lot
- One off-street parking space shall be provided for each ADU

**\*Building Envelope:** The three-dimensional space within which a structure is permitted to be built on a lot and which is defined by maximum height regulations, yard setbacks, and sky exposure (bulk) plane regulations. (Title 16: Unified Development Code, 2004)

## What did we hear?



## What did we discuss?

- Should ADUs be allowed in more districts?
- Should additional ADU's be allowed for lots greater than a certain size?
- Should impediments be removed to incentivize ADU's?
  - Remove or reduce parking?
  - Keep or remove owner occupancy?
- Should ADU's size limits be expanded?
- Should different types of ADU's be allowed?
- How do you regulate the size of internal ADU's?
- How do you protect the neighborhood character and ensure that an ADU remains an accessory to a principal unit?



# Accessory Dwelling Units (ADUs) 1

## What's changing and why?



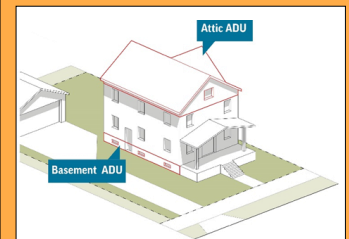
## What does CodeNext bring to the table?

### Revised Title 16: Unified Development Code, 2023

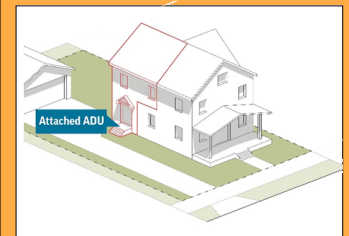
Accessory Dwelling Units (ADUs) allowed in eight residential districts: R-1-A, R-1-B, R-1-C, R-2-A, R-2-B, MU-R-3-A, MU-R-3-B, and MU-R-3-C. ADUs also have use specific standards that include:

- ADU types not limited. Can be a detached accessory building, attached to the principal structure, or located within the principal structure (i.e. an attic or basement apartment)
- One (1) ADU allowed per lot in R-1-A, R-1-B, R-1-C, and R-2-A districts
- Detached houses in R-2-B, MU-R-3-A, MU-R-3-B, and MU-R-3-C zone districts are eligible for up to three (3) ADUs depending on lot area and ADU type
- No owner occupancy of primary structure or ADU required
- ADU size limited to 800 square feet if in a detached building or if attached to the principal building or equal to the building footprint if internal to the principal building, this includes basement and attic apartments
- ADUs are limited to 16 feet in height, or 25 feet in height if the ADU is placed above a garage, also subject to other \*building envelope requirements
- ADUs shall be located to the side or rear of the principal structure, or otherwise integrated into the principal dwelling structure
- No additional parking required. Parking, where provided, is subject to lot coverage and frontage design standards

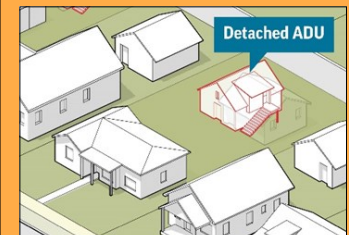
### ADU Examples



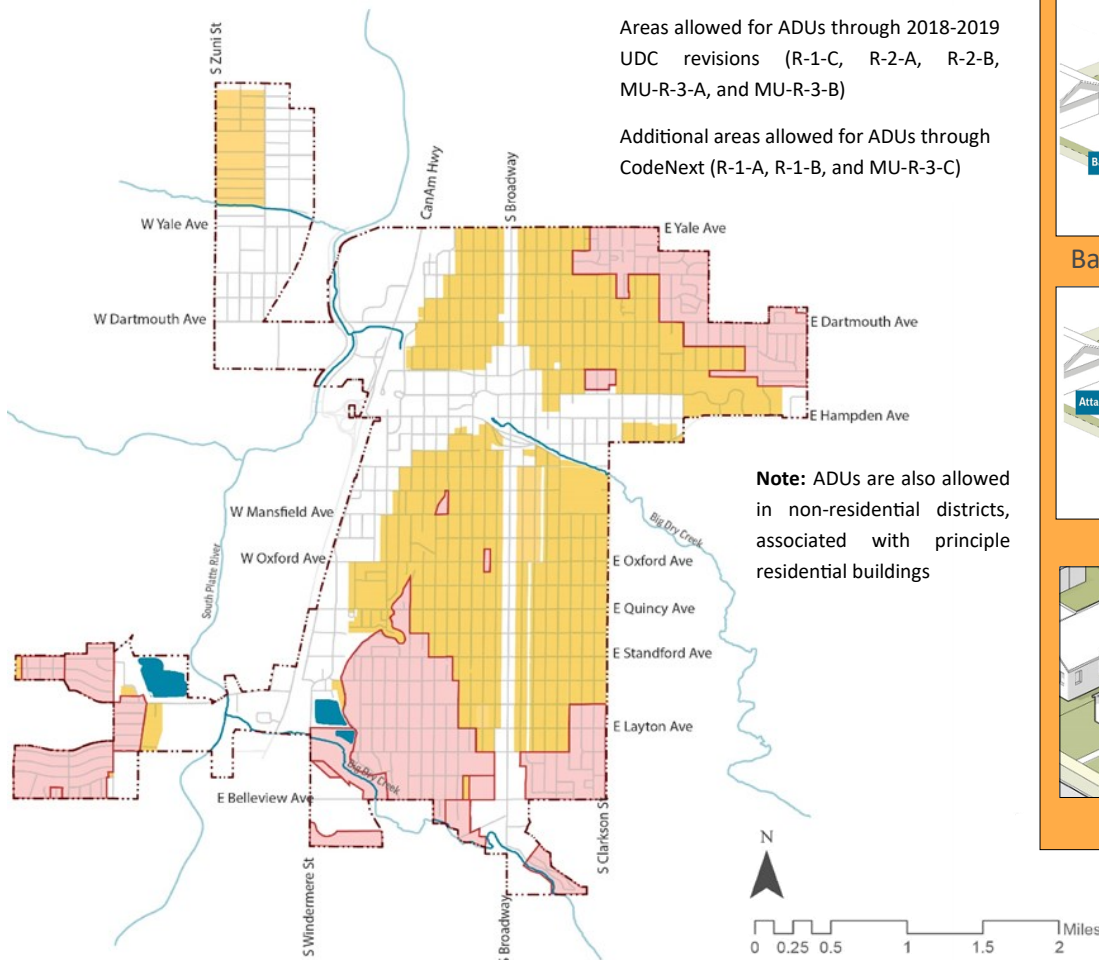
Basement and Attic ADU's



Attached ADU



Detached ADU



Want to find out what zoning district you live in? Click on our [Online Zoning Map](#), or use your phone and scan here.



