



THE CITY OF SAN DIEGO
REPORT TO THE CITY COUNCIL

DATE ISSUED: June 21, 2007 REPORT NO: 07-115
ATTENTION: Council President and City Council
Docket of July 9, 2007
SUBJECT: Amendments to Address "Mini Dorms" and Preserve Character of
RS Zones
REFERENCES: Reports 07-048, 06-180, and 06-158

REQUESTED ACTION:

Amend the land development code to limit lots less than 10,000 square feet in single dwelling unit-residential (RS) zones to a maximum of 6 bedrooms, with surface parking for a maximum of 4 vehicles; require one parking space per bedroom and limit garage conversions for units with 5 bedrooms or more in campus impact areas; reduce the driveway width to 12 feet in campus impact areas; and create minimum single dwelling unit parking design regulations citywide, in an effort to maintain the character of single dwelling unit neighborhoods.

STAFF RECOMMENDATION:

Introduce and adopt ordinance amending the Land Development Code and Local Coastal Program and adopt Resolution certifying Addendum No. 129501 to EIR No. 96-0333.

SUMMARY:

"Mini dorms" are single dwelling units occupied by multiple adult tenants, which are difficult to regulate due to state and federal laws. Disturbance issues have been the main problems associated with mini dorms. In response, fines were recently increased in an effort to recover costs for repeat disturbance violations through a more aggressive code compliance program, a trial police administrative citation program was started, and an improved Community Assisted Party Program (CAPP) was created to address chronic party houses.

More recently, new development has contributed to the mini dorm problem by increasing the number of bedrooms within existing dwelling units to create more than six bedrooms in a unit with accessory parking that resembles a parking lot. To prevent this type of inconsistent development in single family areas, amendments are proposed to limit the number of bedrooms on smaller lots; limit hardscape areas for vehicular use; require additional parking per bedroom and limit garage conversions in campus impact areas; and modify single dwelling unit parking regulations. The amendments are expected to reduce the prevalence of problem mini dorms, while still allowing for property owners to develop single dwelling units consistent with the character of the RS zones. In addition to City efforts, cooperative participation by responsible tenants, landlords, property owners, and local colleges and universities will be necessary to enforce reasonable tenant occupancy per dwelling unit, reduce the number of disturbance incidents, and hold violators accountable. Future policy discussion is expected to occur via the Land Use and Housing Committee to evaluate the effectiveness of the enforcement programs and code amendments, and determine whether additional solutions are necessary.

ENVIRONMENTAL IMPACT:

The City of San Diego as Lead Agency under CEQA has reviewed and considered Addendum No. 129501 to Environmental Impact Report No. 96-0333 (Land Development Code EIR) dated June 5, 2007, covering this activity.

BACKGROUND:

The issue of how to regulate single dwelling units with multiple adult tenants has been a concern within the City for over 20 years due to associated disturbance and nuisance problems, especially in zones where such units are over-concentrated in a single neighborhood. On May 26, 1987, the City adopted the Single Family Rental Overlay Zone, which was followed by the One-Family Dwelling Rental Regulations, adopted on June 3, 1991. Both ordinances were legally challenged by the College Area Rental Landlord Association (CARLA), and were repealed December 9, 1997 after being declared unconstitutional by the courts. Since that time, the City has struggled with how to address the issue at the local level due to constraints at the state and federal levels that do not allow for renters and owners occupying properties that are similarly situated to be regulated differently. The resulting legal opinion suggested that the City can enforce different development standards (such as parking requirements) upon a particular geographic area as long as they are applied equally to similarly situated properties.

The City currently utilizes parking regulations including parking permit districts and a parking impact overlay zone. In campus impacted neighborhoods where availability of on-street parking is of primary concern, parking permit districts have been created as an additional tool to preserve on-street parking. Permit District B (SDSU) and Permit District E (Mesa College) are examples. The parking impact overlay zone was created to require supplemental parking in areas that have parking impacts, including beach impact areas (Map C-731) and campus impact areas (Map C-795). Historically, beach impact areas have been regulated by different policies than campus impact areas. Many beach impact policies were imposed by the Coastal Commission through the local coastal program amendment process to preserve on-street and off-street parking. To the contrary, campus impact areas were created with the intention of restricting new development of single dwelling units with five or more bedrooms in an effort to address the mini dorm issue as early as 1989 (O-17343) and more recently, as part of the Land Development Code effective in 2000. The campus impact area as mapped on C-795 applies to single family neighborhoods surrounding SDSU, UCSD, and USD, where single dwelling units with five or more bedrooms are required to provide one additional parking space per bedroom or one space per added bedroom, whichever is less.

