

Quality of Life – City Council Committee

June 13, 2023

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Principal Planner



**PLANNING &
DEVELOPMENT
DEPARTMENT**

The Livable Places Action Committee is **creating opportunities** within our development standards that encourage **housing variety and affordability**.

Livable Places Houston



Creating a greater variety of **housing options at more attainable price points** for all Houstonians.



EQUITABLE



WALKABLE



AFFORDABLE

Objectives

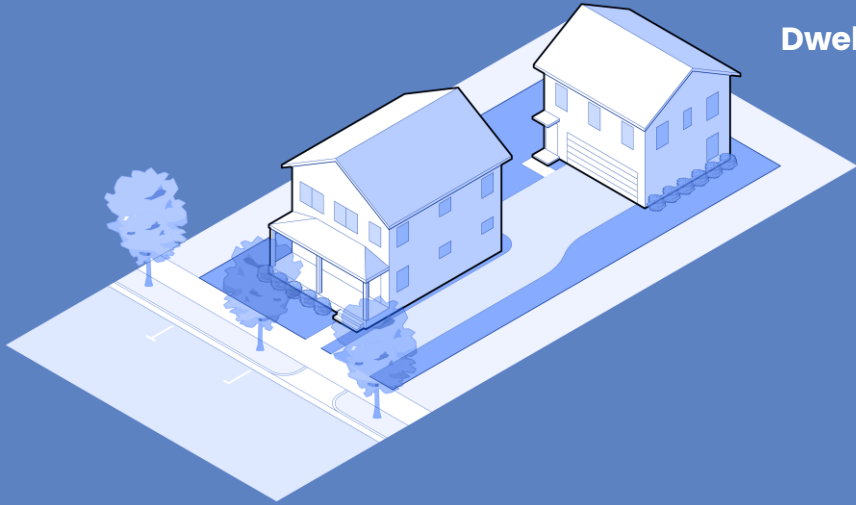
Objectives achieved with these proposed amendments

- Promote variety of missing middle housing types
- Incentivize smaller units
- Make streets safer and walkable
- Consistent rules across all development types
- Promote use of other modes of transit in transit rich areas