## What does the 2004 UDC say?

### Title 16: Unified Development Code

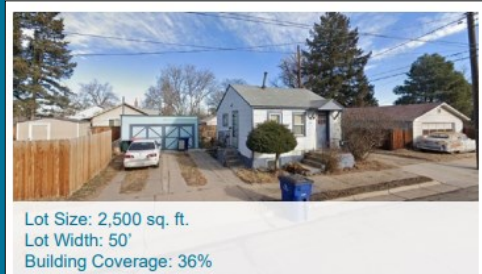
Small-lot detached housing is a variant of detached housing that is allowed on smaller lots than is generally allowed and can be developed in all residential districts with the following stipulations:

- A one-unit dwelling can be constructed on an “Urban Lot” in all residential districts if the lot:
  - Was a lot of record containing a one-unit dwelling on or before February 23, 2004,
  - Contains a minimum of 3,000 square feet of lot area, and
  - Has a minimum of 25 feet of lot width.
- A one-unit dwelling can be constructed on a “Small Lot” in all residential districts if the lot:
  - Was a lot of record on or before February 23, 2004;
  - Contains a minimum of 6,000 square feet in the R-1-A and R-1-B districts, 4,500 square feet in the R-1-C district, or 4,000 square feet of lot area in the R-2 and MU-R-3 districts; and
  - Has a minimum of 50 feet of lot width in the R-1-A and R-1-B districts or 37 feet of lot width in the R-1-C, R-2, and MU-R-3 districts.
- Dwellings must meet all other standards listed in EMC Title 16.



Lot Size: 1,691 sq. ft.  
Lot Width: 34'  
Building Coverage: 36%

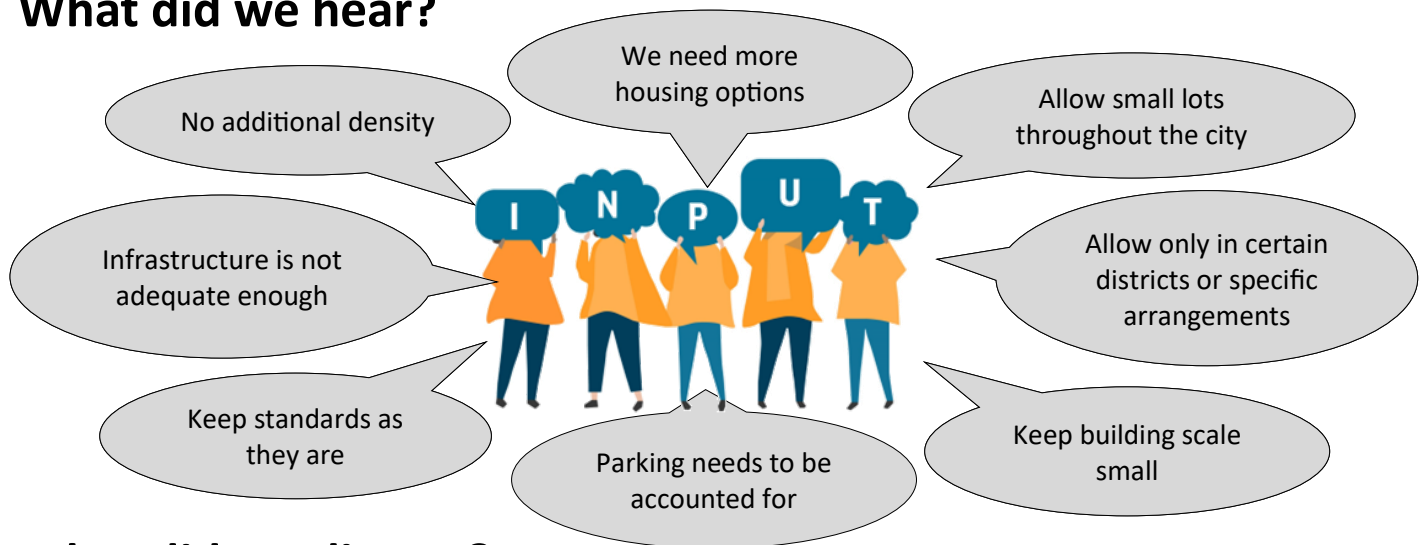
End grain pattern | half block  
<https://goo.gl/maps/ZTQVwT65YqZuLkfw5>



Lot Size: 2,500 sq. ft.  
Lot Width: 50'  
Building Coverage: 36%

Alley adjacent  
<https://goo.gl/maps/9SA9X8NnW7aWB49b8>

## What did we hear?



## What did we discuss?

- Should small-lot detached housing be allowed without current stipulations?
- Should small lots be allowed everywhere, allowed as location specific, allowed in certain districts, or allowed as location specific in certain districts?
- Where and how do small lots occur now?
- Should small lots be limited to only what is existing now