A number of questions have been raised regarding applicability of the parking requirement in the campus impact areas. Development Services issued a report to the Mayor and Council (06-158) clarifying the Department policy regarding the defined term "bedroom". The report clarified that for all permit applications after October 25, 2006, any room that can be used for sleeping and contains a door (or opening of standard door width) that separates it from the kitchen, living room, hallway or bathroom will be determined to be a bedroom, and will require parking within the campus impact areas in accordance with Section 142.0520.

The majority of mini dorm complaints are related to tenant behavior in violation of existing codes such as noise, trash, parties, and threats/intimidation. In response to community concerns, Council District Seven (which represents the communities surrounding SDSU) scheduled a "Mini Dorm Community Forum" on September 19, 2006, which was followed by two Land Use and Housing Committee hearings (November 29, 2006 and March 7, 2007) where potential solutions were discussed. Solutions included amending the Land Development Code, improving the CAPP program, approving a trial Mid-City administrative citation program, and supporting the proposal by SDSU to add a code enforcement representative to their staff. (See Attachment 1 for additional information on enforcement efforts to address tenant behavior.)

The Land Use and Housing Committee specifically requested the code be amended to:

- Reduce the amount of hardscape permitted within the front yard,
- Reduce the campus impact area parking threshold to four bedrooms to further restrict bedroom additions in existing structures,
- Require a minimum of two enclosed parking spaces in campus impact areas, and
- Modify the minimum parking design requirements to ensure proposed spaces are functional and minimize negative impacts on adjacent developments.

The Mayor and Council have been especially frustrated to discover the mini dorm development market has been escalating and has expanded from the College Area surrounding SDSU into other areas of the City. One developer in particular purchased approximately 80 properties in single dwelling unit zones, and utilized the City's permit expedite service to quickly convert existing 2-5 bedroom homes into 6-9 bedroom homes to accommodate multiple tenants. Since the proposed dwelling units meet the regulations of the code, the City has been unable to deny the associated building permits. The City Attorney reached an agreement with the main mini dorm developer to 1) successfully stop construction of one 7-bedroom and one 9-bedroom dwelling unit in Pacific Beach, and 2) withdraw from any future mini dorm developments in the City. However, there is no assurance as to what type of impact this agreement will have in the long term related to mini dorms in local neighborhoods throughout the City since the agreement is only with one developer. A more systemic approach is needed to resolve the concerns.

Council President Peters requested (via memoranda dated December 11, 2006, and April 10, 2007) that where possible, the code amendments be applied citywide. Similarly, the City Attorney wrote a letter dated April 13, 2007, suggesting that the regulations be applied consistently to beach impact and campus impact areas, and organized a second mini dorm forum together with Council Districts Two and Seven that was held on May 10, 2007.

The policy question for the Council is how to balance the desired limitations on single dwelling units to prevent mini dorms, with the competing goals to meet the housing needs of all segments of the population and avoid unintended consequences for single family homeowners. The proposed amendments (described in greater detail below) are expected to reduce the prevalence of problem mini dorms and maintain the character of the RS zones, especially when combined with increased enforcement and accountability of tenants and landlords.

DISCUSSION:

Summary of Proposed Amendments

Amendments are proposed to prevent new development that is inconsistent with single family neighborhoods. The main issues involve bedrooms and parking in the RS zones. Local communities have generally objected to projects with more than six bedrooms in a single dwelling unit where accessory parking resembles a parking lot inconsistent with the neighborhood. As proposed, some of the code amendments would apply citywide, while others would initially be applied only to the campus impact area, to address unintended consequences related to existing regulations for that area. Future policy discussion is expected to occur to evaluate whether additional amendments are necessary to modify or supplement the following:

Amendments that would apply **citywide**:

1. A 6 bedroom maximum limitation on lots less than 10,000 square feet in size in single dwelling unit-residential (RS) zones
2. A limitation on hardscape areas in the front yard to a maximum of 60 percent coverage, including a general limitation to minimize hardscape in the street yard (front yard and street side yard) to include a driveway, walkway, and decorative paving
3. A limitation on hardscape for vehicular use to accommodate a maximum of 4 vehicles on the premises (outside of a garage) on lots less than 10,000 square feet in size in RS zones
4. Minimum parking design regulations for single dwelling unit developments

Amendments that would apply to the **campus impact area** of the parking impact overlay zone:

5. A modified parking requirement for single dwelling units with 5 bedrooms or more to require one additional parking space per bedroom, instead of allowing applicants to provide only one space per added bedroom
6. A new limitation on garage conversions to require a minimum of 2 enclosed parking spaces for each single dwelling unit with 5 bedrooms or more
7. A reduced driveway width for single dwelling units to 12 feet for consistency with the beach impact area

Draft code amendments have been posted to the Development Services Department website since April 10, 2007, in addition to an email blast on May 9, which resulted in a substantial number of emails and phone calls regarding the proposed amendments. The comments have been summarized below within the discussion of each issue:

1. Bedroom Regulation

Currently there is no maximum bedroom limitation for a single dwelling unit. Single dwelling units have typically been constructed with a maximum of five bedrooms; however, recent trends have shown some new planned residential developments are being developed with six bedrooms to accommodate consumers that are not typically associated with the mini dorm problem. Instead, mini dorms have been facilitated by reconfiguring space within existing dwelling units to increase the number of bedrooms (six or more), often by converting living room, dining room and/or garage areas, with little or no improvements to the exterior of the dwelling unit. Such

construction is typically occupied by a greater number of tenants, and results in a physical development pattern that is inconsistent with the “neighborhood quality, character, and livability” that’s intended for the RS zones.

Recommendation: Limit RS zoned lots less than 10,000 square feet to a maximum of six bedrooms.

A variety of responses were received regarding the proposed bedroom regulation. The City Heights Area Planning Committee specifically voted against this provision citing the need to accommodate living arrangements for extended families. Others requested 1) that the regulation be more restrictive (4 bedroom maximum), 2) that the bedroom regulation apply to all lots within RS zones, 3) that the lot size restriction be modified or applied only to buildable area instead of lot as a whole, or 4) that a variance process be created to allow for special circumstances. In light of past court decisions, the regulation must apply equally to all similarly situated properties. The six bedroom maximum is considered reasonable for lots less than 10,000 square feet and also accommodates residential care facilities for six or fewer persons as required by State law.

2. and 3. Maximum Paving and Hardscape in Front Yard/Hardscape for Vehicular Use

The code currently limits hardscape in a required front yard to a maximum of 70 percent including architectural projections, but does not limit the amount of hardscape on the premises beyond the front yard setback. The code also limits required parking from being located in a front yard or street side yard, but does allow for temporary parking in a legal driveway where it does not impede access to required parking or encroach upon the sidewalk. Despite the existing code requirements, communities have complained about excess vehicles parked on the premises that resemble a parking lot both in the required front yard and on the greater premise. Many of the complaints are actually in reference to existing code violations where tenants are parking in areas outside of the legal driveway or impeding public sidewalk access which can be addressed through code enforcement. However, the general complaint regarding incompatibility of a parking lot type of use in a single dwelling unit neighborhood is something that can be addressed by amending the code.

Recommendation: Amend the code to reduce the amount of hardscape available for vehicular use by placing a 60 percent maximum on the amount of hardscape permitted in the front yard, by placing general limitations on hardscape in the street yard, and by limiting the hardscape for vehicular use on lots less than 10,000 square feet (maximum of four surface parking spaces).

Comments on the hardscape regulations have generally been supportive since this requirement is expected to prevent the appearance of a parking lot on a single dwelling unit lot. Many of the questions were related to clarification of defined terms such as front yard, street yard, and hardscape. People were also generally interested as to how this regulation related to the proposed campus impact parking requirement described below.

4. Parking Site Design for Single Dwelling Units

The parking requirements for single dwelling units are specified in Chapter 14. However, some of the parking design regulations are not clear as to how they apply to single dwelling unit developments. As a result, non-functional parking spaces and vehicular access have been shown on single dwelling unit plans to meet parking requirements in order to secure a building permit. As a result, plans were approved with parking spaces that do not meet the general parking design regulations (ie without adequate back up distance, or with minimal drive aisle access width.) Some driveway curb cuts were also approved at the property line without enough space to accommodate the required 3-foot flares on the subject property instead of the neighboring property. To avoid future unintended consequences related to substandard parking design, clarification will be added for single dwelling units. Projects in the campus impact area that were issued permits to add bedrooms based on existing parking requirements may be revoked where parking is not in conformance with the code in effect at the time the permit was issued.

Recommendation: Amend the code to clarify the minimum design standards that apply including minimum number of parking spaces required, regulation of hardscape for vehicular use, and specific design requirements for parking spaces, driveway curb cuts, and drive aisles.

