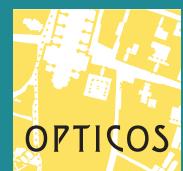




ADU + Infill Housing Study

Prepared for:
City of Delray Beach

Final Draft
April 7, 2025



Prepared For:

City of Delray Beach
Development Services Department
Planning + Zoning Division
100 N.W. 1st Avenue
Delray Beach, FL 33444
561.243.7000

Prepared By:

Opticos Design, Inc.
2100 Milvia Street; Suite 125
Berkeley, California 94704
510.558.6957

What's Inside?

ADU + Infill Housing Study

Existing Conditions	5
Introduction to ADUs + MMH	15
Lot Testing + Regulatory Barriers Analysis	27
Draft Amendments + Potential Impacts	59
Further Considerations	67





Existing Conditions

CHAPTER
1

In this chapter

Introduction	6
Lot Analysis	9
Recommended Prototypical Lots	11
Summary of Existing Zoning Standards	12

Introduction

Overview

The City of Delray Beach and the Community Redevelopment Agency (CRA) have engaged Opticos Design to **study the potential for diversifying housing types, including Accessory Dwelling Units (ADUs) and other Missing Middle Housing types, within the West Atlantic Northwest and Southwest Neighborhoods.**

Below

Existing accessory structures accessed from alleys in West Atlantic Northwest and Southwest Neighborhoods.



The project began with a site visit of the study area to **document and analyze the existing conditions** on August 8, 2024, which are presented in this document. Next, Opticos will test prototypical lots with ADUs and Missing Middle Housing types, document best practices for ADU design standards, identify barriers in regulations, recommend amendments to the Land Development Regulations (LDR) and highlight potential impacts. This memo summarizes findings from the Site Visit and proposes prototypical lot types that Opticos will use for the lot testing task. Following confirmation from the City

Site Visit Findings

The site visit was lead by the following members from the City's Development Services: Anthea Gianniotis, Amy Alvarez, Rebekah Dasari, and David Glover; And the following members from the Community Redevelopment Agency: Renee Jadusingh, Ivan Cabrera, and Veronica Alfonso.

During the site visit it was evident that many lots have varying levels of accessory structures, such as guest cottages, that take a similar form to ADUs but are limited by the LDR in terms of occupancy. These structures show that **there is already potential for ADU development to occur on standard lots in the study area**, but that changes to policies and regulations will be needed to refine building and site design and allow for residential occupancy.

The site tour included examples of the ongoing **program to repave alleys that run all the way through blocks**, which might help alleviate front-loaded parking demands from increased development. The site tour additionally highlighted how **new development can sometimes be out of character with existing residential buildings**. With this in mind, it will be important for this study to consider the surrounding context and scale when testing ADUs on typical West Atlantic lot types.

In addition to these findings, the following are some of the opportunities and challenges that were observed during the site tour:

Opportunities

- Small primary building footprints and deep lots leave room on lots for ADUs
- Prevalence of usable alleys (and investment in new alleys) provides flexibility in terms of parking and access for ADUs
- “Guest cottages” already set precedent for building form
- Large front setbacks provide opportunity to satisfy lot open space requirements without relying on backyard



Challenges

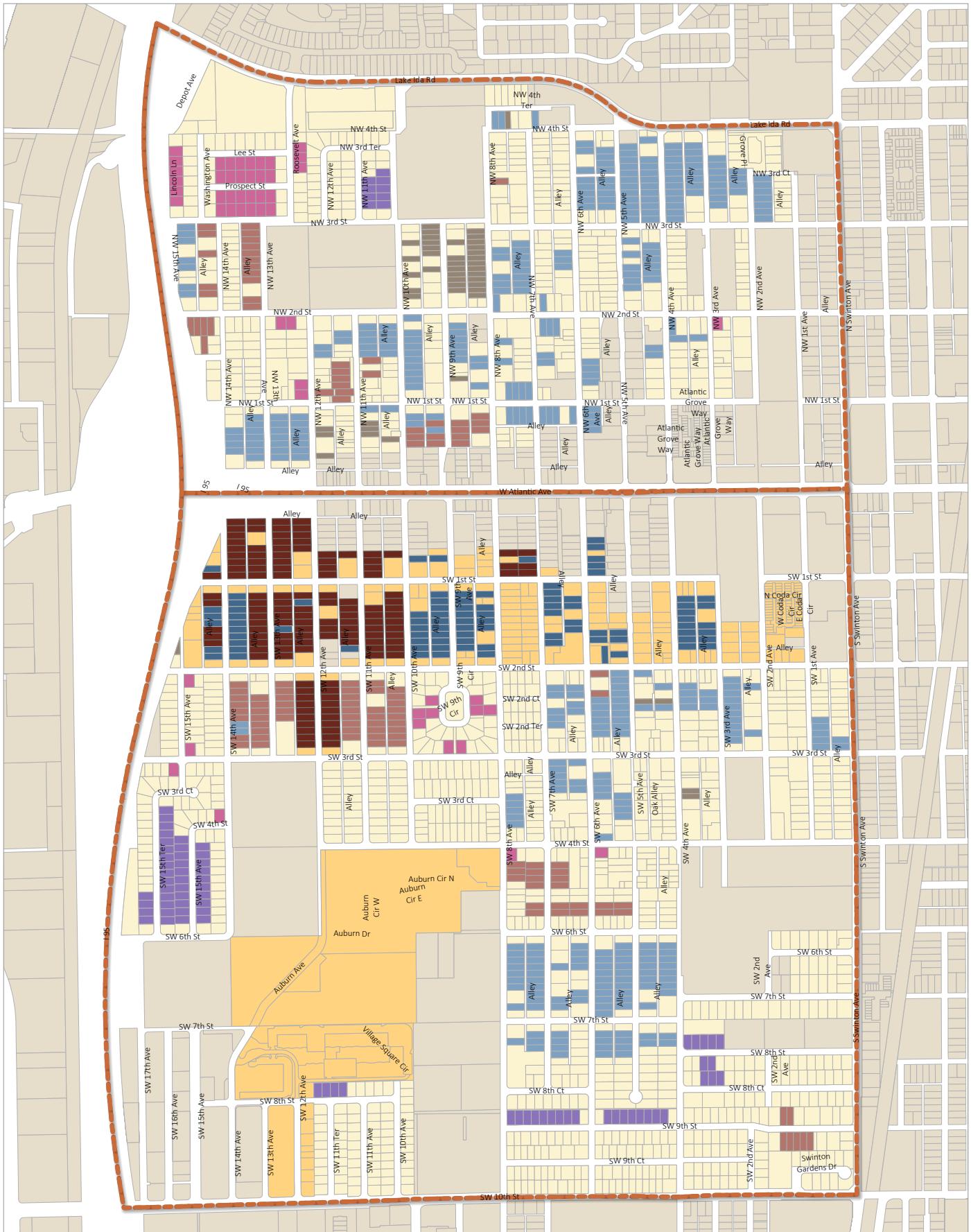
- Limited parking and on-street parking due to stormwater bioswale drainage needs
- Nonconforming lot dimensions complicate development process
- Existing regulations do not allow ADUs
- Cost of construction and access to financing for existing residents
- Enforcement capacity

Left

New development can sometimes be inconsistent with the existing scale and built character of the study area.

Right

Community Redevelopment Agency improvement projects in West Atlantic Northwest and Southwest Neighborhoods.



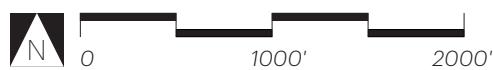
Lot Analysis

Using the City's GIS parcel data, the most common lot patterns within the two residential zones in the study area – R-1-A Single Family and RM Multifamily Medium Density – were identified. This map highlights the findings, which will inform the lots used for the lot testing process.

Legend

- Project area boundary
- R-1-A Zoning District, non-typical lot dimension (Single Family)
- RM Zoning District, non-typical lot dimension (Multifamily)
- RM 50'x140'
- R-1-A 50'x140'
- RM 50'x135'
- R-1-A 50'x135'
- R-1-A 40'x135'
- R-1-A 60'x110'
- R-1-A 75'x100'
- Other Lots/Parcels

Scale 1" = 1=1000'





Recommended Prototypical Lots

The most common lot patterns across both zones were **50 ft by 135 ft and 50 ft by 140 ft**, together making up 718 lots in the study area. Many other lots were within 5 feet in width or depth from these two lots, but other combinations did not make up a significant pattern. However, this similarity in size means the findings might be applicable to more lots than those highlighted.

Other common lots include a 40 ft by 135 ft lot, which is important to test to see if ADU development is compatible on narrower lots, and two wider lots at 60 ft by 110 ft and 75 ft by 100 ft, which test compatibility on shallower lots.

Except for the 75 ft by 100 ft lot, none of the most common lot sizes conform with the existing land development regulations for the zones.

Table 1.1 Recommended Prototypical Lots

Map Legend	#	Zone	Width	Depth	Area	Number of Lots Found	Characteristics
	1	R-1-A	40 ft	135 ft	5,400 sq. ft.	46	Narrow lot required to provide affordable housing under land development regulations. The majority of lots found have alley access.
	2	R-1-A	50 ft	135 ft	6,750 sq. ft.	121	Buildings vary in form and placement on lot. The majority of lots found have alley access, some are on dead-end alleys.
	3	R-1-A	50 ft	140 ft	7,000 sq. ft.	377	Buildings vary in form and placement on lot. About half of the lots found have alley access.
	4	R-1-A	60 ft	110 ft	6,600 sq. ft.	80	Buildings tend to be wider than deep on these lots. No alley access.
	5	R-1-A	75 ft	100 ft	7,500 sq. ft.	53	Meets land development regulations minimums for the zone. Buildings tend to be wider than deep on these lots. No alley access.
	6	RM	50 ft	135 ft	6,750 sq. ft.	91	Multifamily buildings tend to be deeper. Some lots have shallower single family houses (includes a SF CRA development). The majority of lots found have alley access, some are on dead-end alleys.
	7	RM	50 ft	140 ft	7,000 sq. ft.	129	Multifamily buildings tend to be deeper. Some lots have shallower single family houses. The majority of lots found have alley access.

Summary of Existing Zoning Standards

Table 1.2 Development Standards by Zone

Standards	R-1-A Single Family Residential District	RM Medium Density Residential District
Min. Lot Size (sq. ft.)	7,500	8,000
Min. Lot Width (ft)	60; 80 for corner lots	60
Min. Lot Depth (ft)	100	100
Min. Lot Frontage (ft)	60; 80 for corner lots	60
Min. Floor Area (sq. ft.)	1,000	Duplex: 1,000 per unit Efficiency: 400 One Bedroom: 600 Two Bedroom: 900 Three Bedroom: 1,250 Four Bedroom: 1,500
Max. Lot Coverage	N/A	40%
Min. Open Space	Provide min. 25% of the lot of non-vehicular open space. Setbacks may be used to meet requirement.	
Min. Front Setbacks (ft)	25	25; 30 at 3rd story
Min. Side Street Setbacks (ft)	15	25; 30 at 3rd story
Min. Side Interior Setbacks (ft)	7.5	15; 30 at 3rd story
Min. Rear Setbacks (ft)	10	25
Density (du/ac)	N/A	6-12
Height (ft)	35	35
Parking Ratio (sp/du)	2.0	Duplex: 2.0 Efficiency: 1.0 One Bedroom: 1.5 Two Bedroom+: 2.0
Parking Location	Cannot be within front or side street setbacks with exceptions for lots less than 60ft without alley access. Driveways must be setback 5 ft from the property line.	
Southwest Neighborhood Overlay District allows for variance from development standards including reduced setbacks in R-1-A and RM and an increase in density to 24du/ac in RM.		

Table 1.3 Accessory Structure Standards by Zone

Standards	R-1-A Single Family Residential District	RM Medium Density Residential District
ADUs allowed?	Allows Guest Cottage (no kitchen, not rentable)	Allows Guest Cottage (no kitchen, not rentable)
Location of ADU	Does not specify	Does not specify
Max. Number per Lot	1	1
Min. Lot Size (sq. ft.)	No min lot size specified for ADU allowance	No min lot size specified for ADU allowance
Max. Floor Area (sq. ft.)	1/20th of the lot area, no greater than 40% of primary structure, and less than 700sf.	1/20th of the lot area, no greater than 40% of primary structure, and less than 700sf.
Max. Height (ft)	N/A	N/A
Max. Number of Stories	Less than the primary structure up to two stories	Less than the primary structure up to two stories
Min. Front Setbacks (ft)	25 (same as zone)	25 (same as zone)
Min. Side Street Setbacks (ft)	15 (same as zone)	25 (same as zone)
Min. Side Setbacks (ft)	7.5 (same as zone)	15 (same as zone)
Min. Rear Setbacks (ft)	7.5 (same as zone)	25 (same as zone)
Min. Setback from Primary Structure (ft)	Does not specify	Does not specify
ADU Parking Ratio (sp/du)	Zone requirement varies based on unit type (unsure which applies to ADU)	Zone requirement varies based on unit type (unsure which applies to ADU)
ADU Separate Entrance	Does not specify	Does not specify
Design Standards	Structures over 350 sq. ft. must be designed with a similar style as the main structure including door detailing + must have foundation landscaping and no blank walls if visible from ROW	





Introduction to ADUs + MMH

CHAPTER
2

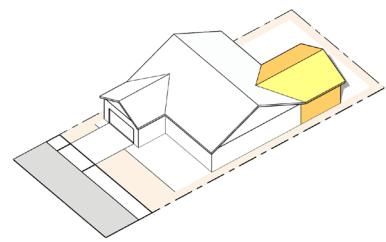
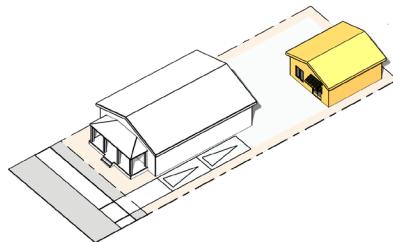
In this chapter

ADU Typologies	16
Considerations for Different ADU Types	18
Summary Comparison of ADU Types	19
Best Practice Standards for ADUs	20
Best Practice Standards for Missing Middle Housing	22

ADU Typologies

Accessory Dwelling Unit (ADU)

A residential dwelling unit that provides complete independent living facilities — including kitchen and bathroom — and is located on a lot with a proposed or existing primary residence or multi-unit building.



1

Detached ADU

An ADU that is physically separate from the primary building.

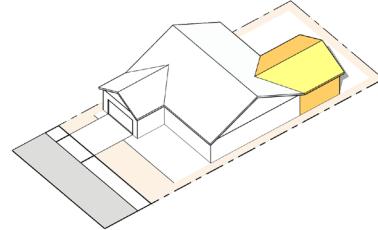
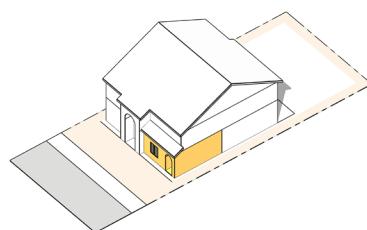
Note:

ADUs and JADUs can be located in newly constructed accessory buildings, additions to primary dwellings and within converted existing spaces such as an existing master bedroom, attached garage, storage area, or an existing accessory structure on the lot of the primary residence that is converted into an independent living unit.

2

Attached ADU

An ADU that is physically attached to the primary building. Although the unit is attached, it must be possible to access via a dedicated entrance that is separate from the primary unit.



3

Junior Accessory Dwelling Unit (JADU)

A residential dwelling unit that is no more than 500 square feet in size and is contained within a single-family residence with a dedicated entrance separate from the primary unit. A JADU is typically allowed to share a bathroom — but not a kitchen — with the primary residence to which it is attached.

ADU TYPE

JADU

Maximum 500 square feet

ADU

Maximum 1,200 square feet

ATTACHMENT TYPE

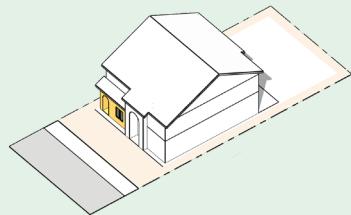
Attached

Attached

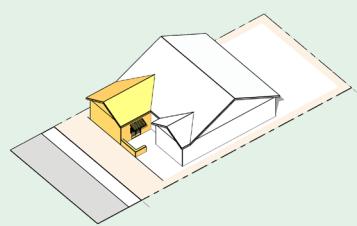
Detached

CONSTRUCTION APPROACH

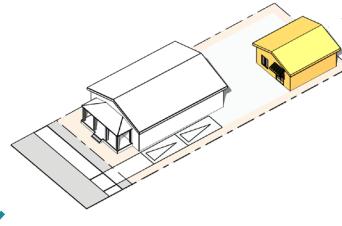
Conversion
No expansion of existing building footprint.



Conversion
No expansion of existing building footprint.

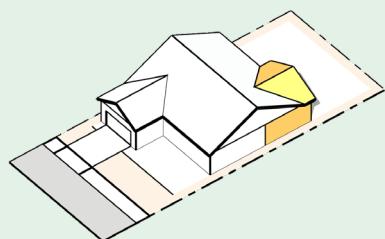


Conversion
May involve expansion of existing building footprint.



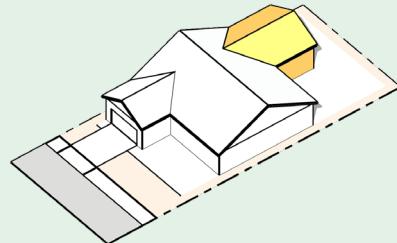
Addition

Expansion of existing building footprint.

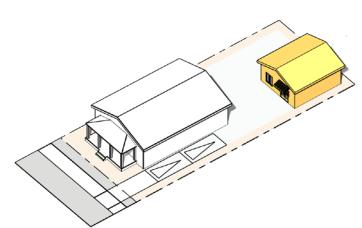


Addition

Expansion of existing building footprint.



New Structure



JADUs and Attached ADUs may not look very different from the outside, but have some key differences inside

Considerations for Different ADU Types

Garage Conversion

Converting an existing attached or detached garage into an ADU can be a cost-effective way to add an ADU to your lot, with less construction disruption than may be necessary for other ADU types.

While garage conversions are less stringent than new construction when considering building code, they will be more involved than adapting space that is already considered habitable.

Cost

A conversion typically does not require construction of a roof or exterior walls, this type can be less expensive to build than other types. In some cases upgrades may need to be made to existing structures, which could add cost.

Consider fees for professional services such as architects and contracts, and fees for permits when calculating an overall budget. Impact fees may be reduced or waived for ADUs, so check with Development Services for the latest impact fee requirements.

Impact on Primary Dwelling

Accessory units that are contained fully or partially within the primary dwelling unit will reduce the overall square footage available within the primary dwelling unit.



A detached ADU. Photo Courtesy City of Oakland

Impact on Yard Space

Additions to primary dwellings and new detached dwellings may reduce the amount of usable outdoor space. Careful location on the lot can reduce impact.

Impact on Parking

Conversion of existing enclosed parking spaces such as a garage or carport may reduce the amount of parking available.

Privacy

Accessory units that are contained fully or partially within the primary dwelling, or which share a wall with the primary dwelling may be less private in terms of noise and proximity than fully detached accessory units.



A detached ADU and a two-story primary dwelling. Photo Courtesy The Small House Catalogue

Summary Comparison of ADU Types



Key:



Negligible Impact.

Example: A conversion of an existing structure that does not require an addition does not impact Yard Space since the size of the yard has not been reduced.



Medium Impact.

Example: An Attached ADU Addition could require modifications to the primary dwelling, but does not occupy much, if any, square footage within the footprint of the primary dwelling.



Low Impact.

Example: Since it is physically separate, a Detached ADU has a lower impact on the privacy of the primary dwelling in terms of sound and proximity, but may still impact visual privacy.



High Impact.

Example: A conversion of an existing garage would eliminate parking spaces. On a small lot it may not be possible to locate replacement spaces, resulting in a higher impact to parking.

Best Practice Standards for ADUs

The following are typical design standards used to regulate ADU building envelope and form. These standards can be established as a separate ADU ordinance or as part of individual zone standards.