Lot Size: 2,971 sq. ft.  
Lot Width: 24'  
Building Coverage: 33%

Mid-block  
<https://goo.gl/maps/Lid6VL5gobb6RAJ16>



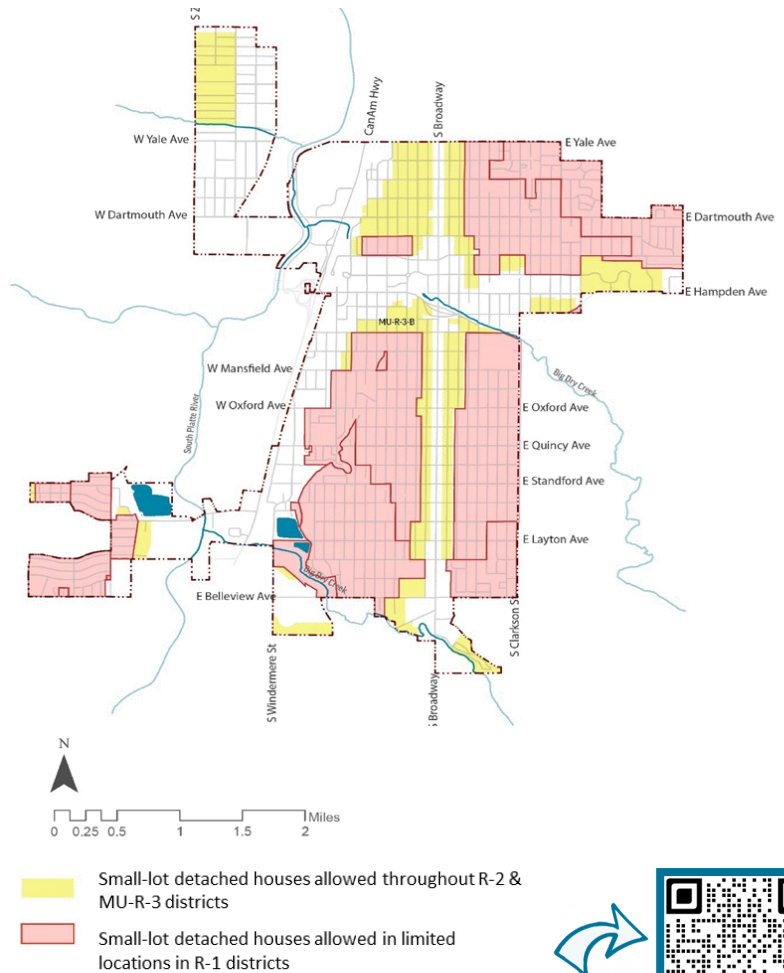
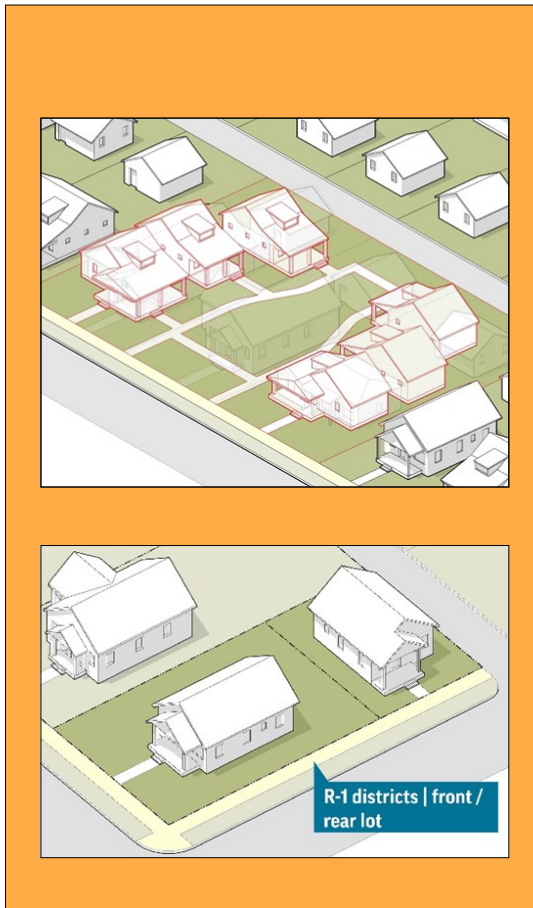
## What does CodeNext bring to the table?

### Revised Title 16: Unified Development Code, 2023

Small-lot detached housing is a variant of detached housing that is allowed on smaller lots than is generally allowed. In the R-1 districts, it is allowed in two forms (courtyard scenarios and front/rear lot scenarios). The minimum lot size requirements per district are:

Small-Lot Detached Housing Allowances in R-1 Districts			
	R-1-A	R-1-B	R-1-C
Front Lot Minimum Lot Area	6,000 square feet	4,800 square feet	4,000 square feet
Rear Lot Minimum Lot Area	3,000 square feet	2,400 square feet	2,000 square feet
Courtyard Lot Minimum Lot Area	3,000 square feet	2,400 square feet	2,000 square feet

- Building heights for small lot detached homes (courtyard lots and rear lots) reduced from 32 feet to 25 feet
- Lot coverage is being increased from 40% to 50%—60 % to accommodate homes on smaller lots
- Courtyard patterns are subject to additional design standards related to access, frontages, and open space
- Minimum lot size requirements for detached housing in R-2 and MU-R-3 districts reduced from 6,000 square feet to 3,000 square feet

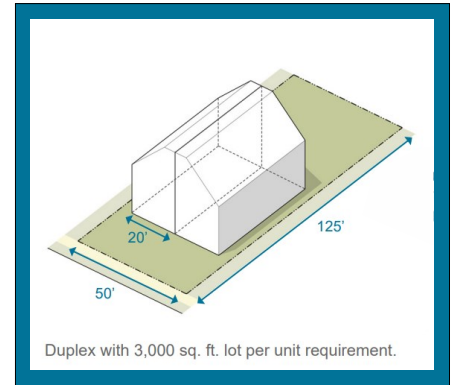


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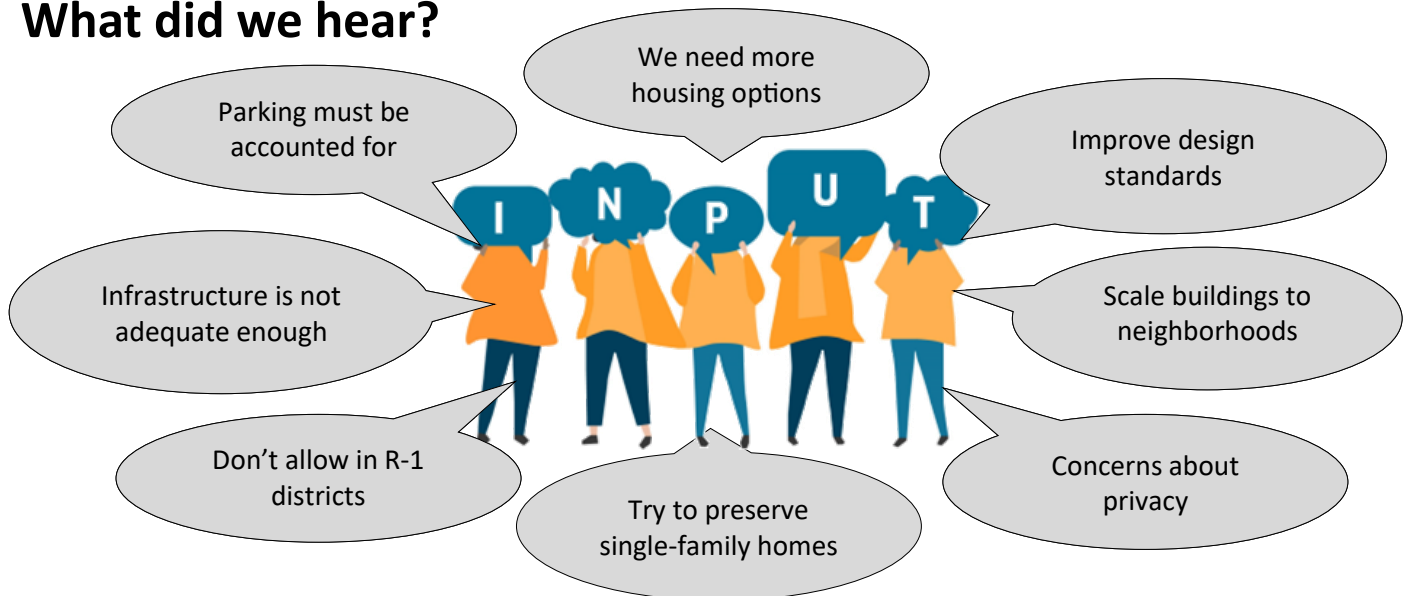
### Title 16: Unified Development Code