5. and 6. Parking Space per Bedroom/Garage Requirement in Campus Impact Areas

A single dwelling unit is currently required to provide two parking spaces in all cases except in campus impact areas where homes with five or more bedrooms must provide one additional parking space per bedroom, or one space per added bedroom, whichever is less. Parking spaces are not currently required to be located in a garage. As a result, the existing campus impact parking requirement is resulting in an unintended development pattern. Applicants have been able to meet the required number of parking spaces even where existing garages are converted to new bedrooms. In some cases nine surface parking spaces were depicted on the project plans in order to secure a building permit.

In response to this existing problem, LU&H recommended that the parking threshold be reduced to four bedrooms and that a minimum of two parking spaces be accommodated in a garage. However, the combination of a limitation on vehicular use area (added since LU&H review) and the four bedroom campus impact parking threshold would prevent some legitimate homeowners from adding a fourth bedroom to their home.

Recommendation: Amend the campus impact overlay zone parking requirement to require one parking space per bedroom for dwelling units with five or more bedrooms. Delete the existing provision that allows parking to be added only for each new bedroom. Require a minimum of two parking spaces be required in a garage for single dwelling units with five or more bedrooms.

Dwelling units on lots less than 10,000 square feet would be subject to the citywide bedroom regulation and surface parking limitation. As a result a five or six bedroom on a smaller lot would have to provide a minimum of two spaces in a garage and a maximum of four spaces

outside of the garage. A dwelling unit with four bedrooms or less would only be required to have two parking spaces consistent with existing regulations.

There does not appear to be public agreement on this proposed amendment. While some groups have asserted that this regulation is too restrictive, others have expressed concern that the regulation is not proposed to apply citywide to communities such as Hillcrest, La Jolla, or Pacific Beach. Staff agrees that previous drafts that included a reduced threshold to four bedrooms may have been too restrictive, however, the existing proposal is expected to address the problem without denying reasonable property use. Some groups specifically requested that new areas be included in the overlay zone, and other groups requested properties be excluded. If the Council feels it is appropriate to modify the boundaries of the campus impact area of the parking impact overlay zone, it would require a future rezone action with associated parking and environmental studies.

7. Driveway Width in Campus Impact Areas

The campus impact area currently allows a driveway curb cut width to be a minimum of 12 foot and a maximum 25 foot width. This width is exclusive of the required driveway apron which adds 3 feet on each side of the driveway curb cut at the curb. In the beach impact area, the driveway curb cut is required to be 12 feet in width. At previous LU&H hearings related to mini dorms, the lack of on street parking in the campus impact area was identified as an issue as well as the problem of tenants temporarily parking all along the front yard. Staff also received requests that the two areas of the parking impact overlay zone be treated similarly where possible.

Recommendation: Modify the driveway width parking requirement in the campus impact area to apply a consistent driveway standard to the parking impact overlay zone (12 foot driveway). The smaller driveway width makes it less feasible to illegally park vehicles across the entire front yard and allows for additional curb surface area available for on street parking.

Comments on this item generally confused the proposed limitation of the driveway curb cut width with the driveway width on the private property. Tables 142-05L and 142-05M of the Land Development Code regulate the width of the driveway at the curb cut. In addition to the 12 foot driveway curb cut width, an additional 3 feet on each side is required to accommodate the driveway apron. The width of the driveway on the private property is not subject to the same curb cut width, except where it meets the property line. Once on the subject property, driveways are typically designed to flare into a greater width to accommodate off street parking including access to a garage. The driveway area on the subject property would not be subject to a 12-foot maximum width, the driveway area would instead be regulated by the proposed hardscape limitation and single dwelling unit parking design standards. There also appeared to be confusion as to how this requirement would be triggered. Existing driveways would not be required to be modified unless new development on the site otherwise triggers the requirement (consistent with how the requirement is currently applied in beach impact).

FUTURE EVALUATION AND ALTERNATIVES:

The proposed amendments to the Land Development Code are intended to act as another step to address mini dorms along with the enforcement program described in Attachment 1. The enforcement program is intended to address the illegal behavior, while the code amendments are intended to prevent new physical development that is inconsistent with local neighborhoods.