Type

What ADU types is the City of Delray Beach looking to enable? Each zone should define what ADU type is expected so that the development standards can establish the form accordingly. Additionally, the City could consider alternate standards for conversions, such as reduced parking minimums or waived fees to encourage ADU development (these tend to be the most affordable to build since most of the structure is already in place).

Location

Define if the ADU can be placed in the front, side, or rear. Given the lot patterns in Delray Beach and the need to maintain permeable lot area at the front of the lot, ADUs are best suited to the rear and side of the principal structure.

Maximum Number of ADUs per Lot

Delray Beach currently limits guest cottages to no more than one per lot. This is in line with what the lot testing exercise reveals was feasible for detached ADUs within the spatial constraints of typical lots in Delray Beach. Further refinement could allow flexibility on larger lots or multifamily lots, or if attached ADU types will be allowed. In California, it is typical for standards to allow one ADU and one JADU per lot for single family zones and two detached ADUs for multifamily zones.

- Already Regulated for Guest Cottages allowed in R-1-A and RM zones in Delray Beach Land Development Regulations

Maximum Floor Area of ADU

This is currently regulated through three separate standards for guest cottages: maximum guest cottage lot coverage, maximum percentage of principal structure, and maximum dimensional standards. All of these standards are too restrictive, based on the findings of the lot testing exercise.

This regulation can help to control the scale of the ADU but must be calibrated to accommodate realistic unit sizes. The best practice is to regulate based on unit size such as up to 850sf for one-bedroom units and up to 1,000sf for two-bedroom units.

Minimum Floor Area of ADU

It is important to define a minimum livable standard for the health and safety of the ADU's occupant(s), especially for JADUs which tend to be smaller than ADUs. The Florida Building Code defines a minimum livable space of 220sf.

Maximum Number of Stories

This is already regulated for guest cottages as less than the principal structure, up to two stories. This is a typical standard for accessory structures, however given that so many existing principal structures in Delray Beach are one story, this limits the potential of ADUs to only be one story tall. Allowing two stories regardless of the principal building would accommodate ground level parking. We do not

recommend going beyond two stories to maintain compatibility with existing built form and keep buildings less complex to build, therefore more affordable.

Maximum Height (ft)

To complement number of stories, some jurisdictions choose to regulate the overall height of the ADU in feet as well. This standard could help mitigate over-sized stories resulting in out of scale development, especially if the city allows ADUs to be taller than the principal structure.

Minimum Setbacks

To minimize impact on the existing built form character of the neighborhood, ADUs should be positioned behind the principal structure. Fire code will generally require a 10' separation of buildings, so the front setback will be 10' behind the principal structure by default. To provide more opportunities for ADUs, the setback could be "behind the front facade of the principal structure," which would allow for ADUs in side yards as they exist. Side and rear setbacks could be reduced for ADUs to allow greater flexibility in unit size, placement and parking solutions. Side and rear setbacks are as low as 4 ft in California.

Unit Entrance

The best practice is for all ADU types including JADUs to have a separate entrance from the principal structure. This allows the unit to function independently from the primary residence and enables rental opportunity.

Parking

It is not clear whether the current parking standards by zone are applicable to ADUs. If they are, they can pose a substantial barrier to ADU development. While this is a car-reliant context and it is expected for residents to have a car, even those residing in an ADU, it is not recommended to set a parking minimum to develop ADUs.

Homeowners might choose to provide

additional parking but requiring it limits the feasibility of ADU development due to the spatial constraints of existing lot patterns.

Alternatively, as seen in similar car-reliant contexts, parking standards could require one parking space in addition to the principal structure's parking. To allow flexibility, the City could consider waiving the parking requirement if the property is near a transit stop, if the ADU is considered a conversion, if the ADU provides workforce or affordable housing, or if on-street parking is feasible.

Required Facilities

Define ADUs to include living, sleeping, bathroom, eating, and cooking facilities. JADUs are typically exempt from providing a full bathroom if the occupant will have access to a bathroom in the primary residence.

Design Standards

Under the current zoning, any accessory structure or guest cottage over 350 sq. ft. must be designed with a similar architectural style as the main structure including door detailing, must have foundation landscaping and no blank walls if visible from the Right-of-Way.

Design standards are used to ensure quality architectural design in line with the character of the area. This is not as critical unless the ADU is highly visible from the public realm. ADUs are small and simple boxes in massing, so they do not require elaborate designs. Strict design standards can become a barrier if the design review process is timely and costly.

In place or as a complement to design standards, the City could develop a set of design guidelines and considerations specific to ADUs to help guide homeowners to make positive design decisions.

- Already Regulated for Guest Cottages allowed in R-1-A and RM zones in Delray Beach Land Development Regulations

Best Practice Standards for Missing Middle Housing

Missing Middle Housing describes a range of residential building types that look similar in form, scale, and architectural detailing to a large single-unit house but contains multiple dwelling units. Missing Middle Housing allows for gentle densification while maintaining the existing built form character of established neighborhoods.

Typical Standards for Missing Middle Housing Building Types

The following are typical design standards used to regulate Missing Middle Housing.

Building Size and Massing

To control building size and massing, regulate the number of stories, footprint width and depth of buildings, and building separation distances. While specifics may vary depending on existing conditions and neighborhood objectives, standards should generally limit Missing Middle Building types to the size, scale, and height of a large single-family house.

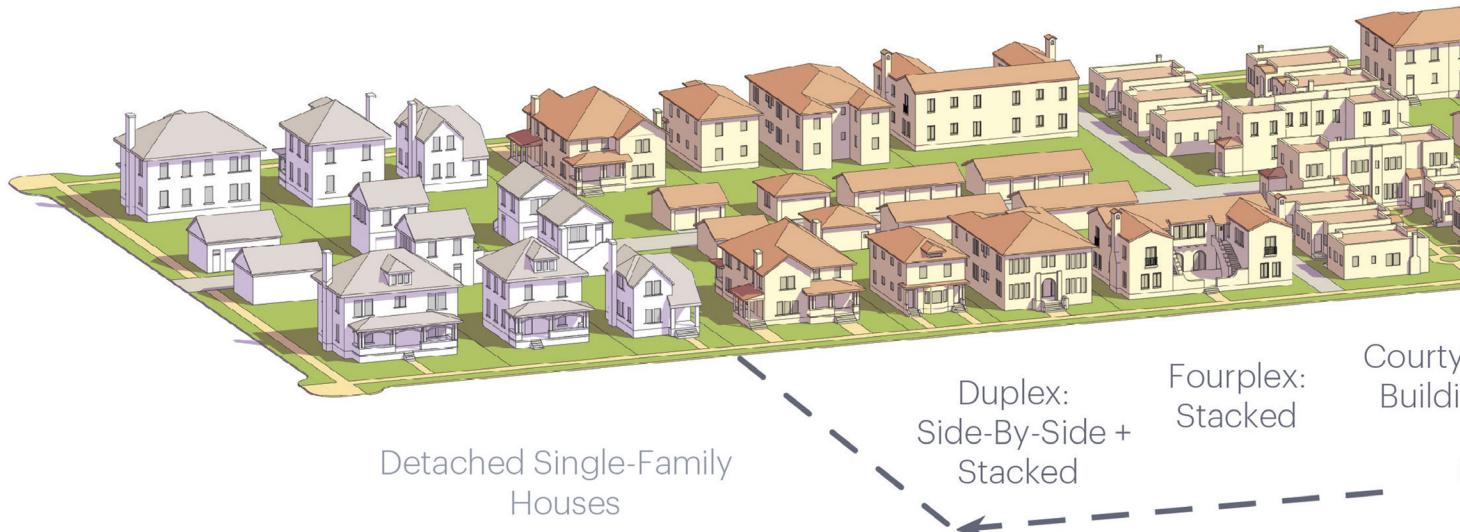
Number of Units

Standards should specify the number of units allowed per building and the number of buildings per lot. The number of units

and buildings may be different for different zoning districts. Specify more intense building types within more intense zones to maintain appropriate development within the context of the neighborhood.

Composition of Units

Standards should specify if units in a building may be stacked, side-by-side, or either. Townhouses are an example of side-by-side units. Because side-by-side units can occupy multiple floors, they can become much larger than stacked units. Depending on the specific goals and policies of a neighborhood, large attached units may not deliver the affordability, attainability, or lifestyle options that smaller attached units could. As such, limiting the number of building types that



allow side-by-side units may be necessary to maximize housing choice.

Frontages

Standards should require that each building include a frontage such as a porch, stoop, or dooryard, among others. While buildings with multiple units may share a common entry or feature separate entries for each unit, a unifying frontage type is necessary to provide a transition between the public realm of the street and the private realm of the building interior. Frontages standards should require width and depth dimensions that provide usable space within the frontage, such as a front porch that is deep enough to include rocking chairs or other furniture. Usable frontages promote walkability and community by providing for chance encounters as people spending time on the porch or in their dooryard catch up with neighbors passing by on the sidewalk.

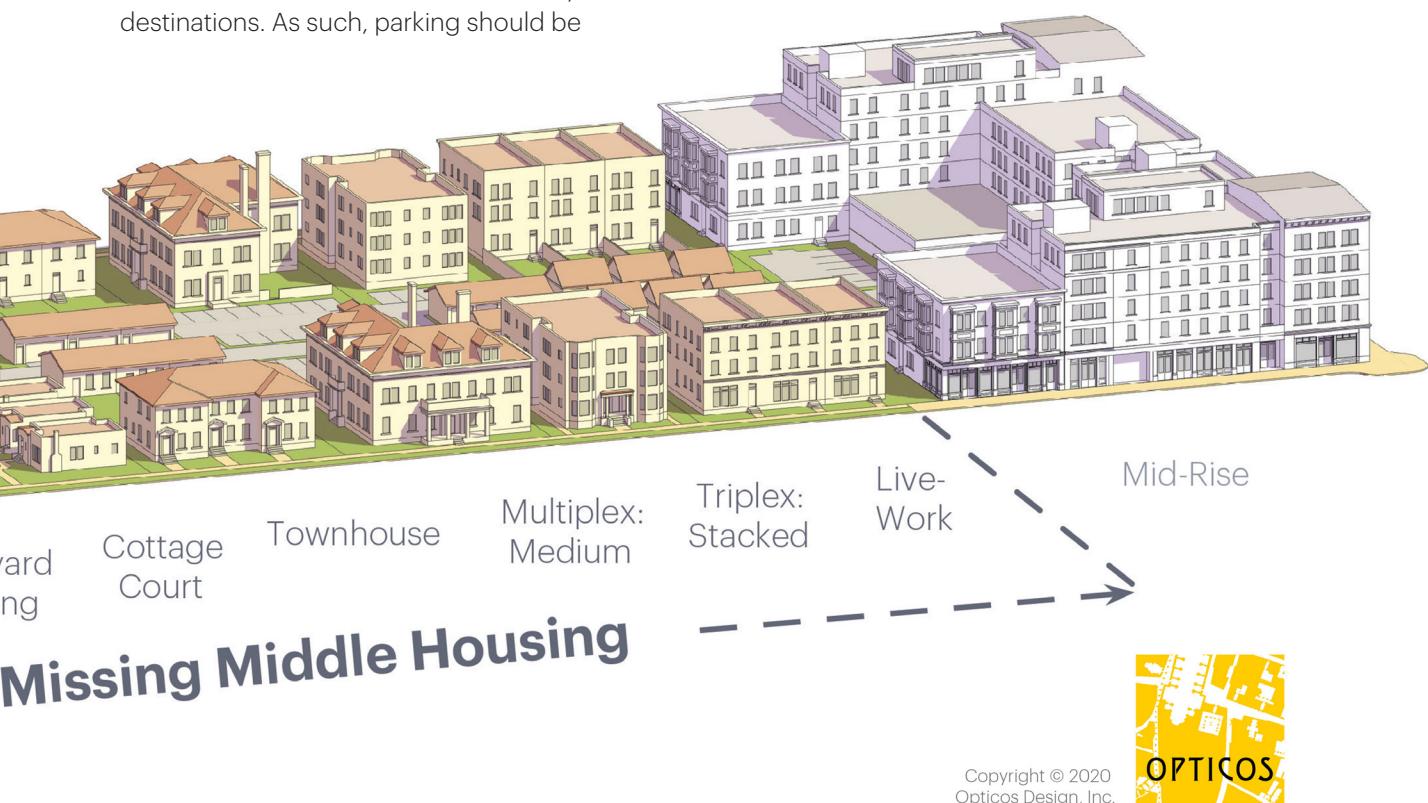
Parking

Missing Middle Housing works best in walkable neighborhoods where new residents can walk to at least some daily destinations. As such, parking should be

designed so as to promote a walkable environment by screening parking from the street and using rear access such as alleys when possible. When parking is located in detached garages, consider including an ADU above the garage to provide even more housing choice.

Open Space

Backyards are often a feature of Missing Middle Housing that provide an amenity usually associated with single-family housing in a multi-unit building. Since Missing Middle Housing types tend to have footprints similar to that of a single-family house, existing neighborhoods where backyards are common could support Missing Middle housing with backyards, depending on how parking is designed. For situations where backyards are not feasible, larger frontages such as generous porches or forecourts, and Missing Middle Housing types that incorporate shared open space such as Courtyard Housing and Cottage Courts should be required.



Typical Standards for Pocket Neighborhoods

Pocket Neighborhoods are typically composed of several detached, house-scale buildings, each containing one to four units. They are arranged around a shared open space. This arrangement can deliver densities equivalent to larger-footprint multifamily buildings but in a form and scale that is more compatible with existing house-scale neighborhood buildings.

The following are typical design standards specifically used to regulate Pocket Neighborhoods.

Pedestrian Access

Specify the location of the main entrance to the pocket neighborhood, and require a pedestrian path connecting individual units and buildings with shared open space and amenities. Standards should define the width and setbacks of pedestrian paths.

Vehicle Access and Parking

Define offsets of driveways and parking from buildings. Parking should not be allowed along private or common open space. Grouping parking in consolidated areas at the rear or side of the lot is recommended.

Open Space

Regulate location of buildings relative to open space. Buildings should define the open space to create an "outdoor room." Include standards for required features and dimensions for open space, as well as connection to street and/or sidewalk. Size of common open space may increase on lots where more buildings are allowed on the site.

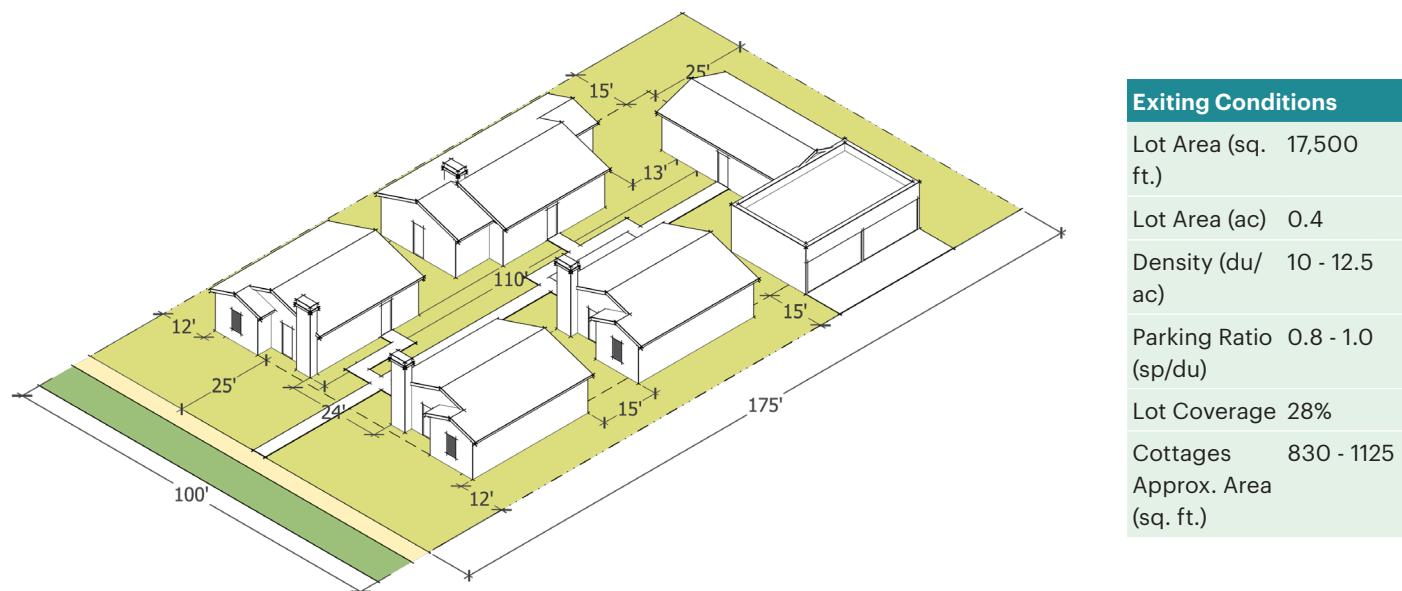
Community Building and Structures

A community building offers additional gathering spaces and amenities for the residents and can help define the open space. This should be required once the pocket neighborhood reaches a certain size and can be regulated through allowable stories, width and depth. Additional supporting structures such as mailbox shelters or laundry facilities should be placed in easily accessible locations and compliment the site design and character of the neighborhood.

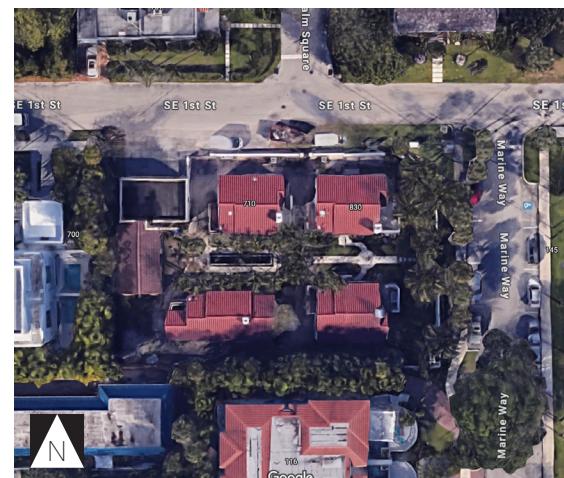
Fencing

Fencing can help define the open space and improve privacy, however it should be designed to maintain a pleasant experience along the public realm. It is important to specify where and what kind of fencing is allowed. In particular, the height of fencing should be regulated so it does not impair visibility. The right type and location of fencing protects the communal aspect of pocket neighborhoods.

Historic Cottage Court Example on 110 Marine Way, Delray Beach, FL



This example shows that cottage courts can already be successfully developed within Delray Beach. It can inform the types of standards the City can establish to model this scale and form in new developments.







Lot Testing + Regulatory Barriers Analysis

CHAPTER
3

In this chapter

Prototypical Lot Testing	28
Development Results by Prototypical Lot	45
Development Results by Site Test	50
ADU + MMH Regulatory Barriers Analysis	54

Prototypical Lot Testing

Overview

Using the 7 prototypical lots defined in the existing conditions chapter, the Opticos team conducted a series of lot tests to analyze the potential for ADUs and Missing Middle Housing (MMH) infill in the West Atlantic Northwest and Southwest Neighborhoods study area.

Each prototypical lot shows a diagram for existing conditions and each tested scenario, with tables highlighting analysis assumptions and key findings.

At the end of this section is a summary table comparing the existing development standards to the results of each scenario. This highlights potential zoning barriers to ADU development, which are explained in detail in the following section.

Methodology

To assess the spatial feasibility of ADUs on different lot types, each lot was tested following existing setback standards and a 2' alley easement. The tests included a principal building model based on buildings typically found on the respective prototypical lots to demonstrate a buildable area for ADUs that would reflect common lot conditions within the study area. Other development standards were modified in order to demonstrate how potential future changes to existing regulations could help support different ADU configurations within the study area.

Where possible, at least one additional parking space was accommodated for the ADU. Where not possible, it was assumed that parking could be accommodated off-site, potentially on the street, or that

creative strategies could be used to minimize the need for additional parking on the lot.