Multi-unit buildings are allowed in R-2-A (max of 2 units), R-2-B, MU-R-3, M-1, M-2, and the MU-B districts.

- Requires a minimum lot area of 3,000 square feet per unit (after the fourth unit in MU-R-3-B, only required 1,000 square feet per additional unit)
- The maximum number of units is generally limited by the square footage of the lot, no maximum set in districts above R-2-A
- Lots greater than one (1) acre in the MU-R-3-B district can be developed at a density of one (1) unit per 1,089 square feet of lot area
- Multi-unit developments in MU-B-1 must incorporate commercial uses into the building and must occupy the majority of the ground floor
- Multi-unit buildings are not permitted in R-1 districts



## What did we hear?



## What did we discuss?

- Should multi-unit housing be allowed in the R-1 districts?
- Should multi-unit housing be allowed as location specific developments?
- Should affordable housing requirements be built into new multi-unit developments?
- Should incentives be included for the construction of affordable housing?
- Do incentives work?
- How do we keep naturally occurring affordable housing (NOAH)?
- Should housing be allowed by right in I-1 and I-2 districts?





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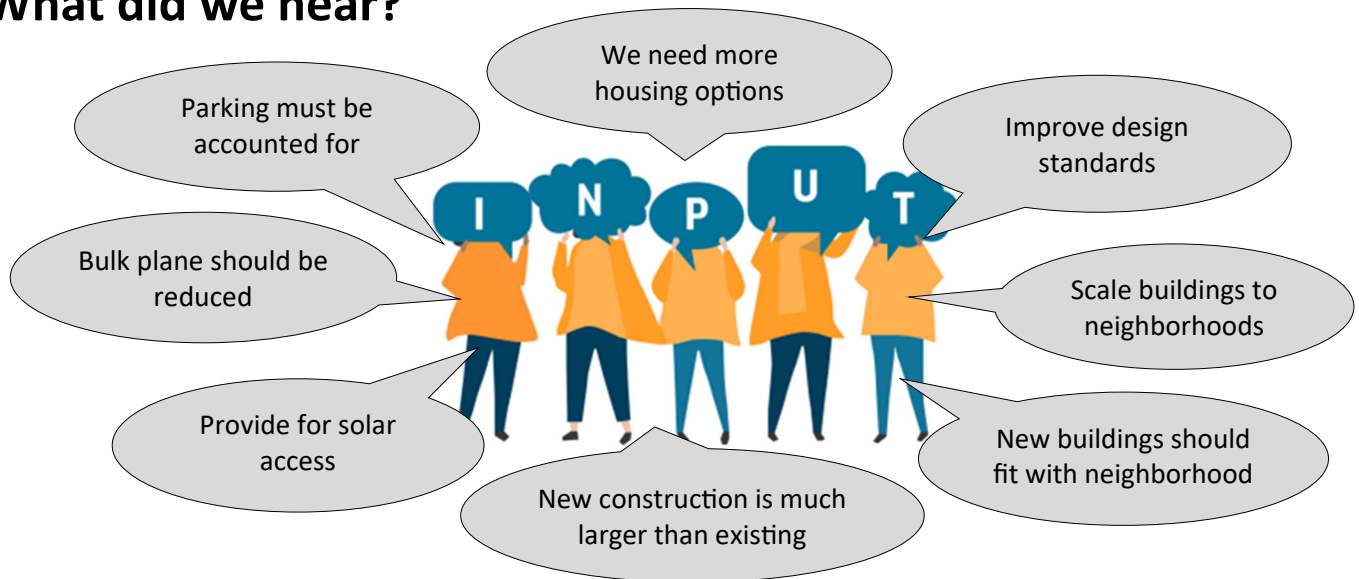
### Title 16: Unified Development Code

Limited design standards for new development and significant redevelopment. They are primarily based on how vehicular access is granted to the site.

- Minimum lot widths are based on whether the site is accessed from a street or an alley. Access from a street is limited more than from an alley
- Sites that are accessed from a street have additional parking design and location standards
- Bulk plane requirements for residential developments of four units and less#
- No bulk plane or similar standard for multi-unit developments of five or more units, except for in the Medical zone districts#



## What did we hear?



## What did we discuss?

- Are there alternatives to bulk plane regulations?
- Is a two-tiered approach to bulk plane appropriate?
- How does new development accommodate for solar access of existing development?
- Should street access be prohibited for lots with alley access?
- Do lot coverage requirements, setback requirements, etc. need to be adjusted?
- What other building design requirements can improve the quality and character of housing?