Some individuals also requested that the City consider solutions that would limit *who* can live in a dwelling unit. In consideration of past court decisions, staff focused first on regulating the physical characteristics of the property per LU&H direction. The enforcement program, and more specifically the trial administrative citation program is going to be evaluated by future LU&H committee review so it would be appropriate to also have the committee consider whether the proposed code amendments should be further amended, and/or whether an administrative use permit for single dwelling unit occupancy or boarding house use limitation are also necessary. It is recommended that a minimum of one year be allowed for the proposed regulations and enforcement programs to be implemented and evaluated prior to beginning work on alternative strategies. Following is a brief discussion of alternatives for future consideration that if selected, would need to be added to the LDC code update work program.

Additional Code Amendments and/or Rezone Action

The Council may consider whether additional neighborhoods should be added or removed from the campus impact area which would require a future rezone action to implement. Adding properties to the campus impact area would result in an increased parking requirement and associated increased hardscape requirement for those areas, which would need to be thoroughly analyzed pursuant to California Environmental Quality Act (CEQA) to minimize unintended impacts.

Special Use Permit Requirements

The City of San Luis Obispo requires an annual “administrative use permit” for dwelling units occupied by six or more adults to encourage lower occupancies per dwelling unit. The use permits are issued to developments that meet the performance standards which require 300 square feet of habitable area per adult occupant, one parking space per adult occupant less one, and a minimum of one bathroom for every three adult occupants. The use permit alternative allows the City to have a revocable permit in case of violations, and allows for fees to be collected to cover administrative and enforcement costs. This permit strategy could also be considered to address short term vacation rentals, a similar issue impacting the character of established single family neighborhoods. This type of permit program would not prevent multiple adults from cohabitating in a single dwelling unit. The permit requirement may also have some unintended consequences in certain communities since it would also apply to families with six or more adults living in the dwelling unit.

Boarding House Use Limitations

The City Attorney's office presented a draft rooming house concept at the mini dorm forum on May 10, 2007. This strategy has been employed in two jurisdictions in particular-Lompoc and City of Orange. In the Lompoc ordinance, the relevant definitions of "single family dwelling", "family", "room", and "rooming house" focus on the number of tenants within a structure, the relationship of those tenants, the number of rooms for rent, and the number of leases utilized. The City of Orange similarly defines "boarding house" as three or more rooms rented under three or more separate rental agreements. To date, neither ordinance has been legally challenged.

The following should be taken into consideration during review of a rooming house ordinance. Enforcement of an ordinance based on lease agreements or tenant occupancy could be challenging since NCC staff already has a difficult time gaining access inside homes to investigate violations. A funding source would need to be identified to cover the additional code compliance staff required to track tenant occupancy, number of rooms rented, number of rental lease agreements, and family versus non-family relationships under a boarding house ordinance. As evidenced by the public record of the City of Orange, enforcing occupancy restrictions in a single dwelling unit appears to be difficult. The City of Orange has been successful in pursuing violations where a single dwelling unit is illegally functioning as a multiple dwelling unit (with separate entries or separate cooking facilities), but this type of living arrangement is already in violation of existing codes in the City of San Diego. Applicability of a boarding house ordinance must also be considered. If a boarding house ordinance is strictly enforced upon existing homes, individuals would be displaced from existing affordable housing. Analysis would be required to identify whether replacement housing is available to accommodate the displaced individuals prior to this type of policy change.

FISCAL CONSIDERATIONS:

Some of the alternative solutions suggested such as a boarding house ordinance would have increased City labor costs for administration and enforcement without any mechanism for cost recovery. The processing of amendments to the Land Development Code is funded as an overhead expense of the Development Services Department (DSD) budget (enterprise fund). In consideration of LU&H input, the Mayor will continue to search for opportunities to recover costs imposed on the general fund by inconsiderate occupants and absentee landlords in violation of the code. The Administrative Remedies Ordinance (O-19579) approved in February 2007 is an important enforcement tool to gain compliance with the Municipal Code and achieve greater cost recovery.

PREVIOUS COUNCIL and/or COMMITTEE ACTION:

Staff presented information to the Land Use and Housing Committee on November 29, 2006, and March 7, 2007, with proposed solutions to help alleviate the problems associated with mini dorms. On March 7, LU&H voted to amend the Land Development Code, encourage monthly stakeholder meetings with SDSU, support SDPD administrative citation pilot program, and encourage identification of mechanisms for cost recovery to fund NCC staff positions.

The Land Use and Housing Committee specifically requested the code be amended to:

- Reduce the amount of hardscape permitted within the front yard,
- Reduce the campus impact area parking threshold to four bedrooms to further restrict bedroom additions in existing structures,
- Require a minimum of two enclosed parking spaces in campus impact areas, and
- Modify the minimum parking design requirements to ensure proposed spaces are functional and minimize negative impacts on adjacent developments.