Typical ADU footprints used in the study are based on standard square footage and bedroom configurations in ADUs designed by the Opticos Design architecture team:

- 1 bedroom: 500 sf + frontage/outdoor space where possible (stoop or porch)
- 2 bedroom: 750sf + frontage/outdoor space where possible (stoop or porch)
- 1 bedroom stacked over garage: 500sf + access stair
- 2 bedroom stacked over garage: 750sf + access stair

To measure the potential for Missing Middle Housing (MMH) types, scenarios were created on prototypical RM lots using a stacked duplex, a side court, and a cottage court. These scenarios do not follow existing standards, instead following typical best practice standards for MMH types.

Typical MMH types footprints used in the study are based on missing middle building types designed by the Opticos Design architecture team to reflect contemporary development and construction practices:

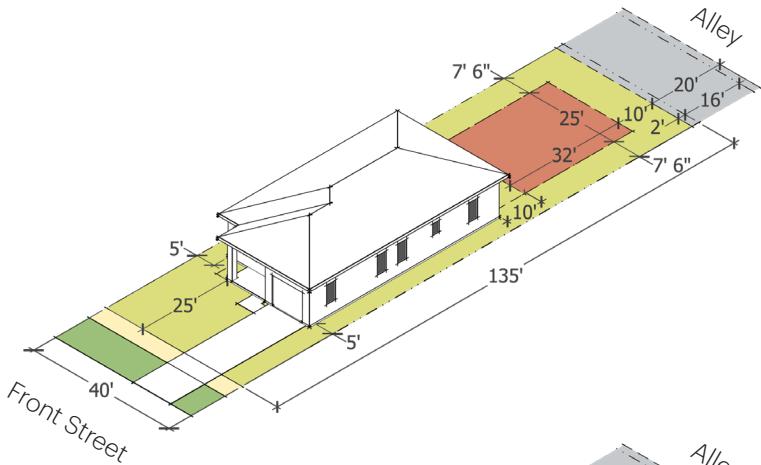
- 1 bedroom cottage: 500sf
- 2 bedroom cottage: 750sf
- Duplex: 1,000sf

Lastly, two existing, large empty parcels in the R-1-A zones were tested with MMH types to show the potential for pocket neighborhoods in the single family zone.

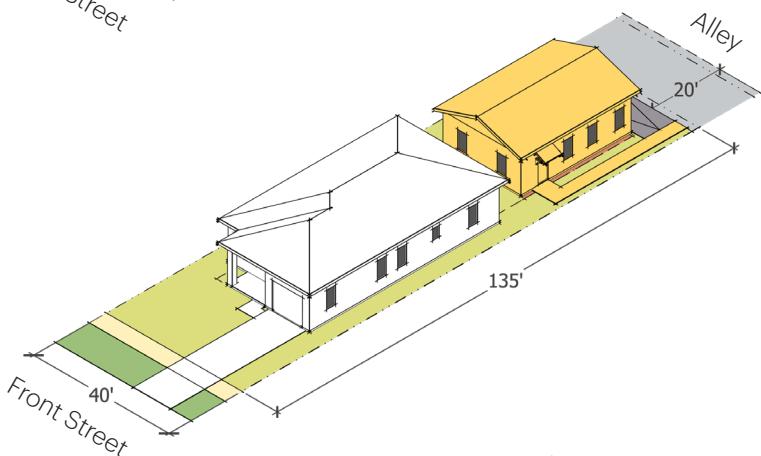
R-1-A 40 x 135

Typical Characteristics

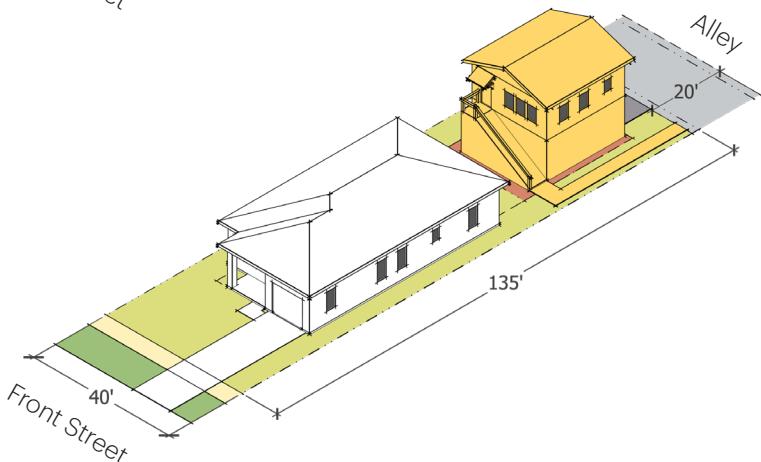
This lot tends to have a principal building that is one story, narrow, and reduced setbacks (typically 5 ft instead of 7 ft 6 in using a workforce housing exception). It is also primarily a lot with alley access, however parking is often located within the front setback or a front-facing garage.



Constraints + Assumptions	
Front setback (ft)	25
Side setback (ft)	7.5
Rear setback (ft)	10
Separation between principal structure and ADU (ft)	10
Alley access?	Yes
ADU buildable area (sq. ft.)	800



One-Story ADU	
No. of bedrooms	2
ADU area (sq. ft.)	750
Additional parking spaces	1
Total No. of parking spaces on lot	3
Total lot coverage	43%
Accessory structure floor area as % of principal structure floor area	48%



Two-Story ADU	
No. of bedrooms	1
Accessory struct. floor area (sq. ft.) ¹	1,100
ADU area (sq. ft.)	500
Additional parking spaces	2
Total No. of parking spaces on lot	4
Total lot coverage	40%
Accessory structure floor area as % of principal structure floor area	71%

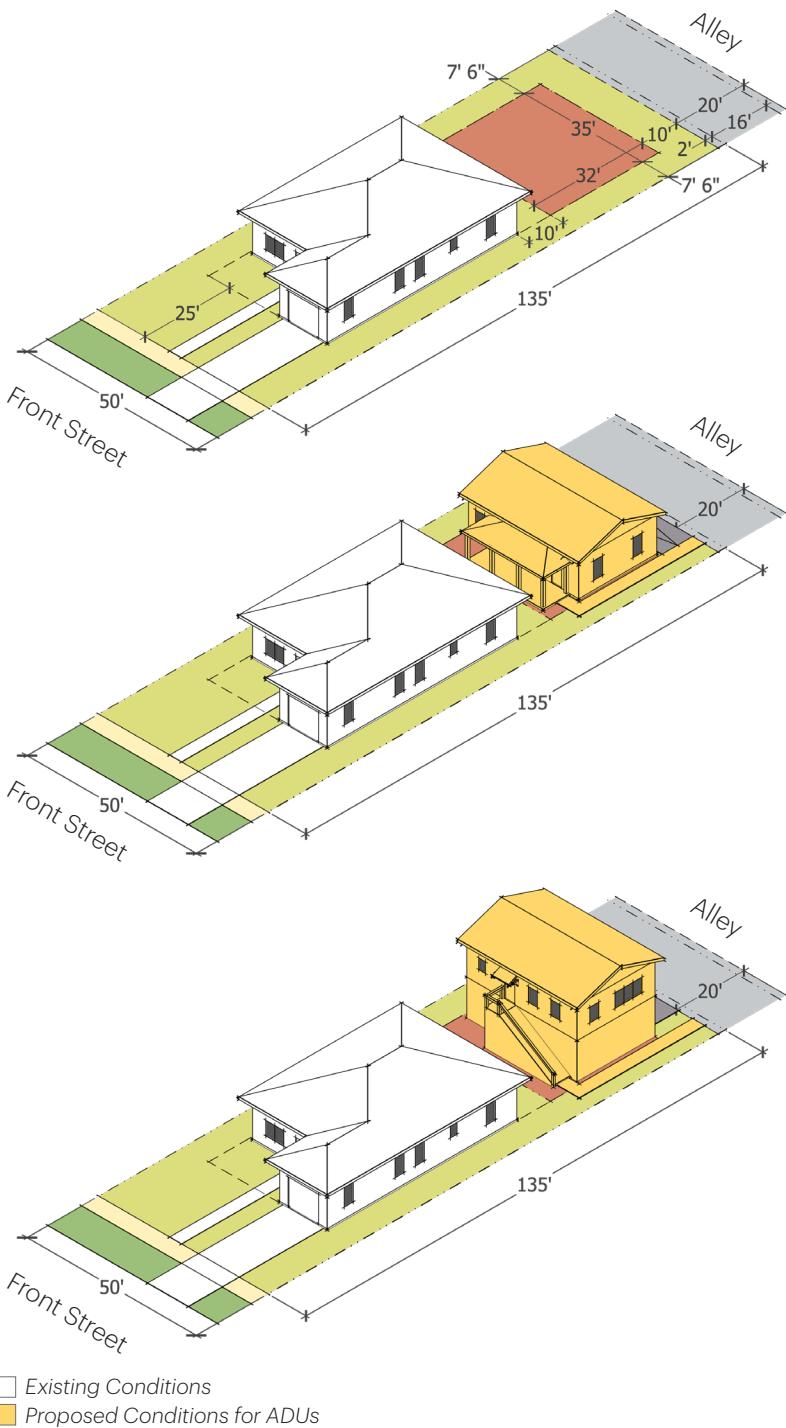
¹Area for all horizontal levels including garage space

Existing Conditions
 Proposed Conditions for ADUs

R-1-A 50 x 135

Typical Characteristics

The principal building tends to be one story, narrow and conforms to existing setbacks. This lot is found on blocks with and without alley access, and some on dead-end alleys. Parking is typically addressed within the front setback or into a front-facing garage.



Constraints + Assumptions	
Front setback (ft)	25
Side setback (ft)	7.5
Rear setback (ft)	10
Separation between principal structure and ADU (ft)	10
Alley access?	Varies
ADU buildable area (sq. ft.)	1,132

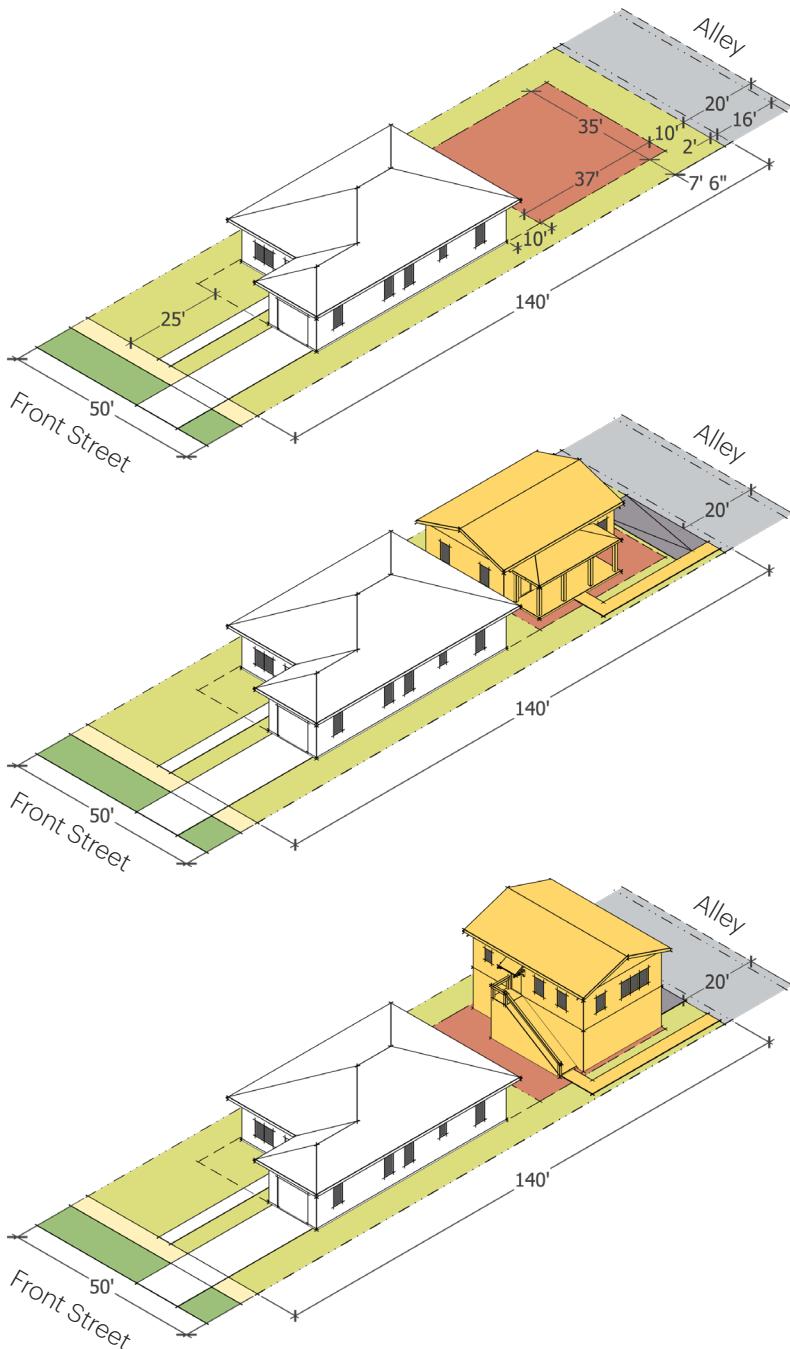
One-Story ADU	
No. of bedrooms	2
ADU area (sq. ft.)	750
Additional parking spaces	1
Total No. of parking spaces on lot	3
Total lot coverage	36%
Accessory structure floor area as % of principal structure floor area	45%
Buildable area could allow for a bigger unit but would trade off outdoor space for the ADU or primary residence.	
In cases where alley access is not available, a 2+ bedroom ADU still fits but no additional ADU parking would be provided.	

Two-Story ADU	
No. of bedrooms	2
Accessory struct. floor area (sq. ft.) ¹	1,600
ADU area (sq. ft.)	750
Additional parking spaces	3
Total No. of parking spaces on lot	5
Total lot coverage	37%
Accessory structure floor area as % of principal structure floor area	96%
Buildable area could allow for a bigger unit but would trade off outdoor space for the ADU or primary residence.	
It is not possible to accommodate an ADU stacked over a garage without alley access on this size lot.	

R-1-A 50 x 140

Typical Characteristics

The principal building tends to be one story, narrow and conforms to existing setbacks. This lot is found on blocks with and without alley access. Parking is typically addressed within the front setback or into a front-facing garage.



Existing Conditions
 Proposed Conditions for ADUs

Constraints + Assumptions	
Front setback (ft)	25
Side setback (ft)	7.5
Rear setback (ft)	10
Separation between principal structure and ADU (ft)	10
Alley access?	Varies
ADU buildable area (sq. ft.)	1,295

One-Story ADU	
No. of bedrooms	2
ADU area (sq. ft.)	750
Additional parking spaces	1
Total No. of parking spaces on lot	3
Total lot coverage	34%
Accessory structure floor area as % of principal structure floor area	45%
Buildable area could allow for a bigger unit but would trade off outdoor space for the ADU or primary residence.	
In cases where alley access is not available, a 2+ bedroom ADU still fits but no additional ADU parking would be provided.	

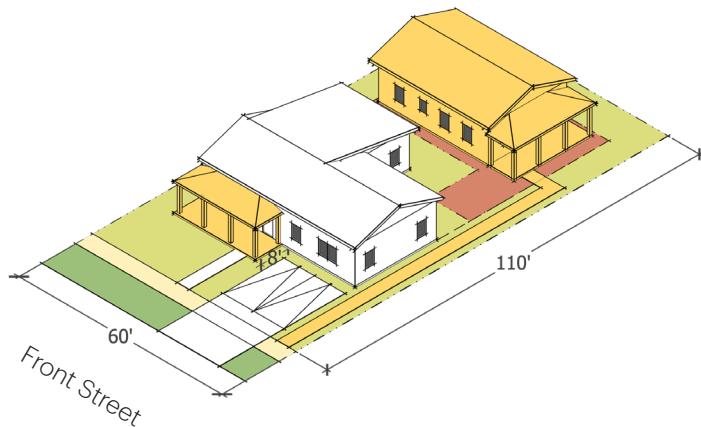
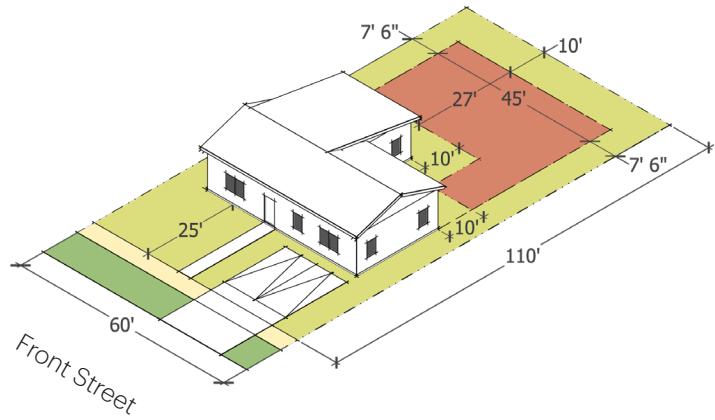
Two-Story ADU	
No. of bedrooms	2
Accessory struct. floor area (sq. ft.) ¹	1,600
ADU area (sq. ft.)	750
Additional parking spaces	3
Total No. of parking spaces on lot	5
Total lot coverage	36%
Accessory structure floor area as % of principal structure floor area	96%

¹Area for all horizontal levels including garage space

R-1-A 60 x 110

Typical Characteristics

The principal building tends to be one story, wide and conforms to existing setbacks. This lot is found only on blocks without alleys. Parking is typically addressed within the front setback or into a front-facing garage.



Constraints + Assumptions	
Front setback (ft)	25
Side setback (ft)	7.5
Rear setback (ft)	10
Separation between principal structure and ADU (ft)	10
Alley access?	No
ADU buildable area (sq. ft.)	1,383

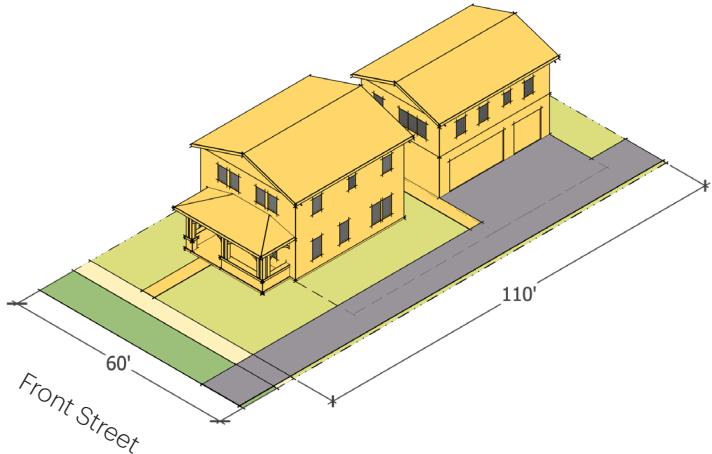
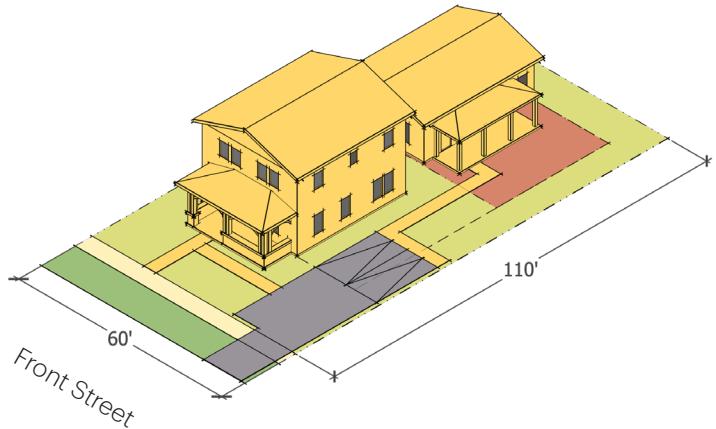
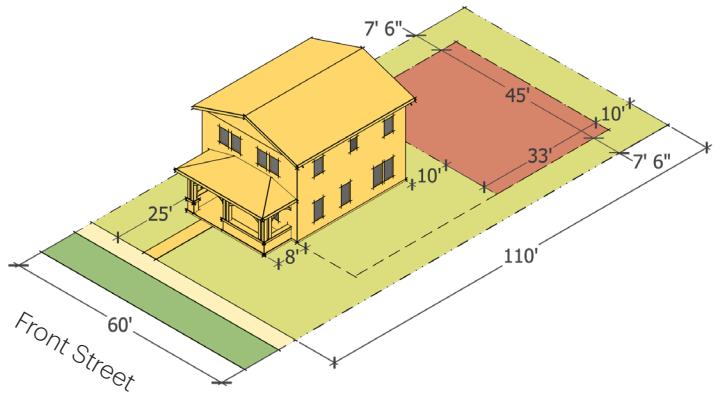
One-Story ADU	
No. of bedrooms	2
ADU area (sq. ft.)	750
Additional parking spaces	0
Total No. of parking spaces on lot	2
Total lot coverage	32%
Accessory structure floor area as % of principal structure floor area	56%
Buildable area could allow for a bigger unit but would trade off outdoor space for the ADU or primary residence.	
With no alley access and not enough space on the sides to run a drive down, no additional parking nor a stacked option are possible.	
Shows potential for front setback encroachment of 8' for frontage types.	