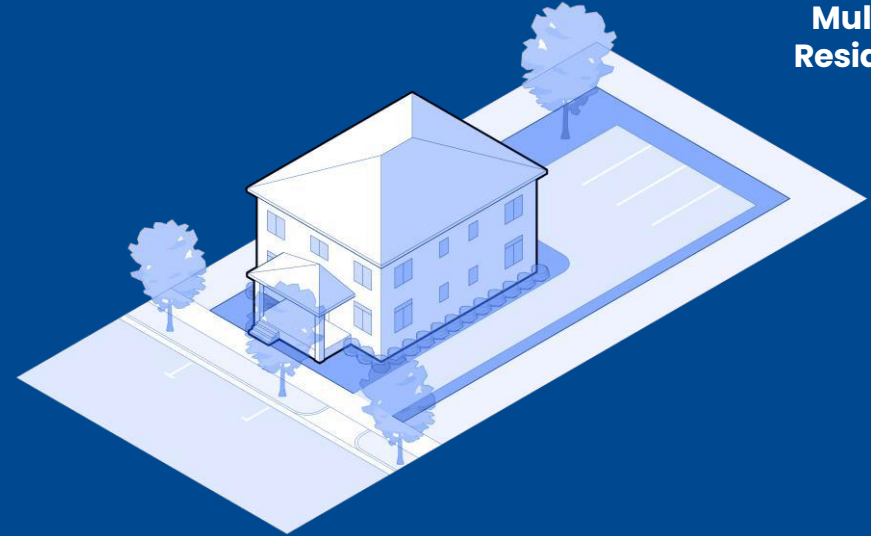


Livable Places Encourages these Housing Types

Second Dwelling Unit



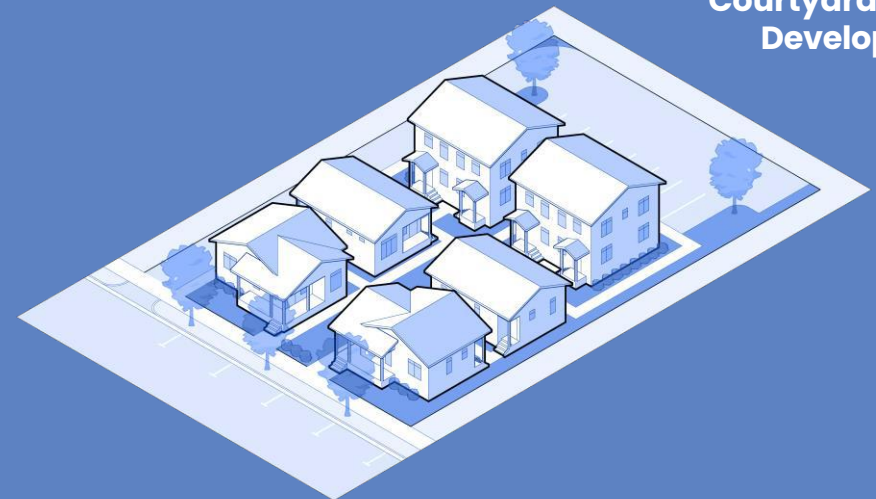
Multi-Unit Residential



Narrow Lot Development



Courtyard-Style Development



Second Dwelling Unit

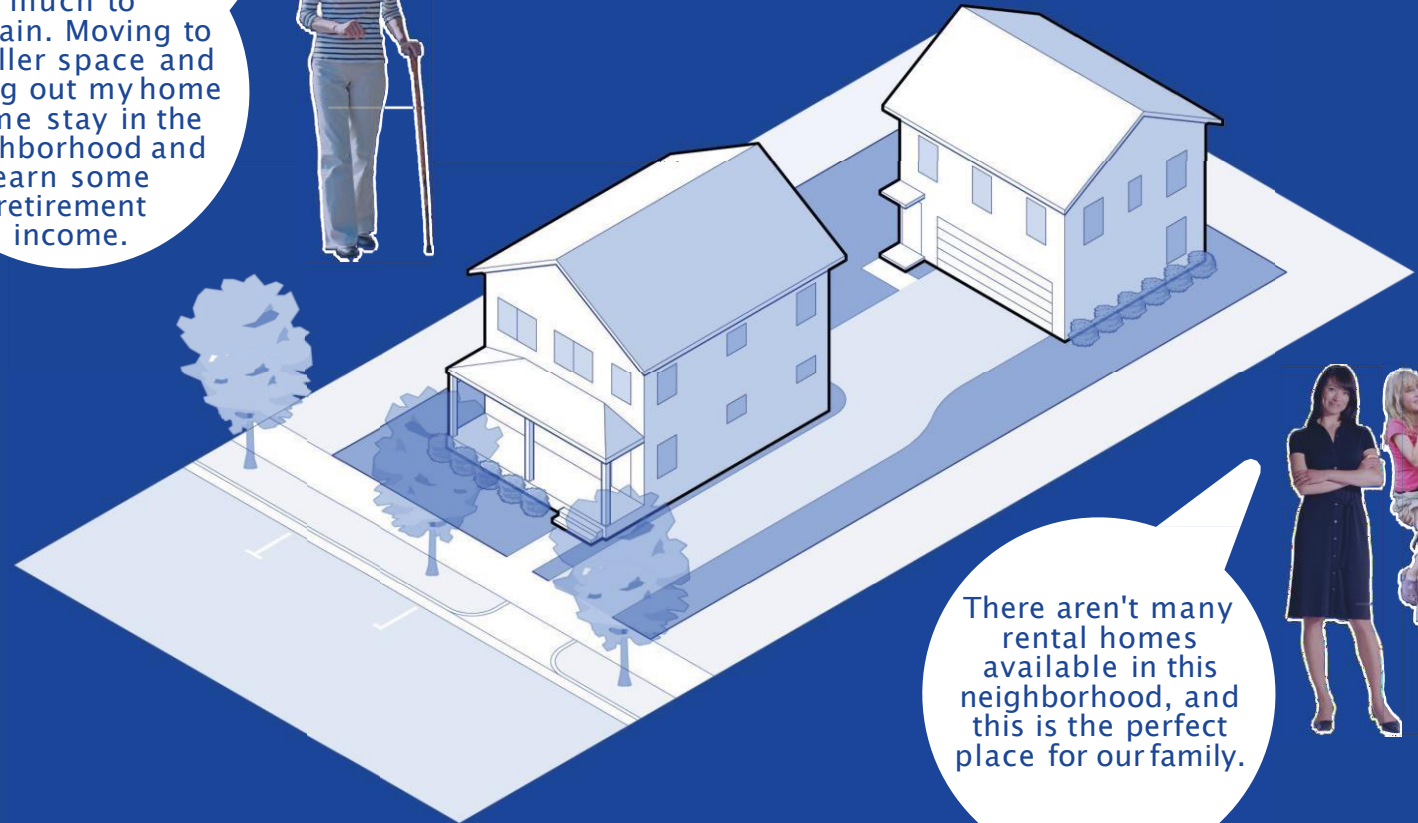
SECOND DWELLING UNITS

An additional dwelling unit on a single family lot located above a garage or in a separate structure

Change:

- Increasing the second unit size;
- Allowing parking requirements based on unit size;
- Market-based parking allowed

My old house was too much to maintain. Moving to a smaller space and renting out my home let me stay in the neighborhood and earn some retirement income.



There aren't many rental homes available in this neighborhood, and this is the perfect place for our family.



Second Dwelling Unit

Standards

- Allowed on single-family residential lots where deed restrictions do not prohibit second unit.
- Increased the size limit of detached second unit to 1,500sf

Access

- Limit one curb cut per public street frontage



Second Dwelling Unit

Parking

- Parking based on unit size.
If the first unit has 2 parking spaces;
 - 0 spaces needed if second unit is $\leq 1000\text{sf}$
 - +1 space needed if second unit is 1001-1500sf
- Market based parking allowed