COMMUNITY PARTICIPATION AND PUBLIC OUTREACH EFFORTS:

A significant amount of media coverage has occurred on the topic of mini dorms in recent months to solicit community participation including multiple press conferences and local television and newspaper coverage. On September 19, 2006, Development Services, Police, and City Attorney staff attended the “Mini Dorm Community Forum” where staff fielded a variety of questions from the community. The Forum was well attended by the College Area community (approximately 330 residents), and was broadcast live on City Channel 24. Enforcement staff now regularly meets with a variety of community stakeholders and residents groups including the College Area Community Council and San Diego State University.

Other opportunities for community participation included the November 29, 2006, and March 7, 2007, Land Use and Housing Committee hearings, the Code Monitoring Team meeting on April 11, 2007, and the public review and comment period related to code language and environmental documents. Draft language and other related informational sources were posted on the DSD website three months prior to the Council hearing for public review and comment. A 6-week notice of availability was distributed and published in the Daily Transcript in accordance with the Coastal Act. Announcements were made at the Code Monitoring Team, Technical Advisory Committee, Community Planners Committee, and Planning Commission meetings to encourage public involvement in the code amendment process. An email blast was distributed on May 9 which resulted in a volume of emails and phone calls each of which was responded to by staff. Members of the public also participated in the environmental review process by submitting comments which have been addressed in the Addendum dated June 5, 2007.

Community Planning Group Recommendations

On June 6, 2007, the City Heights Area Planning Committee voted to recommend adoption of the proposed code amendments with the exception of the proposed bedroom limitation. The Committee voted against the proposed six bedroom maximum in consideration of the diverse City Heights population and prospective need for additional bedrooms to accommodate extended family.

On June 13, 2007, the College Area Community Council voted to recommend approval of the proposed code amendments. A particular concern was expressed regarding the 12 foot driveway requirement in campus impact, and whether it would conflict with a two car garage. They recommended that driveway width on all lots be the width of the garage, not to exceed 25 feet.

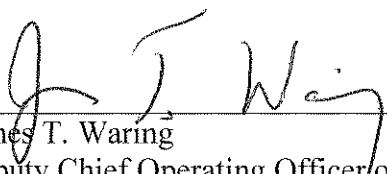
KEY STAKEHOLDERS AND PROJECTED IMPACTS:

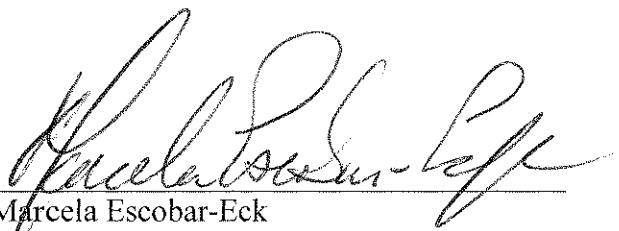
A number of stakeholders, representing a wide spectrum of concerns, have expressed interest in the proposed regulations to address mini dorms. They include, but are not limited to, single dwelling unit owners who occupy their residence, single dwelling unit owners who rent out their residence (including the College Area Rental Landlord Association), existing tenants, prospective home buyers, the College Area Community Council, the San Diego County Apartment Association, local colleges and universities, members of the real estate industry, community planning groups, residential care facility operators and tenants, and property owners specifically located within the campus impact area of the parking impact overlay zone. Various staff groups have been involved in drafting the proposed amendments to address problems associated with mini dorms including the Police Department, City Attorney, and Development Services. Draft language was presented to the Code Monitoring Team on April 11, 2007, and was posted to the Development Services Department website for public review and comment.

CONCLUSION:

The proposed amendments, in combination with increased enforcement and accountability of tenants and landlords, are expected to maintain the character of the RS zones. In doing so, however, some of the proposed physical development restrictions may prevent legitimate homeowners from adding bedrooms to their homes, especially in the campus impact areas. However, based on correspondence (at the "Mini Dorm Community Forum", previous LU&H hearings, and in preparation for the Council hearing) a significant number of property owners have indicated that they are willing to give up some development rights to ensure that the proliferation of mini dorms is stopped. Staff recommends that the amendments be reevaluated at a future date to determine whether thresholds should be modified or applicability should be expanded to cover additional impacted areas. This follow up review may also include consideration of whether or not an administrative use permit or rooming house ordinance is necessary to regulate single dwelling unit occupancy.

Respectfully submitted,


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Attachment: Enforcement Efforts to Address Mini Dorm Tenant Behavior