Existing Conditions
 Proposed Conditions for ADUs and Single Family Addition

R-1-A 60 x 110 - Rebuild Scenarios

Typical Characteristics

The principal building tends to be one story, wide and conforms to existing setbacks. This lot is found only on blocks without alleys. Parking is typically addressed within the front setback or into a front-facing garage.



Constraints + Assumptions	
Front setback (ft) ¹	25
Side setback (ft)	7.5
Rear setback (ft)	10
Separation between principal structure and ADU (ft)	10
Alley access?	No
ADU buildable area (sq. ft.)	1,485

¹ Assumes an allowed encroachment of 8' for frontage types.

One-Story ADU	
No. of bedrooms	2
ADU area (sq. ft.)	750
Additional parking spaces	2
Total No. of parking spaces on lot	2
Total lot coverage	25%
Accessory structure floor area as % of principal structure floor area	42%

Buildable area could allow for a bigger unit but would trade off outdoor space for the ADU or primary residence.

Two-Story ADU	
No. of bedrooms	2
Accessory struct. floor area (sq. ft.) ¹	1,600
ADU area (sq. ft.)	750
Additional parking spaces	3
Total No. of parking spaces on lot	3
Total lot coverage	27%
Accessory structure floor area as % of principal structure floor area	89%

¹ Area for all horizontal levels including garage space

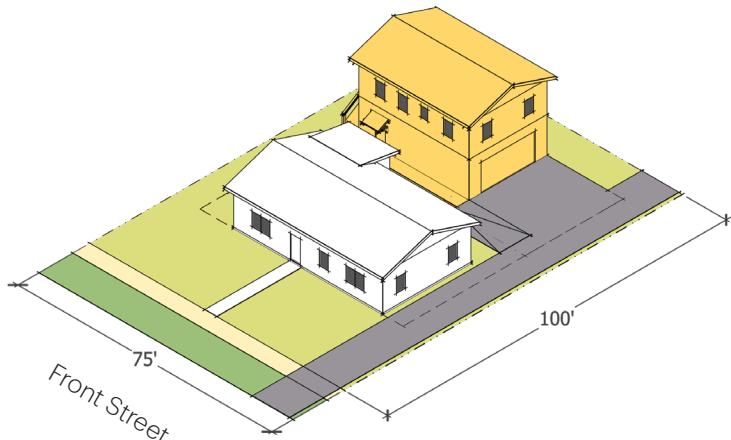
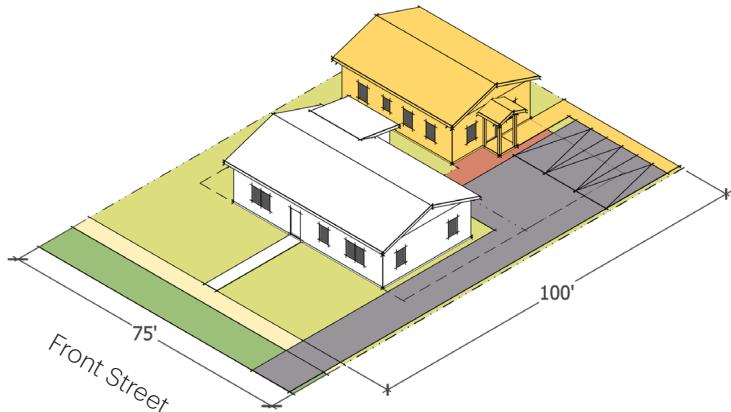
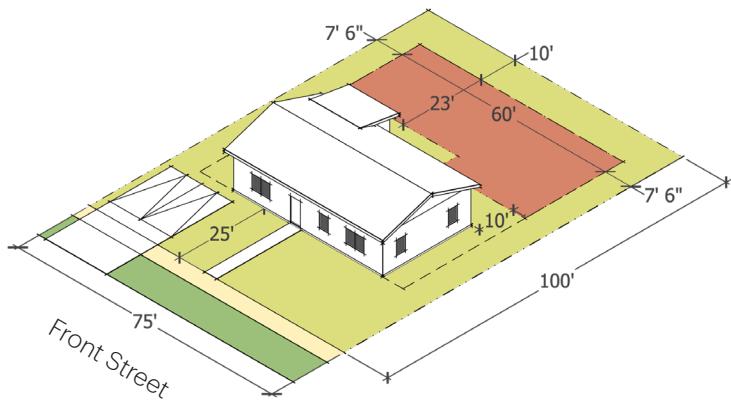
Buildable area could allow for a bigger unit but would trade off outdoor space for the ADU or primary residence and limit garage backout functionality.

Existing Conditions
 Proposed Conditions for ADUs and Single Family Rebuild

R-1-A 75 x 100

Typical Characteristics

The principal building tends to be one story, wide and conforms to existing setbacks. This lot is found only on blocks without alleys. Parking is typically addressed within the front setback or into a front-facing garage.



Existing Conditions
 Proposed Conditions for ADUs

Constraints + Assumptions	
Front setback (ft)	25
Side setback (ft)	7.5
Rear setback (ft)	10
Separation between principal structure and ADU (ft)	10
Alley access?	No
ADU buildable area (sq. ft.)	1,536

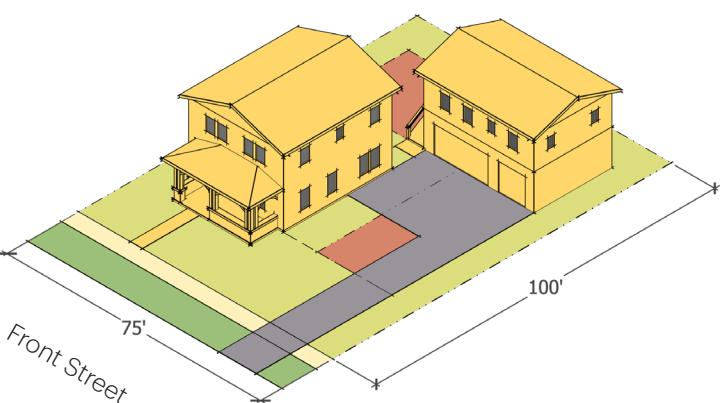
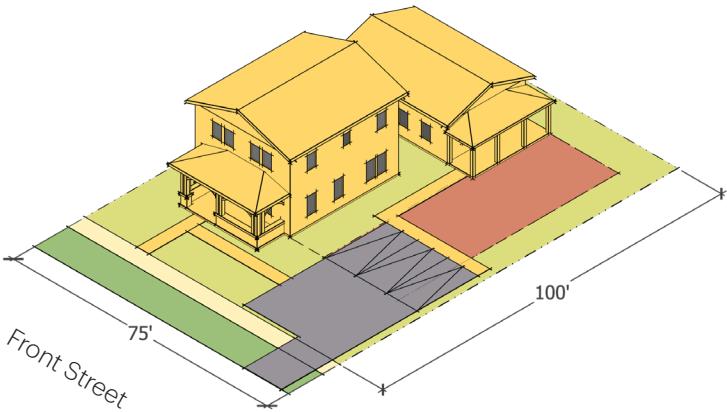
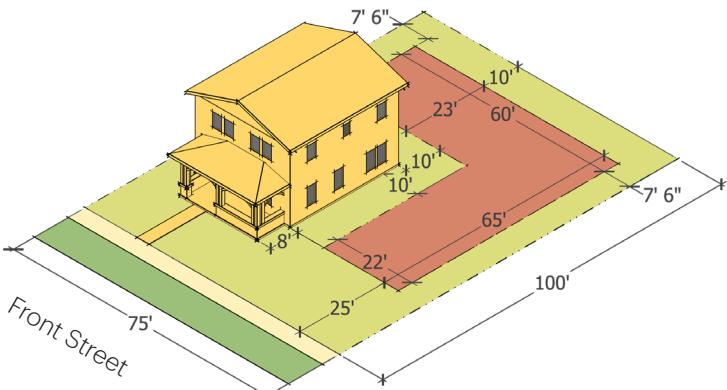
One-Story ADU	
No. of bedrooms	2
ADU area (sq. ft.)	750
Additional parking spaces	1
Total No. of parking spaces on lot	3
Total lot coverage	26%
Accessory structure floor area as % of principal structure floor area	62%
Buildable area could allow for a bigger unit but would trade off outdoor space for the ADU or primary residence.	
This scenario assumes non-conforming front setback parking is moved off a drive in the back.	

Two-Story ADU	
No. of bedrooms	2
Accessory struct. floor area (sq. ft.) ¹	1,600
ADU area (sq. ft.)	750
Additional parking spaces	1
Total No. of parking spaces on lot	3
Total lot coverage	28%
Accessory structure floor area as % of principal structure floor area	132%
¹ Area for all horizontal levels including garage space	
This scenario assumes non-conforming front setback parking is moved off a drive in the back.	

R-1-A 75 x 100 - Rebuild Scenarios

Typical Characteristics

The principal building tends to be one story, wide and conforms to existing setbacks. This lot is found only on blocks without alleys. Parking is typically addressed within the front setback or into a front-facing garage.



Existing Conditions

Proposed Conditions for ADUs and Single Family Rebuild

Constraints + Assumptions	
Front setback (ft) ¹	25
Side setback (ft)	7.5
Rear setback (ft)	10
Separation between principal structure and ADU (ft)	10
Alley access?	No
ADU buildable area (sq. ft.)	2,304

¹ Assumes an allowed encroachment of 8' for frontage types.

One-Story ADU	
No. of bedrooms	2
ADU area (sq. ft.)	750
Additional parking spaces	3
Total No. of parking spaces on lot	3
Total lot coverage	22%
Accessory structure floor area as % of principal structure floor area	42%

Buildable area could allow for a bigger unit but would trade off outdoor space for the ADU or primary residence.

Two-Story ADU	
No. of bedrooms	2
Accessory struct. floor area (sq. ft.) ¹	1,600
ADU area (sq. ft.)	750
Additional parking spaces	3
Total No. of parking spaces on lot	3
Total lot coverage	23%
Accessory structure floor area as % of principal structure floor area	89%

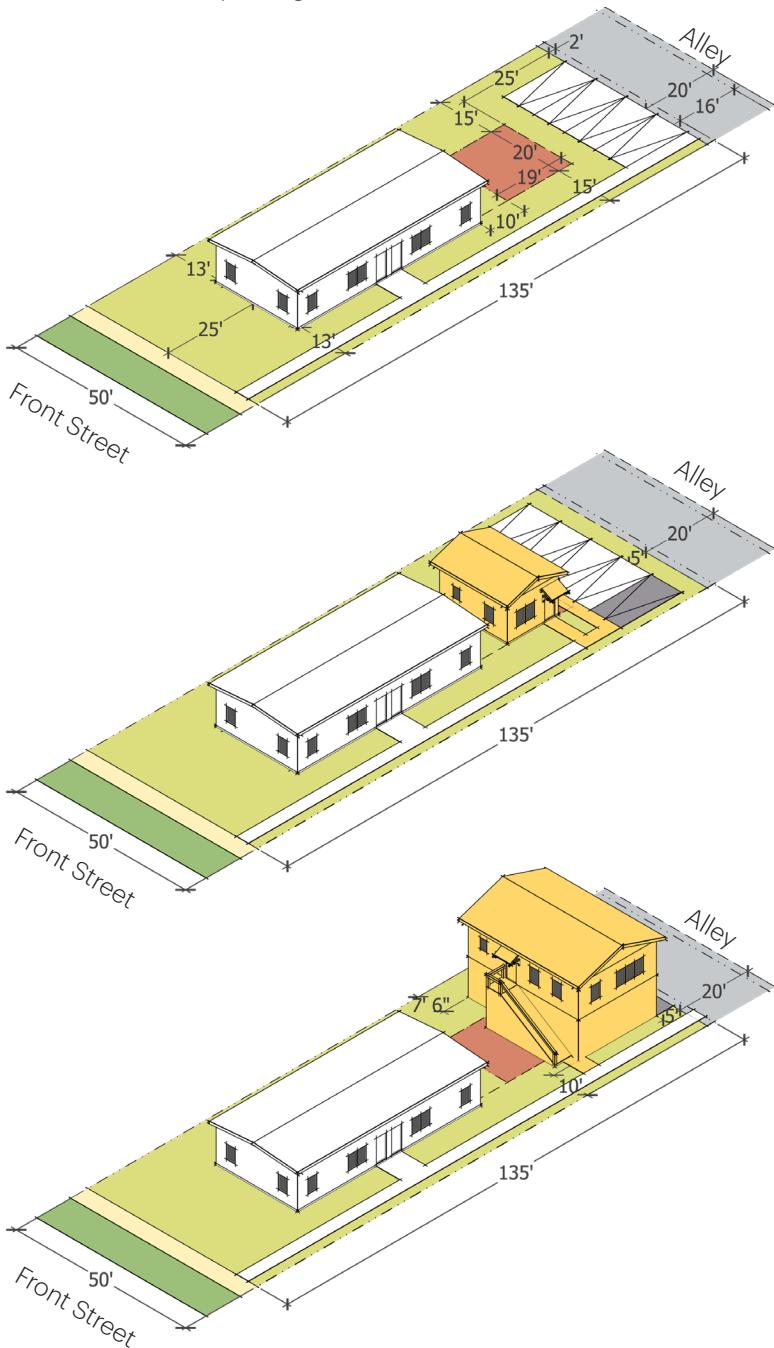
¹ Area for all horizontal levels including garage space

Buildable area could allow for a bigger unit but would trade off outdoor space for the ADU or primary residence and limit garage backout functionality.

RM 50 x 135 (Applies to RM 50 x 140)

Typical Characteristics

The principal building tends to be one story, narrow and non-conforming with existing setbacks (typically 13 ft instead of 15 ft). This lot is found on blocks with and without alley access, and some on dead-end alleys. Parking is typically addressed as surface parking within the rear setback or front setback when there is no alley.



Existing Conditions
 Proposed Conditions for ADUs

Constraints + Assumptions	
Front setback (ft)	25
Side setback (ft)	15
Rear setback (ft)	25
Separation between principal structure and ADU (ft)	10
Alley access?	Varies
ADU buildable area (sq. ft.)	380

One-Story ADU	
No. of bedrooms	1
ADU area (sq. ft.)	300
Additional parking spaces	1
Total No. of parking spaces on lot	5
Total lot coverage	24%
Accessory structure floor area as % of principal structure floor area	23%
In cases where alley access is not available, parking would need to be resolved in the front which is allowed under the current code but not ideal.	

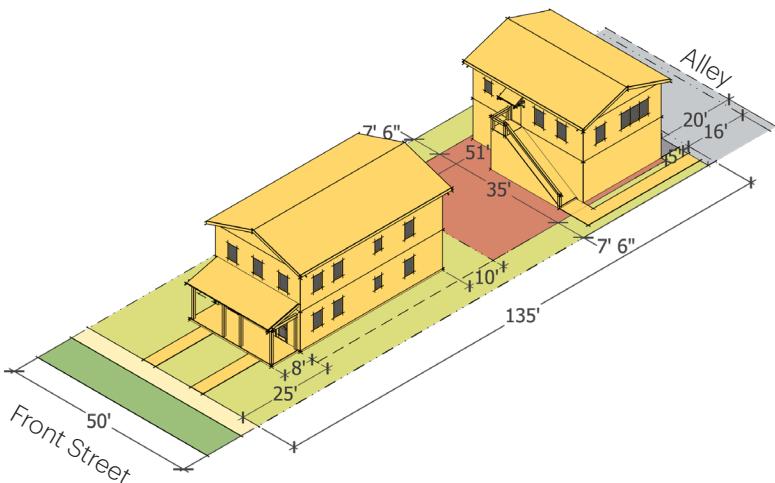
Two-Story ADU	
No. of bedrooms	1
Accessory struct. floor area (sq. ft.) ¹	1,600
ADU area (sq. ft.)	750
Additional parking spaces	-1
Total No. of parking spaces on lot	3
Total lot coverage	27%
Accessory structure floor area as % of principal structure floor area	123%

¹Area for all horizontal levels including garage space
 In cases where alley access is not available, parking would need to be resolved in the front which is allowed under the current code but not ideal.

RM 50 x 135 - Alternative Scenarios

Duplex + Stacked ADU

This scenario tests a two-story stacked duplex with a stacked ADU over garage in the rear. It conforms with the existing front setback (with an encroachment allowance) and side setbacks, but proposes a 5' rear setback for the ADU. Additionally, this scenario proposes modifications for principal structure and ADU floor area min./max., parking ratio, and density. Note that the lot area and width are nonconforming.

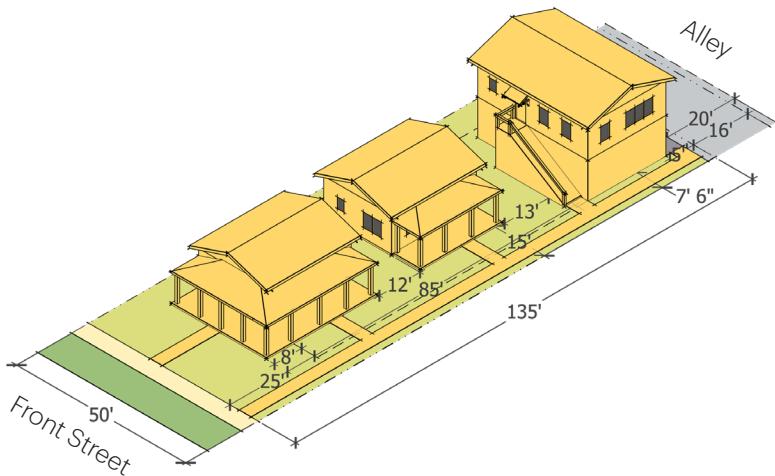


Constraints + Assumptions	
Front setback (ft) ¹	25
Side setback (ft)	7.5
Rear setback (ft)	5
Separation between principal structure and ADU (ft)	10 min.
Alley access?	Yes
Duplex area per unit (sq. ft.)	1,000
No. bedrooms per duplex unit	2
ADU buildable area (sq. ft.)	1,785
ADU area (sq. ft.)	750
ADU No. of bedrooms	2
Total lot coverage	26%
Total No. of parking spaces on lot	3

¹Assumes an allowed encroachment of 8' for frontage types.

Side Court

This scenario tests two one-bedroom cottages and one stacked unit over garage in a "Side Court" configuration. It keeps the existing front setback (with an encroachment allowance) and side setbacks, but reduces the rear setback to 5'. Additionally, this scenario proposes modifications for principal structure and ADU floor area min./max., parking ratio, and density. Note that the lot area and width are nonconforming.