## What does CodeNext bring to the table?

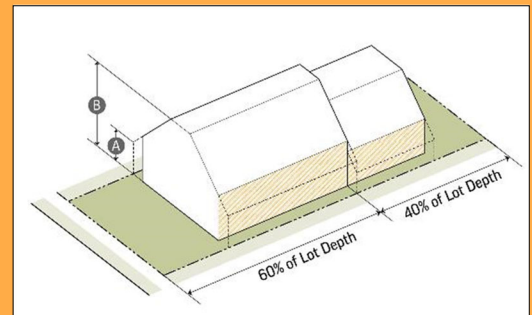
### Revised Title 16: Unified Development Code, 2023

- Classifies residential development into four building types based on common characteristics (see multi-unit buildings handout for more info on housing/building types):
  - Detached housing (single family home)
  - Attached housing (townhomes, rowhouses, or paired houses)
  - Multi-unit housing (duplexes, tri-plexes, or quad-plexes)
  - Apartments and mixed-use buildings (neighborhood scaled with a max of 8 dwelling units, moderate scaled with a max of 16 dwelling units, and large scaled developments with no maximum number of dwelling units)
- Updated bulk plane standards replace the existing standards, with no portions being raised
  - Two-tiered bulk plane with lowered rear portion
  - Reduced bulk plane measurement to 15 feet in R-1-C
  - Reduced building heights for all detached houses (R-1, R-2, and MU-R-3 districts), multi-unit houses (R-2 and MU-R-3 districts), and attached houses (R-2 districts)

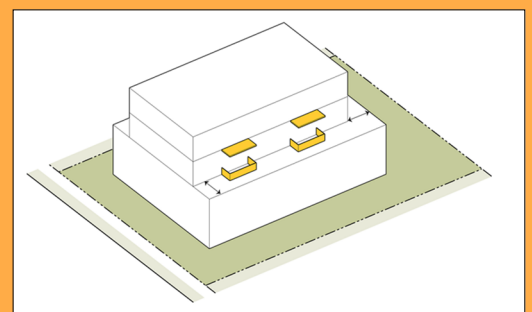
Bulk Plane for One- to Four- Unit Buildings				
		R-1-A & R-1-B	R-1-C	R-2 & MU-R-3
Front 60% of the lot	A	12 feet	15 feet	17 feet
	B	Building Height limits in Table 5-2		
Rear 40% of the lot	A	8 feet	8 feet	10 feet
	B	25 feet	25 feet	25 feet

- New massing and step back approach for multi-unit buildings with five or more units in the R-2 and MU-R-3 districts
  - A ten foot step back is required for all portions of the side and rear of a building above 22 feet from grade
- New Residential Design Standards, including:
  - Requirements for entry features and social spaces (porches, stoops, entry courts, and terraces)
  - Transparency requirements (windows and doors)
  - Façade composition (use building materials, architectural features, and ornamental details to break up wall planes)
- New frontage design standards include:
  - Maximum widths for driveways along the street
  - Requirements that garages are scaled to the width of the lot, and
  - Location requirements for garages that differ depending on the lot having access to an alley or not.

### New Massing Standards



Two-tiered bulk plane to replace existing, single-tier, bulk plane standards



The new step-back approach requires the upper floors of multi-unit buildings to be stepped back at least ten feet on all portions of the side and rear sides of a building



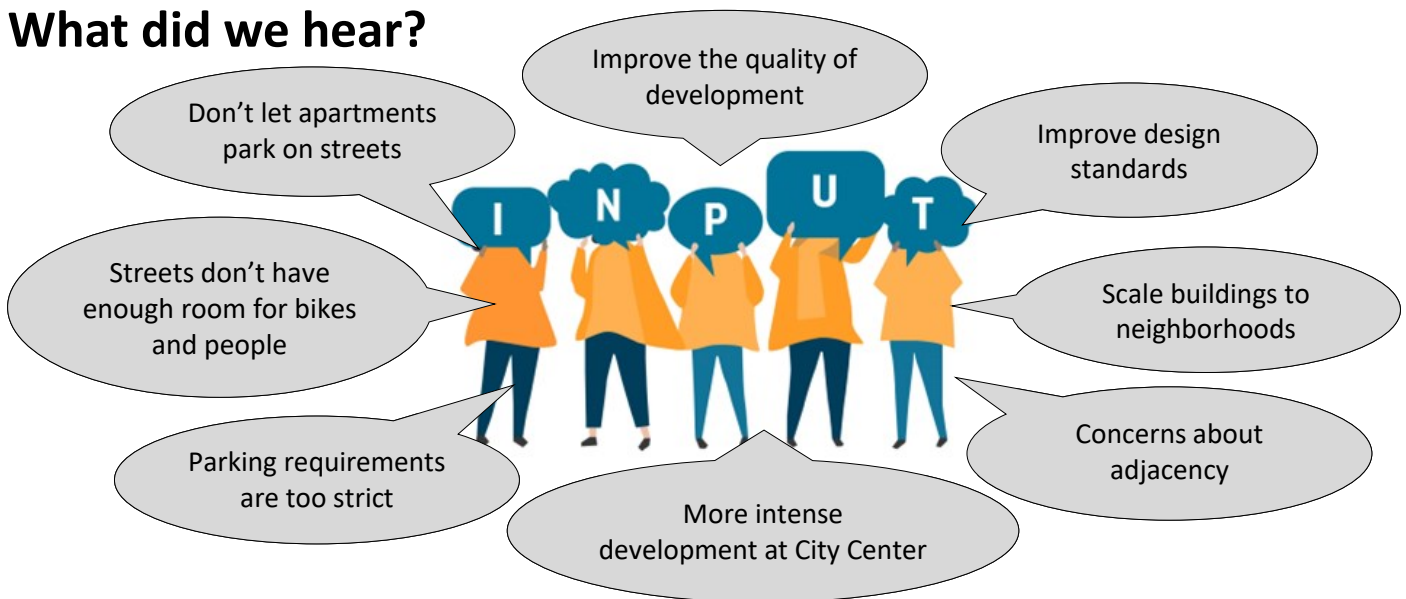


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### Title 16: Unified Development Code

- Limited street and vehicle access and circulation requirements
- Off-street parking (number of parking spaces required on-site for a land-use) and loading requirements
- No accommodations required for bicycle parking
- Limited design standards for multi-unit developments in R-2 districts, MU-R-3-A, and MU-R-3 B districts
- Design standards for Medical zone districts
  - Retail uses required on the first floor of multi-unit buildings
  - 75% of a building front is required to be located at the property line
  - Windows and glass are required on the first floor building front
  - Additional step back building height requirements for multi-unit buildings
- “Build-to” front setback regulations for Downtown, Broadway corridor, and Medical zone districts