Existing Conditions
 Proposed Conditions for ADUs and MMH

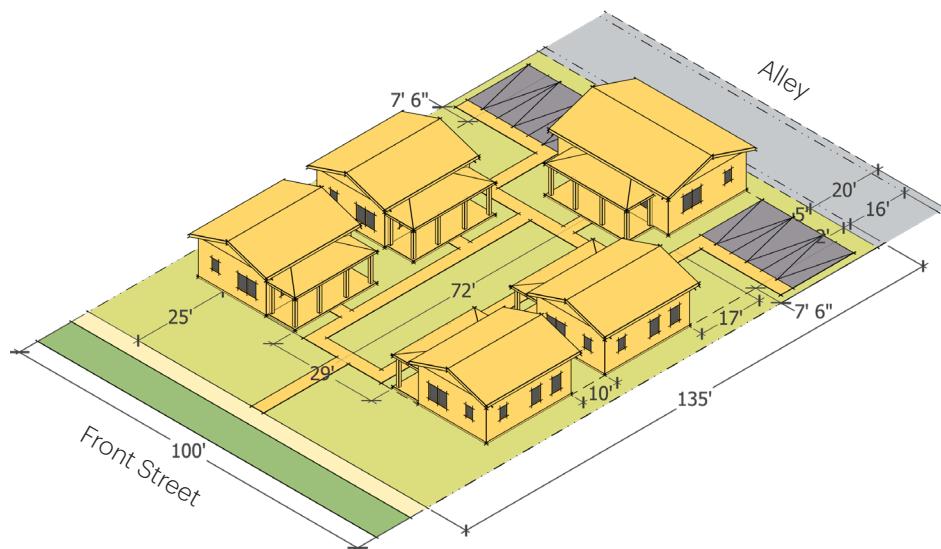
Constraints + Assumptions	
Front setback (ft) ¹	25
Side setback (ft)	7.5
Rear setback (ft)	5
Separation between cottages (ft)	10 min.
Alley access?	Yes
Cottage area (sq. ft.)	500-750
No. of bedrooms per cottage	1-2
No. dwelling units on lot	3
Side court open space approx. dimensions (ft)	15 x 85
Total lot coverage	22%
Total No. of parking spaces on lot	3

¹Assumes an allowed encroachment of 8' for frontage types.

RM 100 x 135 - Alternative Scenarios

Cottage Court

This scenario tests four one-bedroom cottages and one two-bedroom end unit in a "Cottage Court" configuration. It uses the space of two typical 50x135 lots. It keeps the existing front setback but reduces the side setbacks to match R-1-A and rear setback to 5'. This scenario proposes modifications for the principal structure floor area min., parking ratio, and density.



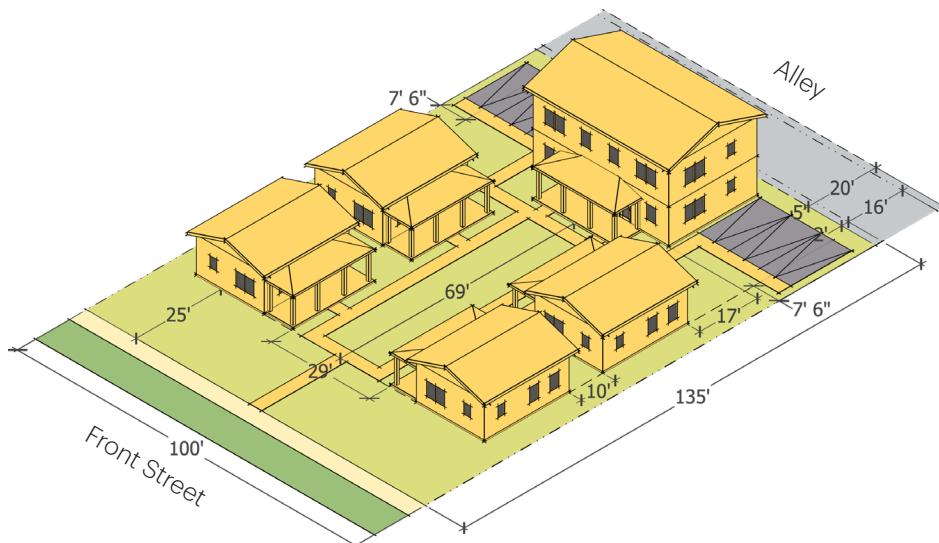
This scenario is inspired by the historic example of a cottage court located on 110 Marine Way in Delray Beach. See more information on page 25.

Constraints + Assumptions	
Front setback (ft)	25
Side setback (ft)	7.5
Rear setback (ft)	5
Separation between cottages (ft)	10
Alley access?	Yes
Cottage area (sq. ft.)	500
No. of bedrooms per cottage	1
End cottage area (sq. ft.)	750
No. of bedroom in end cottage	2
No. of dwelling units on lot	5
Court open space approx. dimensions (ft)	29 x 72
Total lot coverage	20%
Total No. of parking spaces on lot	6

Existing Conditions
 Proposed Conditions for ADUs and MMH

Cottage Court with Duplex

This scenario tests four one-bedroom cottages and one Duplex end unit in a "Cottage Court" configuration. It uses the space of two typical 50x135 lots. It keeps the existing front setback, but reduces the side setbacks to match R-1-A and rear setback to 5'. This scenario proposes modifications for the principal structure floor area min., parking ratio, and density.



This scenario is inspired by the historic example of a cottage court located on 110 Marine Way in Delray Beach. See more information on page 25.

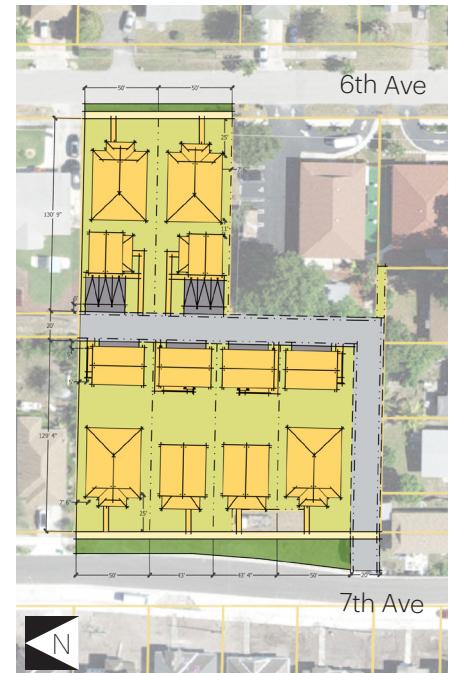
Constraints + Assumptions	
Front setback (ft)	25
Side setback (ft)	7.5
Rear setback (ft)	5
Separation between cottages (ft)	10
Alley access?	Yes
Cottage area (sq. ft.)	500
No. of bedrooms per cottage	1
Duplex area per unit (sq. ft.)	1,000
No. of bedrooms per duplex unit	2
No. of dwelling units on lot	6
Court open space approx. dimensions (ft)	29 x 69
Total lot coverage	21%
Total No. of parking spaces on lot	6

Existing Conditions
 Proposed Conditions for ADUs and MMH

R-1-A Site Test - SW 7th Ave

Single-Family + ADUs

This scenario tests an existing empty parcel in the study area's R-1-A zone using single-family principal buildings and ADUs in the rear. The overall 37,189 sf parcel was divided into six lots showing three scenarios: 50x130 one-story ADU, 50x130 two-story stacked ADU, and 40x130 two-story stacked ADU. Breaking up this large parcel into typical lot sizes and continuing the alley regularizes the lot patterns for this block.



Constraints + Assumptions

Lot area (sq. ft.)	37,189 Overall lot; 5,600 - 6,500 Individual lots
Front setback (ft)	25
Side setback (ft)	7.5 Principal building; 5 ADU
Rear setback (ft)	10 min. Principal building; 5 ADU
Separation between buildings (ft)	10 min.
Building and unit types included across the overall lot:	
Single Family House	2 two-story; 4 one-story
Stacked ADU	4 two-bedroom units
ADU	2 one-bedroom units
No. of dwelling units per site	10 total; 2 per lot
Total lot coverage	31%
Parking ratio (du/sp)	2.0 Principal building; 1.0 ADU

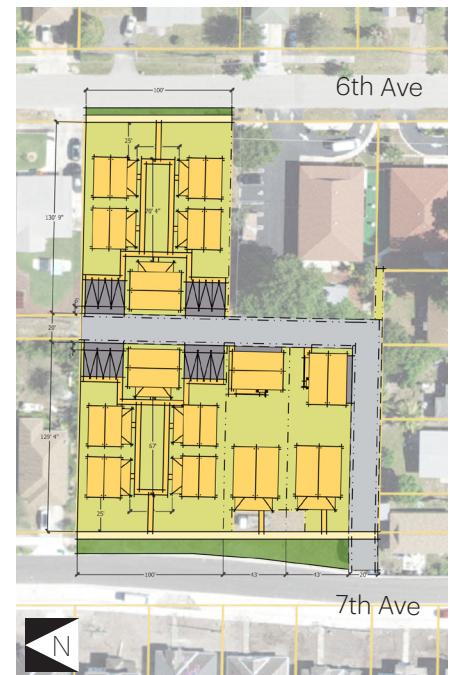
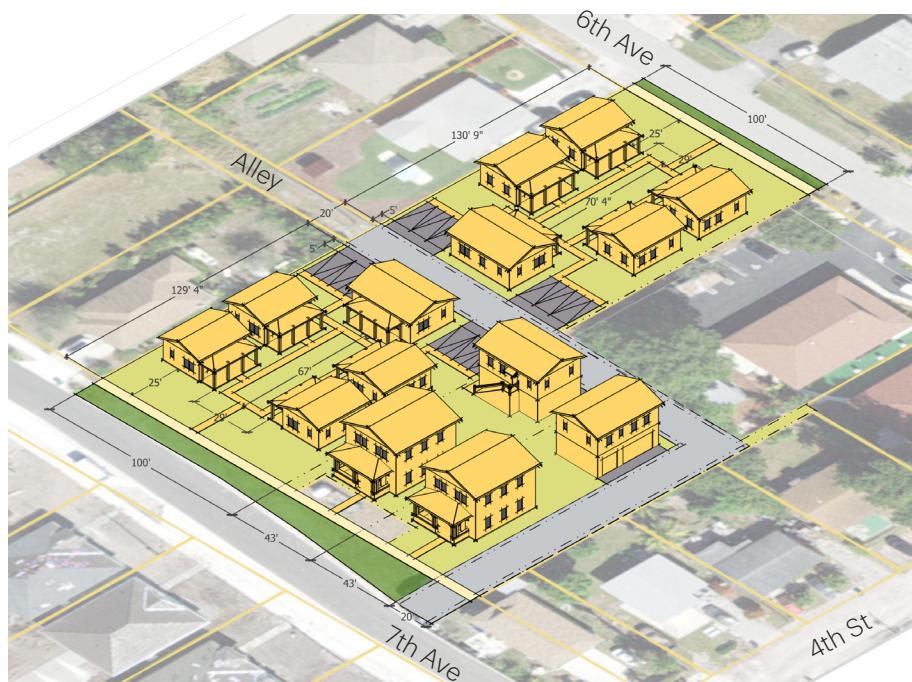
Note: This is a conceptual design only and is not currently allowed under existing zoning standards for accessory dwelling units (ADUs) at this site.

Existing Conditions

Proposed Conditions for ADUs and Single Family Houses

Mix of Types: Cottage Courts, Single-Family + ADUs

This scenario tests an existing empty parcel in the study area's R-1-A zone using a mix of MMH and single-family buildings. The lot is divided into four typical lot sizes; two using cottage courts, and two using a 2-story single-family building with an ADU in the rear. This scheme provides a gentle increase in density while keeping the look and feel of the neighboring parcels.



Constraints + Assumptions

Lot area (sq. ft.)	37,189 Overall lot; 5,400 - 13,000 Individual lots
Front setback (ft)	25
Side setback (ft)	7.5
Rear setback (ft)	5
Separation between buildings (ft)	10 min.
Building and unit types included across the overall lot:	
Single Family House	2 two-story
Stacked ADU	2 two-bedroom units
Cottage	8 one-bedroom; 2 two-bedroom units
No. of dwelling units per site	14 total
Court Open Space Approx. Dimensions (ft)	29 x 70
Total lot coverage	24%
Parking ratio (du/sp)	2.0 single-family; 1.2 cottage; 1.0 ADU

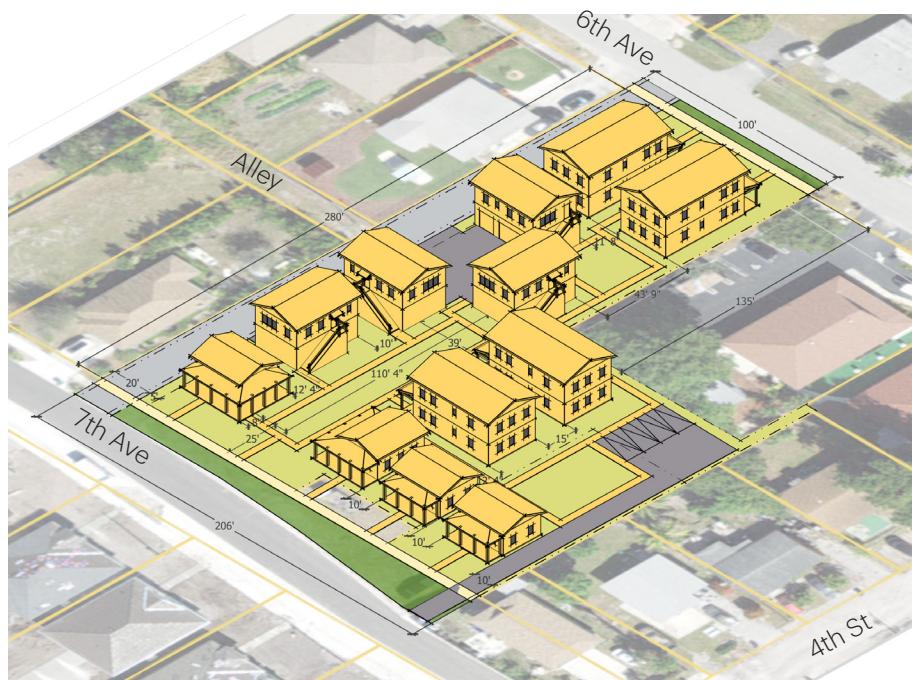
Note: This is a conceptual design only and is not currently allowed under existing zoning standards for R-1-A. For best practice standards on missing middle housing types with multiple buildings on one site, see page 24.

Existing Conditions
Proposed Conditions for ADUs, MMH and Single Family Houses

R-1-A Site Test - SW 7th Ave (Continued)

Pocket Neighborhood

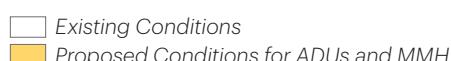
This scenario tests an existing empty parcel in the study area's R-1-A zone using a "pocket neighborhood" approach. It uses a variety of building types to create shared open space between the units and increase density while keeping the look and feel of the neighboring parcels.



Constraints + Assumptions

Lot area (sq. ft.)	37,189
Front setback (ft)	25
Side setback (ft)	7.5
Rear setback (ft)	5
Separation between buildings (ft)	10 min.
Building and unit types included:	
Cottage	4 one-b
Garage apartment	4 one-b
Duplex	8 two-b
No. of dwelling units per site	16 total
Court open space approx. dimensions (ft)	39 x 110
Total lot coverage	25%
Parking ratio (du/sp)	1.0

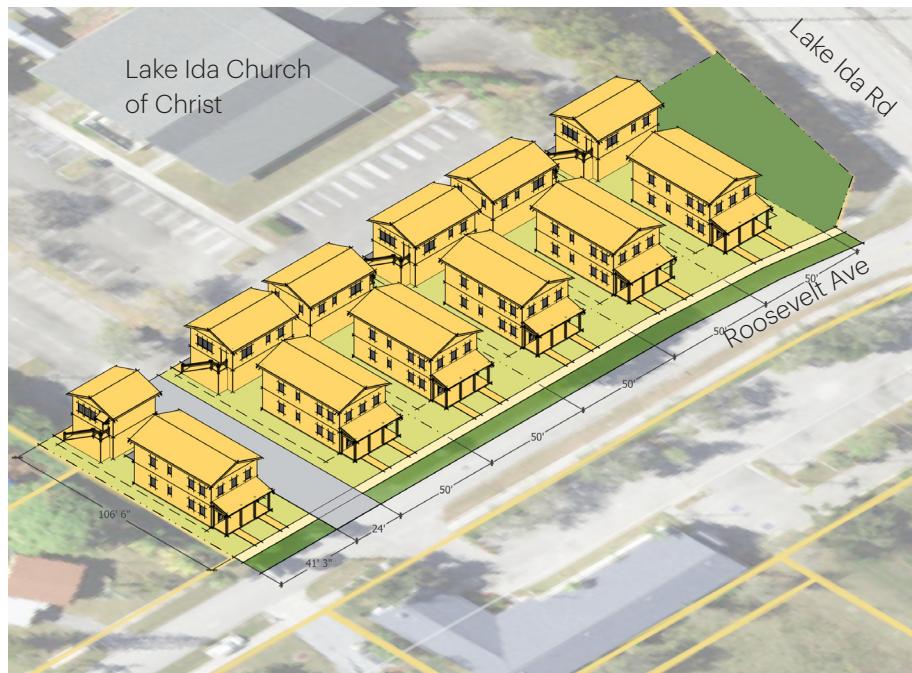
Note: This is a conceptual design only and is not currently allowed under existing zoning standards for R-1-A. For best practice standards on missing middle housing types with multiple buildings on one site, see page 24.



R-1-A Site Test - 1300 Lake Ida Rd

Duplexes + ADUs

This scenario tests an existing empty parcel in the study area's R-1-A zone being considered for development by Delray Beach's CRA for eight single-family lots. This conceptual study provides an alternative scenario using 6 lots of Duplexes with ADUs in the rear. The existing drive into the Church parking lot is preserved and a corner park is proposed on Lake Ida Rd and Roosevelt Ave intersection.



Constraints + Assumptions

Lot area (sq. ft.)	38,550 Overall lot; 4,400 - 5,500 Individual lots
Front setback (ft)	20
Side setback (ft)	7.5 Principal building; 5 ADU
Rear setback (ft)	10 min. Principal building; 5 ADU
Separation between buildings (ft)	10 min.
Building and unit types included across the overall lot:	
Duplex	12 two-bedroom units
Stacked ADU	5 two-bedroom units
	1 one-bedroom unit
No. of dwelling units per site	18 total; 3 per lot
Total lot coverage	28% total; 35-37% per lot
Parking ratio (du/sp)	1.0

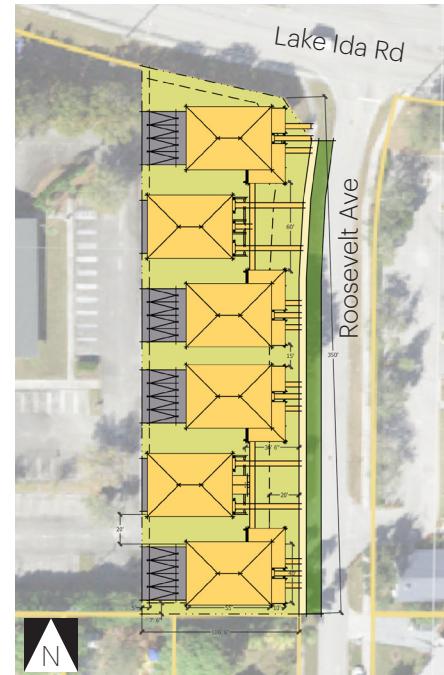
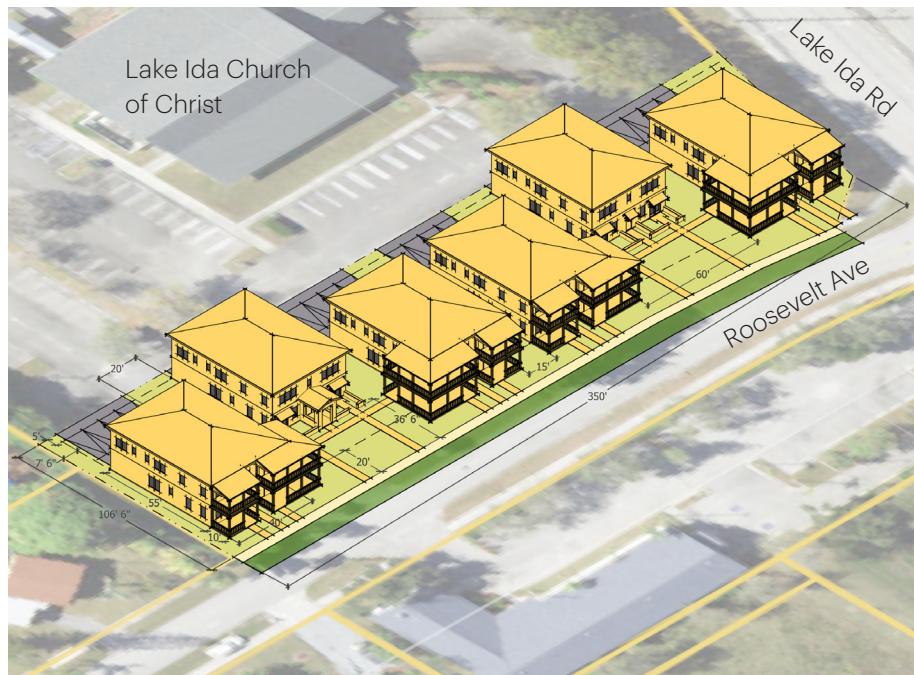
Note: This is a conceptual design only and is not currently allowed under existing zoning standards for R-1-A. For best practice standards on missing middle housing types with multiple buildings on one site, see page 24.

Existing Conditions
 Proposed Conditions for ADUs and MMH

R-1-A Site Test - 1300 Lake Ida Rd

Fourplex Courts

This scenario tests an existing empty parcel in the study area's R-1-A zone being considered for development by Delray Beach's CRA for eight single-family lots. This conceptual study provides an alternative scenario using a series of fourplexes oriented around two courts. The building type is purposefully compact at 55' depth, including tuck-under parking, to use as a liner building on deep or irregular parcels such as this.



Constraints + Assumptions

Lot area (sq. ft.)	38,550
Front Setback (ft)	20
Side Setback (ft)	7.5
Rear Setback (ft)	5
Separation between buildings (ft)	15 min.
Building and unit types included:	
Fourplex	12 studio units 12 two-bedroom units
No. of Dwelling Units per site	24 total; 4 per building
Court Open Space Approx. Dimensions (ft)	60 x 36
Total Lot Coverage	34%
Parking ratio (du/sp)	1.67

Note: This is a conceptual design only and is not currently allowed under existing zoning standards for R-1-A. For best practice standards on missing middle housing types with multiple buildings on one site, see page 24.

Existing Conditions
 Proposed Conditions for ADUs and MMH

Development Results by Prototypical Lot

R-1-A Summarized Development Results from Prototypical Lot Testing			
Regulatory Topics	R-1-A Existing Standards	R-1-A 40x135	R-1-A 50x135
Standards for Principal Structures			
Min. Lot Size (sq. ft.)	7,500	5,400	6,750
Min. Lot Width (ft)	60; 80 for corner lots	40	50
Min. Lot Depth (ft)	100	135	135
Min. Lot Frontage (ft)	60; 80 for corner lots	40	50
Min. Floor Area (sq. ft.) ¹	1,000	1,554	1,664
Max. Total Lot Coverage ²	N/A	40-43%	36-37%
Min. Open Space	Provide min. 25% of the lot of non-vehicular open space. Setbacks may be used to meet requirement.	46-48%	50-53%
Min. Front Setbacks (ft)	25	25	25
Min. Side Street Setbacks (ft)	15	Not tested on corner condition	Not tested on corner condition
Min. Side Interior Setbacks (ft)	7.5 (5 for workforce housing)	5	7.5
Min. Rear Setbacks (ft)	10	10	10
Density (du/ac)	N/A	16	13
Height of Principal Structure(ft)	35	Approx. 12 (one-story)	Approx. 18 (one-story)
Parking Ratio (sp/du)	2.0	2.0	2.0
Parking Location	Cannot be within front or side street setbacks with exceptions for lots less than 60ft without alley access.	Front-loaded garage + front setback parking spot (Typically a lot with alley access).	Front-loaded garage + front setback parking spot (Alley access varies).
Standards Potentially Applicable to ADUs			
Max. Number per Lot	1	1	1
Max. Floor Area (sq. ft.) ³	700	750-1,100	750-1,600
Max. Floor Area as % of principal structure floor area	40%	48-71%	45-96%
Max. ADU Lot Coverage	5%	11-14%	11-13%
Max. Number of Stories	Less than the principal structure up to two stories	1-2	1-2
Min. Front Setbacks (ft)	25 (same as zone)	25	25
Min. Side Street Setbacks (ft)	15 (same as zone)	Not tested on corner condition	Not tested on corner condition
Min. Side Setbacks (ft)	7.5 (same as zone)	7.5	7.5
Min. Rear Setbacks (ft)	10 (same as zone)	10	10
ADU Parking Ratio (sp/du)	N/A - Unclear standard	1.0-2.0	1.0-3.0

¹Includes all horizontal levels and garage area in calculation.

²Includes accessory structures in calculation.

³If test uses stacked ADU, this figure includes garage and access stair in total floor area calculation. ADU habitable area ranges from 500-750sf.

Conforming/
Unlikely Barrier

Non-conforming/
Likely Barrier

Standard Unclear
or Not Applicable

R-1-A Summarized Development Results from Prototypical Lot Testing (Continued)			
Regulatory Topics	R-1-A Existing Standards	R-1-A 50x140	R-1-A 60x110
Standards for Principal Structures			
Min. Lot Size (sq. ft.)	7,500	7,000	6,600
Min. Lot Width (ft)	60; 80 for corner lots	50	60
Min. Lot Depth (ft)	100	140	110
Min. Lot Frontage (ft)	60; 80 for corner lots	50	60
Min. Floor Area (sq. ft.) ¹	1,000	1,664	1,336
Max. Total Lot Coverage ²	N/A	34-36%	32%
Min. Open Space	Provide min. 25% of the lot of non-vehicular open space. Setbacks may be used to meet requirement.	51-54%	56%
Min. Front Setbacks (ft)	25	25	25
Min. Side Street Setbacks (ft)	15	Not tested on corner condition	Not tested on corner condition
Min. Side Interior Setbacks (ft)	7.5 (5 for workforce housing)	7.5	7.5
Min. Rear Setbacks (ft)	10	10	10
Density (du/ac)	N/A	12	13
Height of Principal Structure(ft)	35	Approx. 18 (one-story)	Approx. 16 (one-story)
Parking Ratio (sp/du)	2.0	2.0	2.0
Parking Location	Cannot be within front or side street setbacks with exceptions for lots less than 60ft without alley access.	Front-loaded garage + front setback parking spot (Alley access varies).	Two front setback parking spots. (Typically a lot with no alley access.)
Standards Potentially Applicable to ADUs			
Max. Number per Lot	1	1	1
Max. Floor Area (sq. ft.) ³	700	750-1,600	750
Max. Floor Area as % of principal structure floor area	40%	45-96%	56%
Max. ADU Lot Coverage	5%	11-12%	11%
Max. Number of Stories	Less than the principal structure up to two stories	1-2	1
Min. Front Setbacks (ft)	25 (same as zone)	25	25
Min. Side Street Setbacks (ft)	15 (same as zone)	Not tested on corner condition	Not tested on corner condition
Min. Side Setbacks (ft)	7.5 (same as zone)	7.5	7.5
Min. Rear Setbacks (ft)	10 (same as zone)	10	10
ADU Parking Ratio (sp/du)	N/A - Unclear standard	1.0-3.0	0

¹Includes all horizontal levels and garage area in calculation.²Includes accessory structures in calculation.³If test uses stacked ADU, this figure includes garage and access stair in total floor area calculation. ADU habitable area ranges from 500-750sf.

R-1-A Summarized Development Results from Prototypical Lot Testing (Continued)			
Regulatory Topics	R-1-A 60x110 Rebuild	R-1-A 75x100	R-1-A 75x100 Rebuild
Standards for Principal Structures			
Min. Lot Size (sq. ft.)	6,600	7,500	7,500
Min. Lot Width (ft)	60	75	75
Min. Lot Depth (ft)	110	100	100
Min. Lot Frontage (ft)	60	75	75
Min. Floor Area (sq. ft.) ¹	1,800	1,216	1,800
Max. Total Lot Coverage ²	25-27%	26-28%	22-23%
Min. Open Space	49-63%	47%	60-63%
Min. Front Setbacks (ft)	25	25	25
Min. Side Street Setbacks (ft)	Not tested on corner condition	Not tested on corner condition	Not tested on corner condition
Min. Side Interior Setbacks (ft)	7.5	7.5	7.5
Min. Rear Setbacks (ft)	10	10	10
Density (du/ac)	13	12	12
Height of Principal Structure(ft)	26 (two-story)	Approx. 16 (one-story)	26 (two-story)
Parking Ratio (sp/du)	2.0	2.0	2.0
Parking Location	Surface parking or garage spaces under ADU accessed off the front but not in front setback (Typically a lot with no alley access.)	Two front setback parking spots. (Typically a lot with no alley access.)	Surface parking or garage spaces under ADU accessed off the front but not in front setback (Typically a lot with no alley access.)
Standards Potentially Applicable to ADUs			
Max. Number per Lot	1	1	1
Max. Floor Area (sq. ft.) ³	750-1,600	750-1600	750-1600
Max. Floor Area as % of principal structure floor area	42-89%	62-132%	42-89%
Max. ADU Lot Coverage	11-13%	10-11%	10-11%
Max. Number of Stories	1	1-2	1-2
Min. Front Setbacks (ft)	25	25	25
Min. Side Street Setbacks (ft)	Not tested on corner condition	Not tested on corner condition	Not tested on corner condition
Min. Side Setbacks (ft)	7.5	7.5	7.5
Min. Rear Setbacks (ft)	10	10	10
ADU Parking Ratio (sp/du)	0-1.0	1.0	1.0

¹Includes all horizontal levels and garage area in calculation.

²Includes accessory structures in calculation.

³If test uses stacked ADU, this figure includes garage and access stair in total floor area calculation. ADU habitable area ranges from 500-750sf.

Conforming/
Unlikely Barrier Non-conforming/
Likely Barrier Standard Unclear
or Not Applicable

RM Summarized Development Results from Prototypical Lot Testing			
Regulatory Topics	RM Existing Standards	RM 50x135	RM 50x135 Duplex + ADU
Standards for Principal Structures			
Min. Lot Size (sq. ft.)	8,000	6,750	6,750
Min. Lot Width (ft)	60	50	50
Min. Lot Depth (ft)	100	135	135
Min. Lot Frontage (ft)	60	50	50
Min. Floor Area (sq. ft.) by multifamily unit ¹	Duplex: 1,000 per unit, Efficiency: 400, One Bedroom: 600, Two Bedroom: 900, Three Bedroom: 1,250, Four Bedroom: 1,500	Duplex unit: 648 ADU Studio option: 300 ADU 2 bedroom option: 750	Duplex unit: 1,000 ADU 2 bedroom: 750
Max. Total Lot Coverage ²	40%	24-32%	27%
Min. Open Space	Provide min. 25% of the lot of non-vehicular open space. Setbacks may be used to meet requirement.	55-58%	69%
Min. Front Setbacks (ft)	25; 30 at 3rd story	25	25 (porch encroaches 8ft)
Min. Side Street Setbacks (ft)	25; 30 at 3rd story	Not tested on corner condition	Not tested on corner condition
Min. Side Interior Setbacks (ft)	15; 30 at 3rd story	13	7.5
Min. Rear Setbacks (ft)	25	25	25
Density (du/ac)	6-12	19	19
Height of Principal Structure(ft)	35	Approx. 16 (one-story)	26 (two-story)
Parking Ratio (sp/du)	Duplex: 2.0, Efficiency: 1.0, One Bedroom: 1.5, Two Bedroom+: 2.0	Duplex: 1.0-2.0 ADU Studio option: 1.0 ADU 2 bedroom: 1.0	Duplex: 1.0 ADU 2 bedroom: 1.0
Parking Location	Anywhere; Curb cuts/access to parking area off a street should not exceed 24 ft in width.	Head-in parking or garage accessed from the alley.	Garage under ADU accessed off the alley.
Standards Potentially Applicable to ADUs			
Max. Number per Lot	1	1	1
Max. Floor Area (sq. ft.) ³	700	300-1600	1600
Max. Floor Area as % of principal structure floor area	40%	23-123%	80%
Max. ADU Lot Coverage	5%	4-13%	13%
Max. Number of Stories	Less than the principal structure up to two stories	1-2	2
Min. Front Setbacks (ft)	25 (same as zone)	25	25
Min. Side Street Setbacks (ft)	25 (same as zone)	Not tested on corner condition	Not tested on corner condition
Min. Side Setbacks (ft)	15 (same as zone)	7.5-15	7.5
Min. Rear Setbacks (ft)	25 (same as zone)	5-25	5
ADU Parking Ratio (sp/du)	N/A - Unclear standard	1.0	1.0

¹Principal structure floor area includes all horizontal levels and garages when used to calculate ADU "Max. Floor Area as % of principal structure floor area".

²Includes accessory structures in calculation.

³If test uses stacked ADU, this figure includes garage and access stair in total floor area calculation. ADU habitable area ranges from 500-750sf.

RM Summarized Development Results from Prototypical Lot Testing (Continued)		
Regulatory Topics	RM 50x135 Side Court	RM 100x135 Cottage Court
Standards for Principal Structures		
Min. Lot Size (sq. ft.)	6,750	13,500
Min. Lot Width (ft)	50	100
Min. Lot Depth (ft)	135	110
Min. Lot Frontage (ft)	50	100
Min. Floor Area (sq. ft.) by multifamily unit ¹	End unit 2 bedroom: 750 Cottage 1 bedroom: 500	Duplex end unit 2 bedroom option: 1,000 Cottage end unit 2 bedroom option: 750 Cottage 1 bedroom: 500
Max. Total Lot Coverage ²	27%	20-22%
Min. Open Space	61%	62-64%
Min. Front Setbacks (ft)	25	25
Min. Side Street Setbacks (ft)	Not tested on corner condition	Not tested on corner condition
Min. Side Interior Setbacks (ft)	7.5	7.5
Min. Rear Setbacks (ft)	5	5
Density (du/ac)	19	16-19
Height of Principal Structure(ft)	15 (one-story), 26 (two-story)	15 (one-story), 26 (two-story)
Parking Ratio (sp/du)	Cottage 1 bedroom: 1.0 Cottage 2 bedroom: 2.0	Duplex unit: 1.0 Cottage 1 bedroom: 1.0
Parking Location	Garage under end unit accessed off the alley.	Head in parking accessed off the alley.
Standards Potentially Applicable to ADUs		
Max. Number per Lot	N/A	N/A
Max. Floor Area (sq. ft.) ³	N/A	N/A
Max. Floor Area as % of principal structure floor area	N/A	N/A
Max. ADU Lot Coverage	N/A	N/A
Max. Number of Stories	N/A	N/A
Min. Front Setbacks (ft)	N/A	N/A
Min. Side Street Setbacks (ft)	N/A	N/A
Min. Side Setbacks (ft)	N/A	N/A
Min. Rear Setbacks (ft)	N/A	N/A
ADU Parking Ratio (sp/du)	N/A	N/A

- Conforming/
Unlikely Barrier
- Non-conforming/
Likely Barrier
- Standard Unclear or
Not Applicable

¹Principal structure floor area includes all horizontal levels and garages when used to calculate ADU "Max. Floor Area as % of principal structure floor area".

²Includes all structures on lot in calculation.

³If test uses stacked ADU, this figure includes garage and access stair in total floor area calculation. ADU habitable area ranges from 500-750sf.

Note: current RM standards do not regulate for multiple buildings on one site outside of accessory structures.

Development Results by Site Test

Summarized Development Results from Site Tests				
Regulatory Topics	R-1-A Existing Standards	SW 7th Avenue - SF + ADUs ¹	SW 7th Avenue - Mix of Types ¹	
Standards for Principal Structures			Single-Family	Cottage Court
Min. Lot Size (sq. ft.)	7,500	5,600-6,500	5,400	13,000
Min. Lot Width (ft)	60; 80 for corner lots	43-50	43	100
Min. Lot Depth (ft)	100	126-130	126	130
Min. Lot Frontage (ft)	60; 80 for corner lots	43-50	43	100
Min. Floor Area (sq. ft.) ²	1,000	1,500 - 1,800	1,800	500-750 per cottage
Max. Total Lot Coverage ³	N/A	31-36%	32%	21%
Min. Open Space	Provide min. 25% of the lot of non-vehicular open space. Setbacks may be used to meet requirement.	60-65%	65%	63%
Min. Front Setbacks (ft)	25	25	25	25
Min. Side Street Setbacks (ft)	15	Not a corner condition	Not a corner condition	
Min. Side Interior Setbacks (ft)	7.5 (5 for workforce housing)	7.5	7.5	7.5
Min. Rear Setbacks (ft)	10	10	10	5
Density (du/ac)	N/A	13-16	16	17
Height of Principal Structure(ft)	35	17 (one-story), 26 (two-story)	26 (two-story)	15 (one-story)
Parking Ratio (sp/du)	2.0	2.0	2.0	1.2
Parking Location	Cannot be within front or side street setbacks with exceptions for lots less than 60ft without alley access.	Garage space under unit or surface parking accessed off alley.	Garage space under unit accessed off alley.	Surface parking accessed off alley.
Standards Potentially Applicable to ADUs				
Max. Number per Lot	1	1	1	N/A
Max. Floor Area (sq. ft.) ⁴	700	500-1,600	1,600	N/A
Max. Floor Area as % of principal structure floor area	40%	33-107%	89%	N/A
Max. ADU Lot Coverage	5%	8-15%	16%	N/A
Max. Number of Stories	Less than the principal structure up to two stories	1-2	2 stories	N/A
Min. Front Setbacks (ft)	25 (same as zone)	25	25	N/A
Min. Side Street Setbacks (ft)	15 (same as zone)	Not tested on corner condition	Not tested on corner condition	
Min. Side Setbacks (ft)	7.5 (same as zone)	5	5	N/A
Min. Rear Setbacks (ft)	10 (same as zone)	5	5	N/A
ADU Parking Ratio (sp/du)	N/A - Unclear standard	1.0	1.0	N/A

¹The overall 37,189 sf parcel was divided into prototypical lots for this test. Results are provided per individual lot.

²Includes all horizontal levels and garage area in calculation.

³Includes accessory structures in calculation.

⁴If test uses stacked ADU, this figure includes garage and access stair in total floor area calculation. ADU habitable area ranges from 500-750sf.

Summarized Development Results from Site Tests (Continued)		
Regulatory Topics	RM Existing Standards	SW 7th Avenue - Pckt. Neigh.
Standards for Principal Structures		
Min. Lot Size (sq. ft.)	8,000	37,189
Min. Lot Width (ft)	60	100-206
Min. Lot Depth (ft)	100	145-280
Min. Lot Frontage (ft)	60	100-206
Min. Floor Area (sq. ft.) by multifamily unit ¹	Duplex: 1,000 per unit, Efficiency: 400, One Bedroom: 600, Two Bedroom: 900, Three Bedroom: 1,250, Four Bedroom: 1,500	Duplex unit: 1,000 Stacked 2 bedroom ADU: 750 Cottage 1 bedroom: 500
Max. Total Lot Coverage ²	40%	27%
Min. Open Space	Provide min. 25% of the lot of non-vehicular open space. Setbacks may be used to meet requirement.	61%
Min. Front Setbacks (ft)	25; 30 at 3rd story	25
Min. Side Street Setbacks (ft)	25; 30 at 3rd story	Not a corner condition
Min. Side Interior Setbacks (ft)	15; 30 at 3rd story	7.5
Min. Rear Setbacks (ft)	25	5
Density (du/ac)	6-12	19
Height of Principal Structure (ft)	35	15 (one-story), 26 (two-story)
Parking Ratio (sp/du)	Duplex: 2.0, Efficiency: 1.0, One Bedroom: 1.5, Two Bedroom+: 2.0	1.0
Parking Location	Anywhere; Curb cuts/access to parking area off a street should not exceed 24 ft in width.	Garage space under unit accessed off alley and surface parking accessed off a drive.
Standards Potentially Applicable to ADUs		
Max. Number per Lot	1	N/A
Max. Floor Area (sq. ft.) ³	700	N/A
Max. Floor Area as % of principal structure floor area	40%	N/A
Max. ADU Lot Coverage	5%	N/A
Max. Number of Stories	Less than the principal structure up to two stories	N/A
Min. Front Setbacks (ft)	25 (same as zone)	N/A
Min. Side Street Setbacks (ft)	25 (same as zone)	N/A
Min. Side Setbacks (ft)	15 (same as zone)	N/A
Min. Rear Setbacks (ft)	25 (same as zone)	N/A
ADU Parking Ratio (sp/du)	N/A - Unclear standard	N/A

Conforming/
Unlikely Barrier

Non-conforming/
Likely Barrier

Standard Unclear or
Not Applicable

Note: Both properties at SW 7th Avenue and at 1300 Lake Ida Rd used for the site tests are currently zoned as R-1-A. However, only two of the site tests used single-family and ADU buildings; the other three tests used Missing Middle Housing (MMH) building types. The site tests that used MMH types are compared to RM standards to test compliance if the parcel were to be rezoned in the future.