## What did we hear?



## What did we discuss?

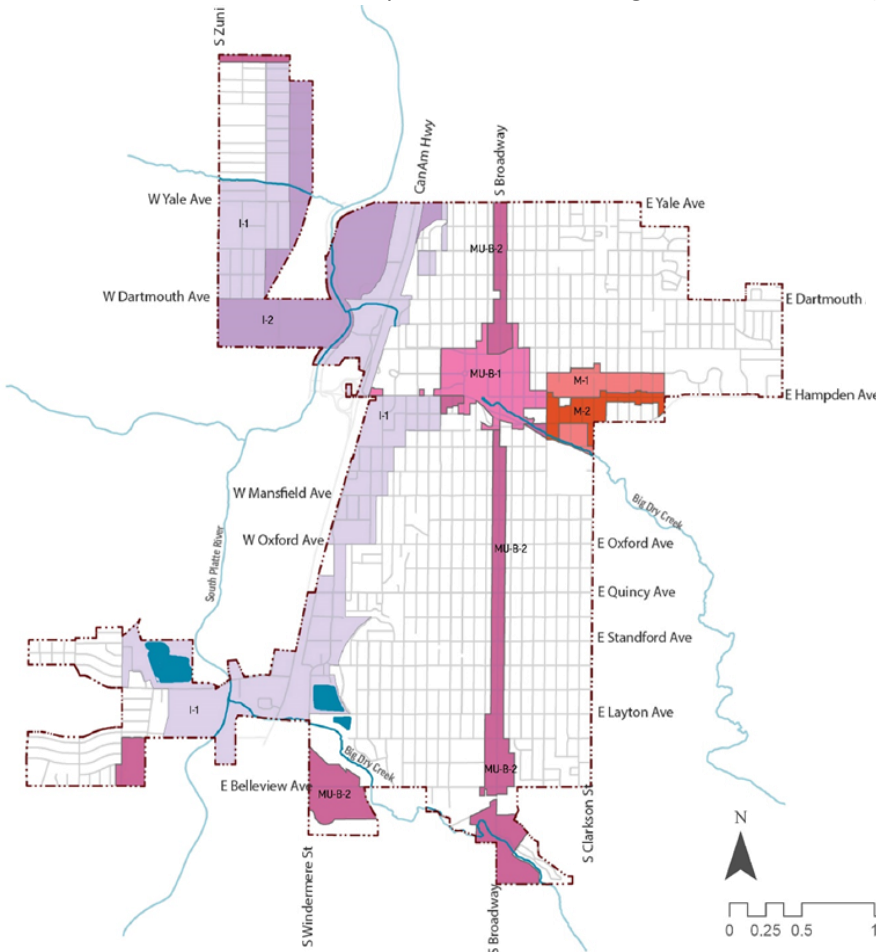
- How do you refine code for the development that you want?
- Should parking requirements be lowered, or just 'right-sized'?
- Would density, and more people, bring more activity to places, such as downtown?
- Are there exceptions that would allow for parking reductions?
  - What are they?
  - How are they implemented?
  - Should exceptions be allowed for multi-family uses, or non-residential only?
  - Should non-residential on-street parking exceptions be restricted from counting spaces on residential streets?



## What does CodeNext bring to the table?

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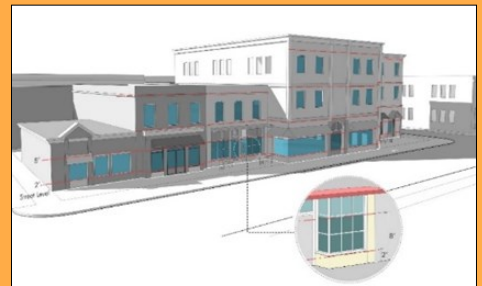
- Complete street design guidelines that allow the priority to shift for different streets (vehicles and transit to pedestrians and bicycles) while still accommodating the needs for all
- A scenario based approach for developer required street improvements
- New non-residential development can take advantage of on-street parking by reducing required off-street parking by a 2:1 ratio (Two (2) on-street counts for one (1) off-street)
- Bicycle parking requirements for new multi-unit developments, schools, commercial recreation and community facilities, public transit stations, and other general non-residential uses
- Context based approach to building frontage design and building location. Must seek special permission for non-residential buildings located greater than 25 feet from right-of-way
- Upgraded landscape standards that define landscape areas such as streetscapes, frontage and foundation planting areas, and parking lot landscapes
- Landscape buffers required for an increased number of design scenarios
- Social space requirements that include rules for plazas, courtyards, and patios, as well as allowances for private balconies and patios
- Upgraded building design requirements for all non-residential districts that require the face of a building to be broken up to create interest, add spacing requirements for first floor building entrances, revise requirements for windows, and requires certain building materials be used (ie. brick, stucco, stone, etc.)