¹Principal structure floor area includes all horizontal levels and garages when used to calculate ADU "Max. Floor Area as % of principal structure floor area".

²Includes all structures on lot in calculation.

³If test uses stacked ADU, this figure includes garage and access stair in total floor area calculation. ADU habitable area ranges from 500-750sf.

Note: current RM standards do not regulate for multiple buildings on one site outside of accessory structures.

Summarized Development Results from Site Tests (Continued)

Regulatory Topics	RM Existing Standards	1300 Lake Ida Rd - Duplex ¹	1300 Lake Ida Rd - Fourplex
Standards for Principal Structures			
Min. Lot Size (sq. ft.)	8,000	4,400-5,000	38,550
Min. Lot Width (ft)	60	41-50	350
Min. Lot Depth (ft)	100	106.5	106.5
Min. Lot Frontage (ft)	60	41-50	350
Min. Floor Area (sq. ft.) by multifamily unit ²	Duplex: 1,000 per unit, Efficiency: 400, One Bedroom: 600, Two Bedroom: 900, Three Bedroom: 1,250, Four Bedroom: 1,500	Duplex 2 bedroom unit: 1,000 ADU 1 bedroom unit: 500 ADU 2 bedroom unit: 750	Fourplex 2 bedroom unit: 1,000 Fourplex studio unit: 500
Max. Total Lot Coverage ³	40%	35-37%	34%
Min. Open Space	Provide min. 25% of the lot of non-vehicular open space. Setbacks may be used to meet requirement.	59-62%	53%
Min. Front Setbacks (ft)	25; 30 at 3rd story	20	20
Min. Side Street Setbacks (ft)	25; 30 at 3rd story	Not tested on corner condition	20
Min. Side Interior Setbacks (ft)	15; 30 at 3rd story	7.5	7.5
Min. Rear Setbacks (ft)	25	25	5
Density (du/ac)	6-12	25-30	27
Height of Principal Structure (ft)	35	26 (two-story)	26 (two-story)
Parking Ratio (sp/du)	Duplex: 2.0, Efficiency: 1.0, One Bedroom: 1.5, Two Bedroom+: 2.0	1.0	1.0 - 2.0
Parking Location	Anywhere; Curb cuts/access to parking area off a street should not exceed 24 ft in width.	Garage under ADU accessed off Church parking lot or existing drive.	Tuck-under parking with tandem driveway spaces with access off Church parking lot.
Standards Potentially Applicable to ADUs			
Max. Number per Lot	1	1	N/A
Max. Floor Area (sq. ft.) ⁴	700	1,100-1,600	N/A
Max. Floor Area as % of principal structure floor area	40%	55-80%	N/A
Max. ADU Lot Coverage	5%	14-16%	N/A
Max. Number of Stories	Less than the principal structure up to two stories	2	N/A
Min. Front Setbacks (ft)	25 (same as zone)	25	N/A
Min. Side Street Setbacks (ft)	25 (same as zone)	Not tested on corner condition	N/A
Min. Side Setbacks (ft)	15 (same as zone)	5	N/A
Min. Rear Setbacks (ft)	25 (same as zone)	5	N/A
ADU Parking Ratio (sp/du)	N/A - Unclear standard	1.0	N/A

¹The overall 38,550 sf parcel was divided into prototypical lots for this test. Results are provided per individual lot.²Principal structure floor area includes all horizontal levels and garages when used to calculate ADU "Max. Floor Area as % of principal structure floor area".³Includes all structures on lot in calculation.⁴If test uses stacked ADU, this figure includes garage and access stair in total floor area calculation. ADU habitable area ranges from 500-750sf.

Note: current RM standards do not regulate for multiple buildings on one site outside of accessory structures.

This page intentionally left blank.

ADU + MMH Regulatory Barriers Analysis

Density standards

Key:

- No Barrier
- Indirect Barrier
- Direct Barrier

● ADU ● MMH

R-1-A does not regulate density, and the State of Florida requires that ADUs must not be counted towards density standards. As such, density is not a barrier to adding ADUs in any zone. However, the range of allowed density in RM – from 6-12 du/ac – is too low to allow many missing middle housing types which can range from 8-50 du/ac while maintaining the scale and form of a large single-unit house. The Southwest Neighborhood Overlay District increases allowed density to 24 du/ac which enables a greater variety of housing types, including many missing middle types.

In general, regulating density does not effectively control building form or design quality. Density is a simple calculation based on the lot size and number of units on it. The number of dwelling units may not correlate with the size of those units, their arrangement on the lot, or the form of the buildings within which they appear. There is a misconception that high density means big buildings, despite the fact that existing house-scale buildings can achieve relatively high densities.

Higher densities can help achieve the benefits of increased housing choices—including attainability, support for neighborhood walkability, and compatibility with context—so a thoughtful approach to regulating form, scale, and building types is more important than regulating by density standards alone.

Lot Size Standards

● Lot Area ● ADU ● MMH

Most of the lots tested did not conform to the minimum lot area standard in both R-1-A and RM zones. While this is not specifically a barrier to adding ADUs or developing MMH types, it can be a barrier to new development and affordability by limiting the number of lots available for development and/or increasing the cost for entitlements.

● Lot Width ● ADU ● MMH

The current minimum lot width for both zones is 60 feet. This is a barrier to new development since most lots in the study area are narrower than 60 feet. It also limits potential housing types that might fit on narrower lots, such as stacked duplexes.

Building Envelope Standards

● Minimum Front Setbacks ● ADU ● MMH

R-1-A and RM have front setbacks of 25 feet. This standard is in line with its context and does not present a barrier to the development of ADUs and MMH types. This standard additionally provides a predictable means to achieving open space for on-site stormwater infiltration. Complying with front and side setbacks on most lots within the project area satisfies lot coverage requirements. One consideration would be to allow encroachments into the setback for frontage types such as porches, stoops, dooryards, etc.

Minimum Side Setbacks ● ADU ● MMH

R-1-A has side setbacks of 7.5 feet. On lots 50 feet and wider this standard did not prove to be a barrier to ADU development. For the narrowest lot type, at 40 feet wide, the existing code allows for a five foot setback if building workforce housing. For market rate development on these lots, the 7.5 foot side setbacks substantially limit developable area and pose a barrier to creating more housing on these lots.

Although side setbacks were not necessarily a barrier to development on most lot types, the 7.5 foot side setback standard does disincentivize locating parking at the rear of the lot for lots without alley access. This is best practice for walkable areas where parking at the front of the lot can degrade the pedestrian environment. Coupled with the 5 foot driveway setback, nearly 25 feet in side setbacks and driveway width would be required to fit a driveway leading from the street to a parking area or garage at the rear of the lot. This represents nearly 50% of the width of most lots within the project area. This outcome is not space efficient, and degrades the quality of the public realm by altering the established rhythm of building facades. This is likely why there are many existing examples of non-conforming parking in the front setback. A solution could be removing the 5' driveway setback and requiring an overall 15-foot side setback that could be divided unevenly between each side to accommodate a driveway.

The City might also consider reducing the side setback standard for ADUs separately from the principal structure to allow greater flexibility. While side setbacks were not identified as a barrier, providing more flexibility could help support ADU development by providing landowners with more options and by making it easier to maintain a larger area of usable outdoor space at the center of the lot, rather than relatively narrow strips along the side.

The 15 foot side setback in RM poses a barrier to house-scale multi-unit missing middle types which cannot fit on the predominant lots widths within the study area while complying with this standard. This limits both the possible housing types of the principal building and the potential for ADUs on RM lots.

Key:

- No Barrier
- Indirect Barrier
- Direct Barrier

Minimum Rear Setback ● ADU ● MMH

R-1-A has a minimum rear setback of 10 feet, which did not limit the potential for ADU development. RM has an overly restrictive minimum rear setback of 25 feet. This was a barrier to ADU development because it reduced the developable area and limited the possibility of a stacked ADU with a garage below.

Even where the rear setback was not a barrier, the City might consider introducing lower setback standards for ADUs, independent of setback standards for the principal structure. Smaller setback standards could be calibrated to the smaller footprint of ADUs relative to the principal structure. This could increase flexibility of placement to enable stacked ADUs over garages or allow for more yard preserved between the principal structure and the ADU.

MMH types like cottage courts and side courts could also benefit from independent setback regulations since they involve multiple primary buildings which could be placed further back in the lot than typical conditions.

Maximum Lot Coverage ● ADU ● MMH

R-1-A does not have a maximum lot coverage standard and instead regulates through a minimum of 25% open space. This is important to ensure sufficient open space for stormwater infiltration, and was not a barrier to ADU development. RM has a 40% maximum lot coverage which all scenarios tested fell comfortably under. This was not a barrier to ADUs or MMH types.

Key:

- No Barrier
- Indirect Barrier
- Direct Barrier

Floor Area ● ADU ● MMH

For ADUs, there are three standards regulating the maximum floor area across both zones. Standards for guest cottages and/or accessory structures establish a maximum floor area as follows:

- 1/20th of the lot area
- 40% of the floor area of the principal structure
- 700sf.

1/20th of 7,500sf (the minimum lot size in R-1-A) allows for only 375sf of floor area. This limits ADU potential and could only accommodate very compact studios. Most scenarios tested exceeded the 40% of the principal structure standard. Lot tests with a one story principal structure and an ADU stacked over a garage had percentages as high as 132% (using the LDR floor area definition to include all horizontal levels and garage space). This standards incentivizes the primary structure to be larger to accommodate a larger ADU, which affordable development. It also highlights that the accessory structure and the ADU itself might need separate regulations. Lastly, any unit over a one-bedroom will exceed the 700 square foot blanket maximum (for example, the two-bedroom unit used for the lot tests was 750sf). This limits the potential for different unit types.

For the principal structure, 1,000 feet is required for R-1-A. Minimum floor area varies by unit type for RM. These minimums may be high, especially if trying to enable affordable/workforce development in the area. This is not a barrier to ADU development but it does limit the potential for certain missing middle housing types, such as the cottages used in the alternative scenarios, which house 500sf one bedroom units in each cottage.

Maximum Height ● ADU ● MMH

The height maximum for both R-1-A and RM is 35 feet and Accessory Structures are limited to less than the principal structure, up to two stories. Most of the development in the study area tends to be one story tall, which means no stacked ADUs over garages would be possible under this standard. Given that configurations where the ADU is located above a garage or parking area is necessary to accommodate parking requirements for many of the lot types tested, limiting ADUs to only one story would pose a barrier in many situations. If the regulations only applied to the habitable area of the ADU, rather than the entirety of the accessory structure within which the ADU use is located, it would not present a barrier.

Parking Standards

● ADU ● MMH

The minimum parking requirement for R-1-A at 2.0 spaces per unit is too high if ADUs are expected to also meet this ratio. Many existing lots park the cars within the front setback, despite prohibitions against this in the zoning code. The parking standards for RM vary based on unit size, which is a reasonable approach for multifamily development where not all units are the same. However, current standards which start at 1.0 per unit for an "efficiency" studio and go up to 2.0 for unit with 2 or more bedrooms may be too high and can pose a barrier to MMH and ADU development.

Parking requirements often force the ADU to go to two stories to allow for parking on the ground floor. This compromises accessibility for people with limited mobility, so there is a trade-off between getting more parking and creating opportunities to meet the housing needs of people with limited mobility through ADUs. This is especially important if the ADUs will be used for aging in place or as a strategy for senior housing which are relevant issues highlighted by the City.

Alley-loaded lots tend to accommodate parking more easily, especially for R-1-A where parking in the front setback is not permitted. The City's initiative to pave and improve alleys across the study area will create more opportunities for ADUs and MMH because they will be easier to park.

Housing Types

● ADU ● MMH

R-1-A does not allow any multifamily building types. The City could consider allowing lower-intensity MMH types such as duplexes, triplexes, and cottage courts, which fit well in single-family neighborhood contexts.

RM allows for multifamily but does not indicate expected building types and forms. Additional massing and composition standards for individual building types may help to better articulate the building form expected in each zone.





CHAPTER

4

Draft Amendments + Potential Impacts

In this chapter

Draft Amendments to Land Development Regulations	60
R-1-A Single Family Residential District	62
RM Medium Density Residential District	63
Accessory Dwelling Unit Standards	64

Draft Amendments to Land Development Regulations

Overview

The proposed draft amendments to the Land Development Regulations (LDR) in this section are based on the lot testing analysis, regulatory barriers analysis, and our team's industry expertise on ADUs and missing middle housing (MMH). Additionally, we reviewed regulatory precedents for ADUs at a state-wide level through Florida's ADU Guidebook and at a local level from nearby communities like Miami and West Palm Beach. Our holistic understanding of these policies complemented and grounded our team's expertise in Delray Beach's local context.

Even though this study primarily focuses on ADUs, this section provides amendments for standards that affect the principal structure building envelope for both R-1-A and RM zones and lays out separate, independent ADU standards. By amending standards for the principal structure to meet general best practices for walkable places, the City can create a more walkable neighborhood, making it more supportive of ADUs and MMH.

ADUs

Our recommendations focus on regulations that not only enable ADUs but also encourage and support their development by establishing predictable, context-based building form standards. The following section on Impact Analysis on Population + Parking expands on California's regulatory journey to promote ADU production and the lessons learned for other States and jurisdictions as they take on the challenge. Developing regulations that account for proven direct and indirect barriers ensures a successful zoning reform.

MMH

Our lot testing analysis included a light study on the potential for duplexes and cottage courts, two low-intensity MMH types that work well in single-family contexts, but the City could explore many other MMH types. The following recommendations are calibrated to accommodate stacked and side-by-side duplexes in both the R-1-A and RM zones, but to enable cottage courts, additional building and site design standards would be required. To get the City started on creating predictable building forms in each zone, we are recommending new standards to regulate the maximum building width and depth in each zone. As the city pursues enabling additional MMH types, these standards would need to be calibrated to different building types.

Existing Terms + Definitions in the LDRs Relevant to ADUs

The following definitions do not need to be updated to allow ADUs, however similarities between these and terms specific to ADUs could result in some confusion. Additional clarification may be necessary.

Accessory Building Structure, or Use: A building, structure, or use on the same lot with, and incidental and subordinate to, the principal building, structure, or use.

Dwelling Unit: One or more rooms connected together, designed to be occupied by one family, constituting a separate, independent housekeeping establishment and physically separated from any other dwelling unit which may be in the same structure, and which contains independent sanitation, living, cooking and sleeping facilities.

Garage Apartment: A dwelling unit in an accessory building which contains an enclosed space for one (1) or more motor vehicles; and which dwelling unit is for occupancy by permanent residents. However, habitation as a non-permanent residence is allowed on a one-time basis per annum for an annual/seasonal tenancy.

Guest Apartment: A room or suite of rooms which is part of the main structure, and is intended to be occupied as the home or residence of the immediate family.

Guest Cottage: An accessory building used exclusively for housing members of the family occupying the principal dwelling, their nonpaying guests, paying guests at a Bed and Breakfast Inn, or persons employed for service on the premises. A Guest Cottage shall consist of no more than one dwelling unit and may be affixed to an accessory structure.

Guest House. A dwelling containing rooms which are rented for the temporary care or lodging of transients and travelers, and advertised as such to the general public GUEST HOUSES are prohibited."

Guest Unit: A dwelling unit which is located within a single family dwelling. A Guest Unit may only be occupied by members of the immediate family of the occupants of the single family dwelling or occupied by persons employed for service on the premises.

Recommended Additions to Definitions

Accessory Dwelling Unit (ADU): A Dwelling Unit that is accessory to the primary dwelling(s) on a lot for occupancy by permanent residents. Habitation as a non-permanent residence is allowed on a one-time basis per annum for an annual/seasonal tenancy.

Junior Accessory Dwelling Unit (JADU): A Dwelling Unit no larger than 500sf, contained entirely within the primary dwelling. The JADU must include a kitchen or kitchenette, and may share sanitary facilities with the primary dwelling. The JADU or primary unit must be owner-occupied and must be accessible independent of the primary dwelling via an exterior entrance.

Detached Accessory Dwelling Unit: An Accessory Dwelling Unit that shares no walls with the primary dwelling and which is accessible via an independent entrance, separate from the primary dwelling. A Detached Accessory Dwelling Unit may be connected to the primary dwelling via a covered walkway.

Attached Accessory Dwelling Unit: An Accessory Dwelling Unit that shares one or more walls with the primary dwelling and which is accessible via an independent entrance, separate from the primary dwelling. There is no direct access between the interior spaces of the Attached Accessory Dwelling Unit and the primary dwelling.

R-1-A Single Family Residential District

Many existing lots fail to satisfy minimum lot width standards, reducing the number of lots where development can happen without the need for a waiver. Reduction to 50' better matches existing lot patterns.

Min. Floor Areas can be a barrier to attainable housing. Florida Building Code sets a minimum of 220 sq. ft. based on health and safety.

This will maintain current building spacing patterns but allow for a driveway down the side of a lot for blocks without alley access.

As setbacks are relaxed, additional regulating elements such as building width and depth can help manage the scale of the resultant building footprint. If allowing MMH, additional calibration is needed for other types such as courtyards and large multiplexes.