### Examples of Upgraded Non-Residential Design Standards



Spacing for first floor entrances



Transparency (Window) Requirements



## What does the 2004 UDC say?

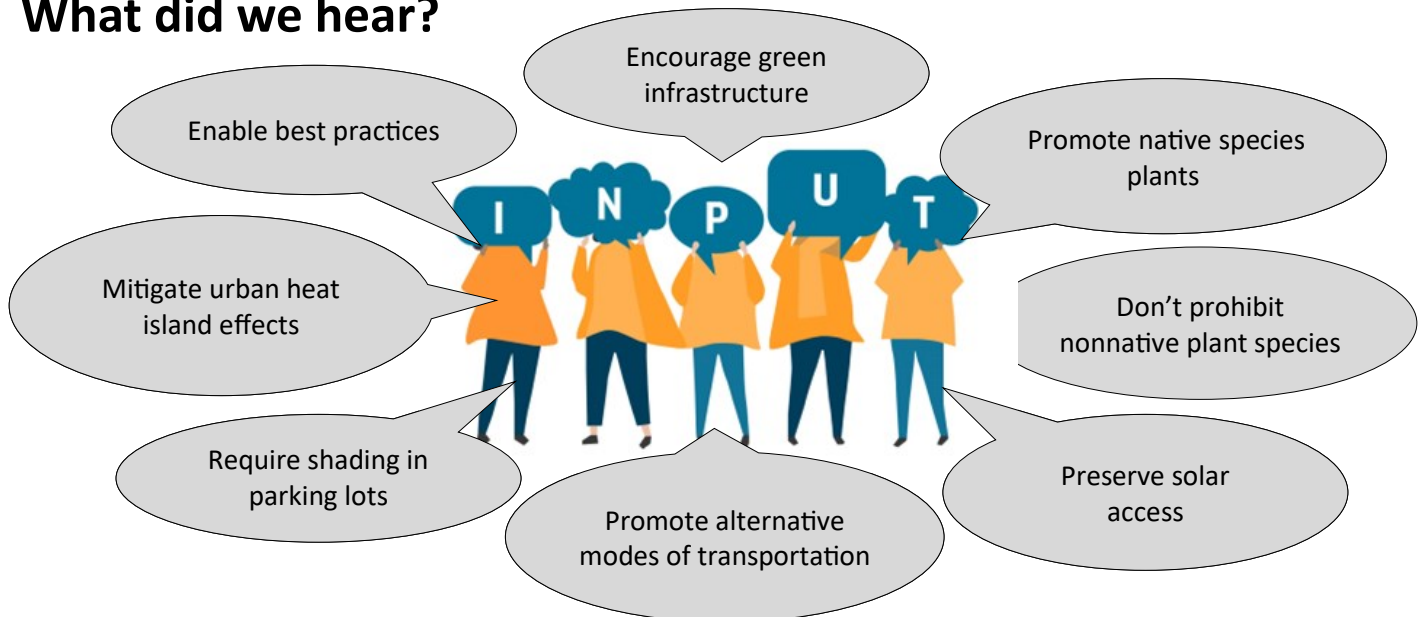
### Title 16: Unified Development Code

- Required landscape areas for residential and non-residential developments
- No guidelines for low water use plants or xeric landscapes
- Landscaping required for new development along street frontages
- Off-street parking lot landscaping requirements
- Screening requirements (landscaping) required for more intense development types
- Alternative methods of compliance for landscape plans
- Many green building designs opportunities can be blo inadvertently by existing development standards



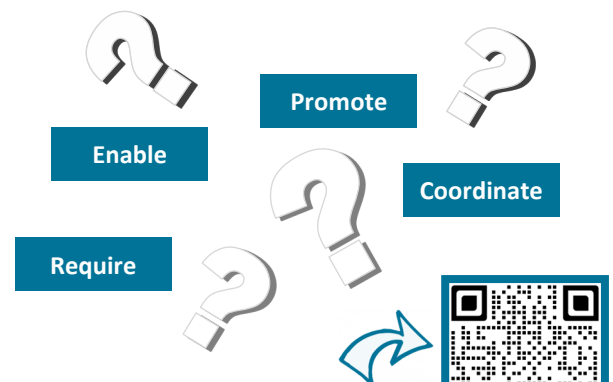
Englewood Strategic Plan 2024

## What did we hear?



## What did we discuss?

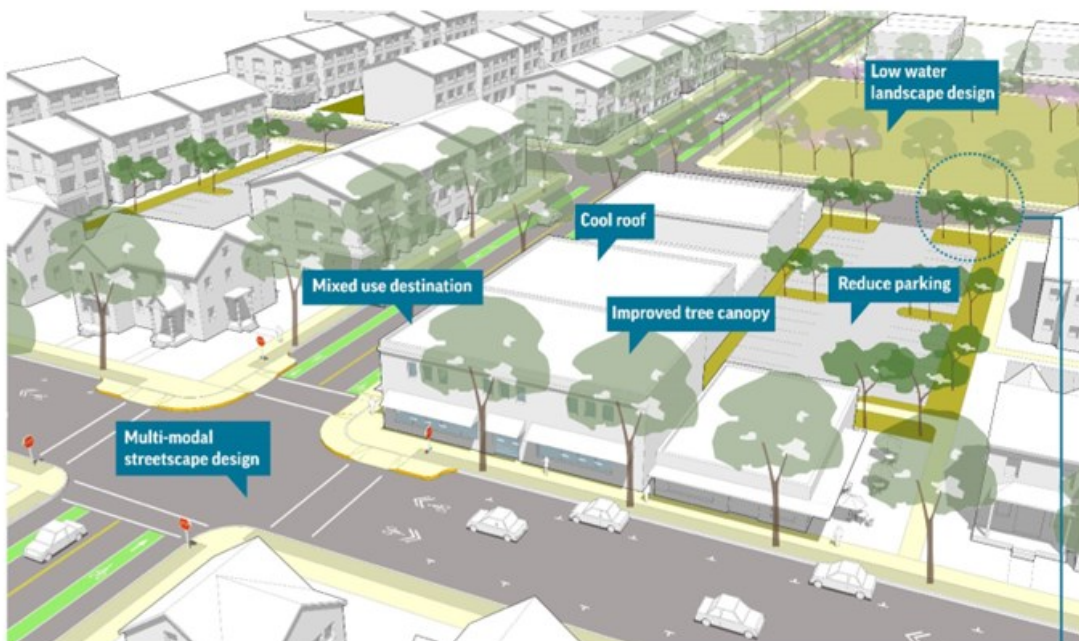
- Do we have too high, or too strict, of parking requirements?
- How do we promote the use of native plant material, and low water use, in landscaping?
- What are alternatives to off-street parking requirements?
- How do we preserve solar access?
- What can we do to promote more native landscapes?
- Should new housing development be required to install electric vehicle parking?



## What does CodeNext bring to the table?

### Revised Title 16: Unified Development Code, 2023

- Better coordination with other municipal codes such as building codes and engineering construction and specifications
- New bicycle parking requirements for uses such as multi-unit buildings, schools, commercial recreation and community facilities, public transit stations, and other general non-residential uses
- A base electric vehicle parking requirement is included, coordinates with building code for full requirement
- On-street parking credits for non-residential development and other administrative adjustments allow for the reduction of paved parking surfaces aiding in the reduction of the urban heat island effect
- Increased landscape standards provide shade in areas with asphalt and concrete (parking lots, sidewalks, etc.)
- Xeric landscape guidelines promote low water use plants and landscapes
- Increased allowances for Accessory Dwelling Units (ADUs) can allow for more efficient means of housing people
- Lower lot area requirements for multi-unit developments allow for more efficient use of land
- Update to the definition of “household” increasing the number of unrelated individuals that can live together in a dwelling unit from two (2) to four (4)
- Sustainable sites and building guidelines that allow staff to enable and coordinate sustainable development that can:
  - Improve energy efficiency
  - Reduce the urban heat island effect
  - Promote site specific renewable energy technologies
  - Ensure that sites are electronic vehicle ready
  - Maintain water efficiency through landscaping
  - Improve water quality through stormwater management



Example of City-wide, District / Block, and Sites / Buildings Sustainability Strategies.