Standards for Principal Structure		
R-1-A Single Family Residential District	Existing Standards	Recommended Amendments
Min. Lot Size (sq. ft.)	7,500	None
Min. Lot Width (ft)	60; 80 for corner lots	50; keep exception for workforce housing at 40
Min. Lot Depth (ft)	100	No change
Min. Lot Frontage (ft)	60; 80 for corner lots	Calibrate with Lot Width standards
Min. Floor Area (sq. ft.)	1,000	Remove; Defer to Florida Building Code
Max. Total Lot Coverage	N/A	No change
Min. Open Space	Provide min. 25% of the lot of non-vehicular open space. Setbacks may be used to meet requirement.	Keep; Open space should be satisfied within a single contiguous open space
Min. Front Setbacks (ft)	25	Keep; Allow encroachment (consider 10 ft) into setback for frontage types (porch, stoop, etc.)
Min. Side Street Setbacks (ft)	15	Keep; Allow encroachment (consider 10 ft) into setback for frontage types (porch, stoop, etc.)
Min. Side Interior Setbacks (ft)	7.5	Meet an overall of 15 ft split between both sides with a minimum of 5 ft per side
Min. Rear Setbacks (ft)	10	No change; Consider individual reduced standard for Cottage Court type
Max. Building Width	Not regulated	48
Max. Building Depth	Not regulated	40
Density (du/ac)	N/A	No change
Height (ft)	35	No change
Parking Ratio (sp/du)	2.0	Reduce to 1.0
Parking Location	Cannot be within front or side street setbacks with exceptions for lots less than 60ft without alley access. Driveways must be setback 5 ft from the property line.	Change exception to lots with no alley access that cannot fit a drive down that side to place parking in rear; Remove driveway setback; Add 5 ft rear parking setback from alley easement to guarantee enough backout space from parking spaces

RM Medium Density Residential District

Standards for Principal Structure		
RM Medium Density Residential District	Existing Standards	Recommended Amendments
Min. Lot Size (sq. ft.)	8,000	None
Min. Lot Width (ft)	60	50; keep exception for workforce housing at 40
Min. Lot Depth (ft)	100	No change
Min. Lot Frontage (ft)	60	Calibrate with Lot Width standards
Min. Floor Area (sq. ft.)	Duplex: 1,000 per unit Efficiency: 400 One Bedroom: 600 Two Bedroom: 900 Three Bedroom: 1,250 Four Bedroom: 1,500	Remove; Defer to Florida Building Code
Max. Total Lot Coverage	40%	No change
Min. Open Space	Provide min. 25% of the lot of non-vehicular open space. Setbacks may be used to meet requirement.	No change
Min. Front Setbacks (ft)	25; 30 at 3rd story	Keep; Allow encroachment (consider 10 ft) into setback for frontage types (porch, stoop, etc.)
Min. Side Street Setbacks (ft)	25; 30 at 3rd story	Reduce to 15; Allow encroachment (consider 10 ft) into setback for frontage types (porch, stoop, etc.)
Min. Side Interior Setbacks (ft)	15; 30 at 3rd story	Meet an overall of 15 ft split between both sides with a minimum of 5 ft per side
Min. Rear Setbacks (ft)	25	10
Max. Building Width	Not regulated	50
Max. Building Depth	Not regulated	60
Density (du/ac)	6-12, density requirement waived for ADUs	Replace density with Sliding Scale FAR
Height (ft)	35	No change
Parking Ratio (sp/du)	Duplex: 2.0 Efficiency: 1.0 One Bedroom: 1.5 Two Bedroom+: 2.0	Reduce to 1.0 or provide parking reductions for certain cases
Parking Location	Anywhere; Curb cuts/access to parking area off a street should not exceed 24 ft in width.	Keep only for non alley-access lots; Add 5 ft rear parking setback from alley easement to guarantee enough backout space from parking spaces

Many existing lots fail to satisfy minimum lot width standards, reducing the number of lots where development can happen without the need for a waiver.

Reduction to 50' better matches existing lot patterns.

Current setbacks for RM are larger than R-1-A even though similar lot patterns and scale of buildings are found in both. Reducing setbacks to match R-1-A will enable MMH and ADUs without compromising neighborhood scale.

Sliding Scale FAR calibrates the maximum FAR to the number of units on the parcel. For example, a fourplex would receive a higher FAR allowance than a single-unit building, providing an incentive for MMH and a greater variety of unit sizes at different price points.

Accessory Dwelling Unit Standards

Standards Potentially Applicable to ADUs		
	Existing Standards	Recommended Amendments
Allowed Residential Uses	"Guest Cottage"	JADU, Attached ADU and Detached ADU
Location	Not regulated	ADU must be located behind the front facade of the principal structure and/or behind the street-facing facade for corner lots
Max. ADUs per lot	1	1 ADU + 1 JADU
Max. Floor Area (sq. ft.)	700	JADU: 500 Studio/one bedroom: 850 2 bedroom+: 1,000
Max. Floor Area as % of principal structure	40%	Remove standard
Max. ADU Lot Coverage	5%	Remove standard
Min. Floor Area	Not regulated	Defer to Florida Building Code
Max. Number of Stories	Less than the principal structure, up to 2 stories	2 Stories
Max. Height (ft)	Not regulated	To highest eave: 20 To highest roof peak: 26
Min. Front Setbacks (ft)	Same as zone	Refer to ADU Location standard
Min. Side Street Setbacks (ft)	Same as zone	Refer to ADU Location standard
Min. Side Interior Setbacks (ft)	Same as zone	5
Min. Rear Setbacks (ft)	Same as zone	5
Min. Setback from Principal Structure	Not regulated	10
ADU Entrance Requirements	Not regulated	ADUs must have their own entrance separate from the principal structure. Provide pedestrian access to a front or side street and to parking space, as provided
ADU Parking Ratio (sp/du)	Unclear applicability of standard	1.0 parking space per unit; waive for workforce and affordable

Standards Potentially Applicable to ADUs (Continued)

	Existing Standards	Recommended Amendments
Required Facilities	Not regulated	ADUs must have living, sleeping, bathroom, eating, and cooking facilities
Design Standards	Structures over 350 sq. ft. must be designed with a similar style as the main structure including door detailing + must have foundation landscaping and no blank walls if visible from ROW	Separate design guidelines document on key features like access to unit, privacy, quality of life and site design for the ADU

JADUs can typically share a bathroom with the principal structure if it can be accessed through a public room such as a living room.

The following are additional design considerations. These could be incorporated as standards or guidelines for ADU design.

Access to Unit

- Provide shortest, clear, and obvious pedestrian connection to sidewalk/street
- Provide shortest, clear, and obvious pedestrian connection to parking area
- Consider route of access and interior spaces that are accessible to people with limited mobility
- Design for universal access, providing access to all people to the greatest extent possible, especially if to be used for aging in place

Privacy

- Locate windows and doors away from primary residence and neighbors to maximize privacy
- Use skylights, light tubes, and clerestory windows to provide light and air without compromising privacy
- Determine the privacy level for outdoor spaces – Should the ADU and primary

residence share an outdoor space or should it be separated?

- Consider landscaping buffers such as trees or hedges as privacy screens and to absorb noise

Quality of Life

- Locate windows to maximize light and airflow
- Maximize efficiency of closets and cabinets to accommodate storage needs in a small space
- For JADUs and Attached ADUs, place compatible activities on either side of shared walls to avoid noise pollution between units (for example, kitchen or bathroom should avoid sharing wall with bedroom)

Site Design

- Consider access to laundry facilities, either within the unit or shared with the primary residence, as exists.
- Consider building placement and unit layout relative to location of existing utilities (such as water, sewer and electricity)
- Consider providing private open space in backyard for tenants living in a backyard ADU





CHAPTER

5

Further Considerations

In this chapter

Financial Impacts Analysis	68
Impact Analysis on Population + Parking	70
Considerations for Policies Related to ADUs	72

Financial Impacts Analysis

Key financial impacts and benefits of ADU development beyond expected construction costs:

Financial Impacts

- Higher property taxes
- Development impact fees
- Higher insurance premiums
 - Homeowners Insurance
 - Flood Insurance
- Additional insurance requirements if renting
 - Landlord Insurance
 - Liability Insurance

Financial Benefits

- Opportunity to earn supplemental income for homeowners through long-term rental agreements/programs
- Builds equity
- Does not require purchase of new land or development of new infrastructure
- Potential to use standard building materials, which may be sourced from local vendors or use prefabricated units and/or modular units which can reduce construction costs

Impacts of Property Taxes

Property taxes in Florida can be higher than other states where ADUs are growing in popularity. For example, California has lower property taxes but has an income tax. Florida property taxes are based on the market value of a property which is assessed yearly. **Since Florida reassesses the value every year adding an ADU to the property might result in a substantial tax increase¹.** Florida's Save Our Homes exemption caps property tax assessments to a yearly 3% increase for those who qualify for a homestead exemption¹. This can alleviate the increase in property taxes from an addition of an ADU, but further study would be beneficial to understand how ADUs would be assessed in Florida.

Impacts on Insurance Premiums

ADUs are slowly being legalized in municipalities, so legal ADUs are not necessarily common and as such the insurance industry has not developed specific policies for this relatively rare type. Additionally, the insurance landscape is rapidly evolving to accommodate changes in climate-related risk, so as the City develops ADU policies, this is an important topic to keep an eye on.

With that in mind, adding an ADU might affect three key types of insurance in a Florida context: homeowner's, flood, and tenant or business liability (if the ADU is being rented or used for a home office).

¹SmartAsset Advisors. "Florida Property Taxes." SmartAsset Tax Calculator.

Homeowner's insurance will likely increase because the property will have an additional dwelling unit, increased built square footage, and a higher property value^{2,6,7}. It is up to individual households to contact their insurance company to confirm what is covered and if an additional plan is needed for the ADU.

Flood insurance is critical because Florida is especially susceptible to flooding events precipitated by strong tropical storms, hurricanes, and sea level rise. FEMA currently defines "accessory structures" to be covered under the National Flood Insurance Program (NFIP) if built to meet the stated regulations, but does not define or differentiate ADUs from other accessory uses³. NFIP does have regulations for residential "additions"

requiring them to meet certain new construction requirements to qualify for insurance⁴, which has the potential to impact the construction costs of the ADU and increase flood insurance premiums. However, further study is required on a case-by-case basis to see how this translates to different types of ADUs (JADUS, attached and detached) and their effects on individual insurance plans.

Tenant liability insurance is needed, if the ADU is likely to be rented, to help the homeowner cover legal and medical expenses if someone is injured on their property^{3,5,6}. Similarly, if the ADU is used for a home office, **business liability insurance** makes up for additional risk. Sometimes these can be acquired as part of a homeowner's insurance plan^{3,6,7}.

Case Study

According to Trulia data compiled by Porch Research, the average price of a home in West Palm Beach, FL is \$310,000, but the **value increases 142% to \$749,000 for homes with ADUs¹**.

This represents a major gain in home equity, but can have substantial tax implications. The study also showed that only 1% of the property listings had ADUs and that cities with more ADU production had a lower disparity between home values of properties with and without ADUs².

¹Porch Research Team. 7 September 2021. "2021 Study: How Much Value Do Granny Flats and other Accessory Dwelling Units Add to a Home?" Porch.com

²Mercury Team. 18 April 2024. "ADUs and Home Insurance: What You Need to Know to Protect Your Investment." Mercury Insurance.

³FEMA Accessory Structure Definition: "An accessory structure is a structure which is on the same parcel of property as a principal structure and the use of which is incidental to the use of the principal structure. For example a residential structure may have a detached garage or storage shed for garden tools as accessory structures. Other examples of accessory structures include gazebos, picnic pavilions, boathouses, small pole barns, storage sheds, and similar buildings. National Flood Insurance Program (NFIP) regulations for new construction generally apply to new and substantially improved accessory structures."

⁴FEMA. "Unit 8 Substantial Improvement and Substantial Damage." National Flood Insurance Program.

⁵Avetisyan, Argi. 12 July 2024. "Understanding Accessory Dwelling Units in Florida." GatherADU.

⁶Platinum One. 15 May 2024. "The ADU Impact Home Insurance." Homeowner's Insurance, Personal Insurance. Platinum One Insurance Agency.

Impact Analysis on Population + Parking

Potential ADU uptake based on California precedent

In 2016, California made a sweeping reform on ADU laws permitting ADUs in all single-family zoning districts. Then, the state spent the next 8 years fine-tuning the laws to streamline the permitting process and make ADUs attainable for all¹. In 2018, according to HDC data analyzed by California YIMBY, less than 9,000 ADUs were permitted statewide, and only about 3,000 were built². Zoning reform to allow ADUs is only the first step to enabling and encouraging ADUs in your community. California, and likely so will many other states, faced decades of state and local policies that generated obstacles to housing development that had to be undone for ADU production to kick off (this includes explicit barriers like ADU bans as well as indirect barriers like discretionary reviews, impact fees, and parking minimums)¹. In 2023, following multiple state laws intending to create a standardized framework for ADU permitting, over 25,000 were permitted statewide, and over 22,000 were built³. By 2022, about one in five homes being permitted in California were ADUs².

Studies by the University of California, Berkeley's Center for Housing Innovation, and Center for Community Innovation show that socioeconomic and racial disparities were another challenge to implementing ADUs to their full potential as an affordable alternative⁴⁻⁶. ADUs have a high upfront cost that is difficult to finance. These studies focused on southern California and the Bay Area, where most ADU production occurs, and showed that the median construction cost of an ADU was \$150,000⁴. They found that more affluent areas are more likely to obtain permits and follow the ADU building project through completion⁵. An additional key finding was that lower-income households were more likely to have long-term tenants instead of short-term rentals like Airbnb but had the least access to financing to build an ADU⁴. This shows that providing financing for low-income households to build ADUs has the double benefit of helping the homeowner and increasing the number of long-term housing units. To improve affordability, any ADU reforms should be paired with subsidy and financing programs from federal, state, or local governments.

¹Schuetz, Jenny and Eve Devens. 21 August 2024. "California's Decade-Long Effort to Legalize ADUs Offers Lessons for Other US States and Regions." *Brookings*.

²Gray, M. Nolan. 2024. "CALIFORNIA ADU REFORM: A RETROSPECTIVE - How YIMBYs Helped Kick Off a California Building Boom." *California YIMBY Education Fund*.

³Wild, Scott. 9 August 2024. "ADUs Gain Traction But Do Little To Help Housing Crisis." *John Burns Research & Consulting*.

⁴Chapple, Karen, Dori Ganestos, and Emmanuel Lopez. 22 April 2021. "Implementing the Backyard Revolution: Perspectives of California's ADU Owners." *UC Berkeley Center for Community Innovation*.

⁵Chapple, Karen, David Garcia, Eric Valchuis, and Julian Tucker. August 2020. "Reaching California's ADU Potential: Progress to Date and the Need for ADU Finance." *Terner Center and Center for Community Innovation Report*. UC Berkeley Terner Center for Housing Innovation and Center for Community Innovation.

Another key element with which California complements its ADU reform is ADU guidebook materials at the state and local levels to help educate homeowners about the possibilities and processes of adding an ADU to their property. The Napa Sonoma ADU Center's recent study on Hispanic and Latino homeowners interested in building ADUs in Napa and Sonoma counties would have substantially benefited from translated resources^{6,7}.

What we can learn from California is that simply allowing ADUs is not enough to get traction going. Establishing a straightforward permitting process, regulating ADU development with realistic and flexible standards, providing financing programs and developing educational and guiding materials for community members are key pieces of the puzzle.

Parking Impacts

ADU development faces many obstacles, one of which is strict parking mandates, such as requiring off-street parking for the ADU or providing parking replacement when parking is eliminated to build an ADU⁸. At the same time, the fear of

exhausting the existing parking supply is one of the most common concerns cited by neighborhoods in opposition to ADU development⁸.

Unfortunately, residential parking standards tend not to be based on any substantial evidence of realistic parking demand in the area⁹. A study on ADUs and parking in Sacramento, CA shows that single-family neighborhoods tend to have surplus parking spaces that can accommodate additional ADU parking without regulations for ADU parking minimums⁸. Their findings showed that the average single-family property in Sacramento had 1.6 surplus parking spaces when counting on and off-street parking, which would easily accommodate the average ADU tenant's vehicle⁸. Because Delray Beach has more limited access to on-street parking, there is more justification for requiring a 1.0 parking ratio for ADUs to avoid parking overspilling onto unwanted areas such as the bioswales.

⁶Greenberg, Julia, Hannah Phalen, Karen Chapple, David Garcia, and Muhammad Alameldin. August 2022. "ADUs for All: Breaking Down Barriers to Racial and Economic Equity in Accessory Dwelling Unit Construction." *Terner Center and Center for Community Innovation Report*. UC Berkeley Terner Center for Housing Innovation and Center for Community Innovation.

⁷Guzmán, J., and R. Schomp. 2022. "Casitas Para Más Vecinos/House ofs for More Neighbors: Accessory Dwelling Units and Latino/x Homeowners in Napa and Sonoma Counties." *Napa Sonoma ADU*.

⁸Volker, Jamey M. B., and Calvin G. Thigpen. "Not Enough Parking, You Say? A Study of Garage Use and Parking Supply for Single-Family Homes in Sacramento and Implications for ADUs." *Journal of Transport and Land Use* 15, no. 1 (2022): 183–206. <https://www.jstor.org/stable/48719769>.

⁹Guo, Z., Rivasplata, C., Lee, R., Keyon, D., & Schloeter, L. 2012. "Amenity or necessity? Street standards as parking policy" (MTI Report 11-23). San Jose, CA: Mineta Transportation Institute, San Jose State University.

Considerations for Policies Related to ADUs

ADU Policies

While this report focuses on spatial feasibility and zoning and design considerations, additional policies and programs may be needed to maximize the benefit ADUs can provide to residents in the West Atlantic Northwest and Southwest Neighborhoods in Delray Beach.

Benefits and costs associated with each of the following policies are summarized on the next page. Not all of the listed policies and programs may be appropriate or feasible in Delray Beach, so careful consideration of the trade-off between costs and benefits of each should be undertaken at a greater level of detail than

what is possible within the scope of this report. Some policies and programs to consider include:

- Deed Restrictions with Incentives
- Subsidized Loans
- Tax Breaks
- Fee Relief/Waivers
- Owner-Occupancy Requirement
- Pre-Approved Plans
- Allow Sale of ADU Independent of Primary Dwelling Through Lot Split
- Limit/Regulate Short-Term Rentals in ADUs

Policies and Programs for ADUs			
Policy	Benefit	Cost/Risk	Examples
Deed Restrictions with Incentives	Ensures that ADUs provide affordable housing for a set period of time, regardless of changes in ownership or tenancy. Incentives partially compensate for potential loss of profit due to deed restriction.	Incentives are insufficient to overcome loss of potential profit due to deed restriction.	San Diego, CA: allows for additional or larger ADUs so long as they are deed restricted affordable for 15 years ¹ .
Subsidized Loans	Reduces barrier to constructing an ADU for individuals who do not qualify for unsubsidized loans, or who cannot afford the cost of interest associated with an unsubsidized loan.	Cost associated with securing and administering subsidy funds.	Long Beach, CA: forgivable loans provided to low- and moderate-income homeowners who rent ADUs to income-qualified individuals for at least five years. ²
Tax Breaks	Offsets the cost associated with ADU construction, potentially encouraging construction of more ADUs and reducing rental prices.	Loss of tax revenue.	Austin, TX: exploring impacts of tax breaks for homeowners who build ADUs as affordable housing ³ .
Fee Relief/Waivers	Reduces cost to build, potentially encouraging construction of more ADUs and reducing rental prices.	City departments are unable to recoup administrative costs and may have fewer resources to mitigate impacts.	Portland, OR: Construction fees waived if ADU is rented at affordable rates for at least 10 years after construction. ⁴
Owner-Occupancy Requirement	Reduces potential for speculative development and/or demolition of existing housing.	May limit the number of ADUs that get built by restricting better-capitalized speculative investors from constructing ADUs. Reduces flexibility for homeowners.	Nassau County, FL: homeowner required to reside in either the primary residence or Accessory Dwelling Unit. ⁵
Pre-Approved Plans	Reduces cost of entitlement, potentially encouraging construction of more ADUs and reducing rental prices.	City must develop pre-approved plan set(s).	Orange County, FL: the County provides pre-approved building sets for a variety of housing types, including ADUs. ⁶
Allow Sale of ADU Independent of Primary Dwelling Through Lot Split	Increases opportunity for building equity through home ownership and allows ADU builder to recoup their investment and get access to liquidity.	Potential fracturing of lot patterns. Potential need to update zoning code and other policies and standards to accommodate smaller lot.	Orlando, FL: Allows for lot splits to facilitate sale of ADU so long as resulting lot meets standards. ⁷
Limit/Regulate Short-Term Rentals in ADUs	Makes dwellings available for long-term residents, helping to provide more housing options.	Limits potential for income from short-term rentals that can help defray owner's costs.	Various examples across Florida.

1 <https://www.sdhc.org/wp-content/uploads/2022/04/ADU-Bonus-Program-Quick-Facts.pdf>

2 <https://longbeach.gov/lbcd/hn/aduloloan/>

3 <https://www.austintexas.gov/edims/pio/document.cfm?id=362691>

4 <https://www.portland.gov/ppd/residential-permitting/adu-sdc-waiver#:~:text=The%20ADU%20SDC%20waiver%20program%20provides%20an%20incentive%20to%20build,to%2Dmonth%20basis%20or%20longer>

5 https://library.municode.com/fl/nassau_county/codes/code_of_ordinances?nodeId=APXALADECO_ORDINANCE_NO._97-19_NASSAU_CO_FLORIDA_ART28SURE_S28.15ACUSS

6 <https://www.ocfl.net/PlanningDevelopment/ReadySetOrange.aspx>

7 <https://www.orlando.gov/Building-Development/Permits-Inspections/Other/Accessory-Dwelling-Units#section-6>