**Accessory Dwelling Units (ADUs)** - Smaller, secondary residential dwelling unit on the same lot as a principal dwelling. ADUs are independently habitable and provide the basic requirements of living, sleeping, cooking, and sanitation. *(Title 16: Unified Development Code, 2004)*

**Apartment / Mixed Use** - A residential building designed to accommodate multiple units in a single building and on a single lot, in a mixed-density, high-density, or mixed-use setting. Buildings typically have a common entry shared by all units and interior common space accessing individual units. In some settings, buildings can accommodate accessory or ground floor non-residential uses. Variants of this building include small-, medium-, and large-scale buildings, dependent on the lot size, building footprint, height, and number of units.

**Attached House** - A residential building type designed to accommodate two or more dwelling units, in a neighborhood or mixed-density setting. Each unit is separated by a common side wall with a side-by-side configuration, and each has its own private entrance. It is distinguished from a multi-unit house in that each unit may be platted on its own lot and may appear as distinct and separate units through entrances and façade designs. Variants of this type include and may be commonly referred to as paired house, townhouse, or row house.

**Building Envelope** - The three-dimensional space within which a structure is permitted to be built on a lot and which is defined by maximum height regulations, yard setbacks, and sky exposure (bulk) plane regulations.

**Carriage House** - Dwelling units above or attached to a detached garage or other permitted detached accessory structure, on the same lot as a principal detached one-unit dwelling. *(Title 16: Unified Development Code, 2004)*

**Complete Street** - A complete street allows safe access for all users of a road network. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are considered in the design and operation of a complete street. *(Complete Streets Toolbox, 2011)*

**Courtyard Lot** - A configuration where one or more lots are divided to form multiple smaller lots that are arranged around and front on a common courtyard, serving as the shared frontage for all lots, and providing access to the street front for the entire courtyard pattern.

**Detached House** - A residential building designed for one principal dwelling unit situated on a single lot in a neighborhood setting. It may accommodate accessory buildings or an accessory dwelling unit subject to meeting additional criteria, lot standards, and building design standards. Variants of this type are based primarily on the lot size required in different zone districts or development contexts.

**Front / Rear Corner Lot** - A configuration where a corner lot is split into two lots – a larger front corner lot where the building and lot front on the long side of the block consistent with other lots on the block, and a smaller rear corner lot where the building and lot front on the short side of the block.

**Garden Cottage** - Detached residential structures on the same lot as a principal detached one-unit dwelling. *(Title 16: Unified Development Code, 2004)*

**Multi-Unit House** - A residential building designed to accommodate two to four primary dwelling units on a single lot in a neighborhood setting. This building type has the scale, massing, and appearance of a detached house, and the accommodations for multiple units are minimized in the design of the building. Configuration of units may vary (up/down, front/back, side/side), and these variations typically prevent platting of individual units and lots (see Attached House). Variants of this type include and are commonly referred to as duplex, tri-plex, or quad-plex.

*\*\*Unless otherwise noted, definitions are taken from revised Title 16: Unified Development Code, 2023\*\**



Excerpt from Table 4-1: Zone Districts and Intent (*Title 16: Unified Development Code, 2023*)

Zone Districts	Intent
<b>One-Dwelling Residential</b> R-1-A R-1-B R-1-C	The R-1 districts provide residential living in neighborhoods of primarily low-scale detached houses, and include sub-classifications of -A, -B, and -C with graduated intensity of development reflected by the minimum required lot sizes. Access to supporting services and uses is accommodated by integrating civic uses such as schools, churches, parks, and other public facilities, and by transitions to other complimentary commercial and mixed-use districts. The R-1 districts are appropriate throughout the City as basic fabric for most neighborhoods.
<b>One- and Multi-Dwelling Residential</b> R-2-A R-2-B	The R-2 districts provide residential living in mixed-density neighborhoods with a mix of detached houses and small-scale, multi-unit buildings, and includes sub-classifications of -A and -B with graduated intensity reflected in a wider range of different building types. These districts integrate diverse housing options into neighborhoods and provide a critical mass of dwellings to support walkable patterns for nearby commercial centers and corridors. These districts are most appropriate at transitions between commercial or employment centers or along major or minor corridors within neighborhoods, or other strategic points for targeted, low-scale, density.
<b>Mixed-use Residential / Limited Office</b> MU-R-3-A MU-R-3-B MU-R-3-C	The MU-R-3 districts provide residential living in moderate- to high-density mixed-use neighborhoods in compact, walkable, and transit-served settings. It includes a broad range of moderate- and large-scale residential or mixed-use building types, and the sub-classifications of -A, -B, and -C reflect distinctions in building height, intensity, and mix of uses. These districts are most appropriate on major corridors, and transitions to larger-scale commercial and employment areas, or in and around transit station areas.
<b>Mixed-Use</b> MU-B-1 Central Business MU-B-2 Arterial Business M-1 Medical / Office / Residential M-2 Medical / Office / Residential / Limited Retail	The MU-B and M districts are primarily commercial in nature, or mixed-use with commercial and service emphasis, but may incorporate residential or other complimentary non-residential uses typically on upper floors of mixed-use buildings. They are broken into the following sub-classifications: <ul style="list-style-type: none"> <li>• MU-B-1 is the central business district of Englewood, characterized by a relatively small area with a concentration of diverse commercial, service, entertainment, institutional and employment uses with a regional draw. The compact, walkable, and urban setting provides active uses and civic spaces for 18 to 24 hours of the day.</li> <li>• MU-B-2 is a mixed-use district applied to major corridors of Englewood to provide retail and services to support surrounding areas and neighborhoods.</li> <li>• M-1 allows hospital and medical uses as a major service and employment hub for the City, and supporting hospitality, office, and high-density residential uses.</li> <li>• M-2 is similar to the M-1 district but allows the addition of limited retail as a principal land use.</li> </ul>
<b>Industrial</b> I-1 Light Industrial I-2 General Industrial	The I districts are primarily manufacturing and distribution uses with a scale, intensity, or format that is difficult to integrate with mixed-use areas, and includes subclassifications -1 and -2 distinguishing more intense, hazardous, or impacting uses in the I-2 district. These uses may require special siting or location considerations due to transportation needs, material storage, or impacts from operations such as noise, dust, odors requiring site design mitigation. These districts are most appropriate with access to regional freight routes that minimize impacts of traffic and larger vehicles throughout neighborhoods or other mixed-use areas.

For information on Special Purpose Districts such as Planned Unit Development (PUD), Medical Overlay (M-O-2), and Neighborhood Preservation Overlay (NPO) please see full Table 4-1 included in *Title 16: Unified Development Code, 2023*