Multi-Unit Residential (MUR) Development

MULTI-UNIT RESIDENTIAL

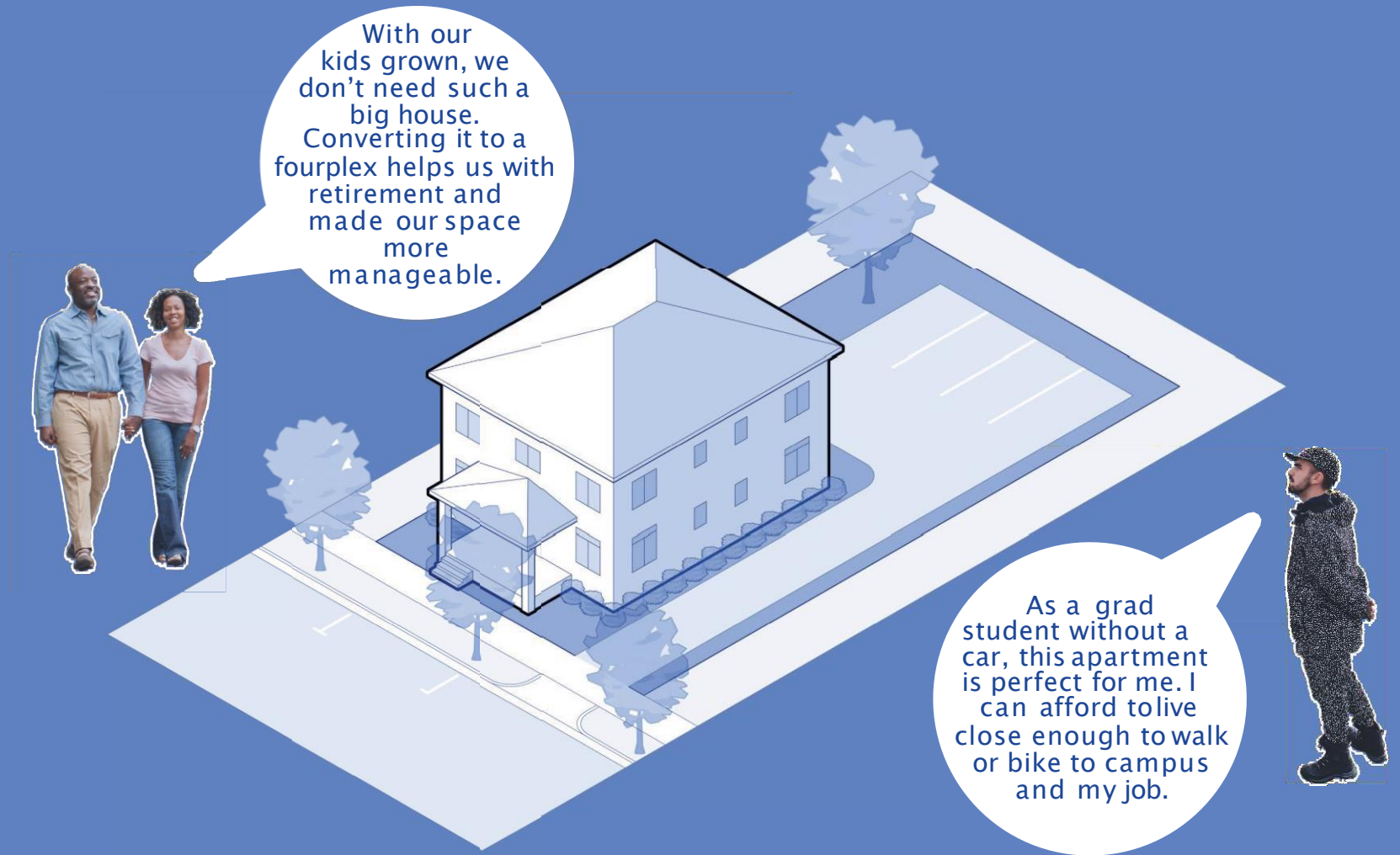
A triplex, multiple duplexes, a fourplex, or multiplex with up to 8 dwelling units

Change:

Reducing multi-family regulations;

Reducing parking requirements;

Reducing driveway approach width



Multi-Unit Residential Development

Standards

- Allowed on unrestricted lots/reserves
- Minimum site size required is 3500sf
- Minimum 50 feet frontage on a 50 feet right-of-way
- Maximum depth of 150 feet from public street
- 3 - 8 units max. but only up to 4 units along local streets
- Maximum height - 30 feet defined per Fire Code

Access

- Alley access when abutting alley.
- Corner sites access from abutting alley or side street Driveway approach width of 12-16 feet
- One curb cut per public street frontage allowed



Multi-Unit Residential Development

Building line

- 5 feet building line along local & collector streets
- 15 feet building line along major thoroughfare \leq 80 feet
- Units along the street face the street with an entry feature
- Entry feature can encroach upto 4 feet into reduced BL on the first floor

Parking

- 1 space per unit \leq 1,000 sf
- 2 spaces per unit $>$ 1,000 sf
- Market-based parking allowed
- 1 bike parking space per unit required when market-based parking applied
- Guest parking – 1 per every 6 units
- Parking must be located on the side or rear of the property

COURTYARD STYLE DEVELOPMENT

COURTYARD STYLE DEVELOPMENT

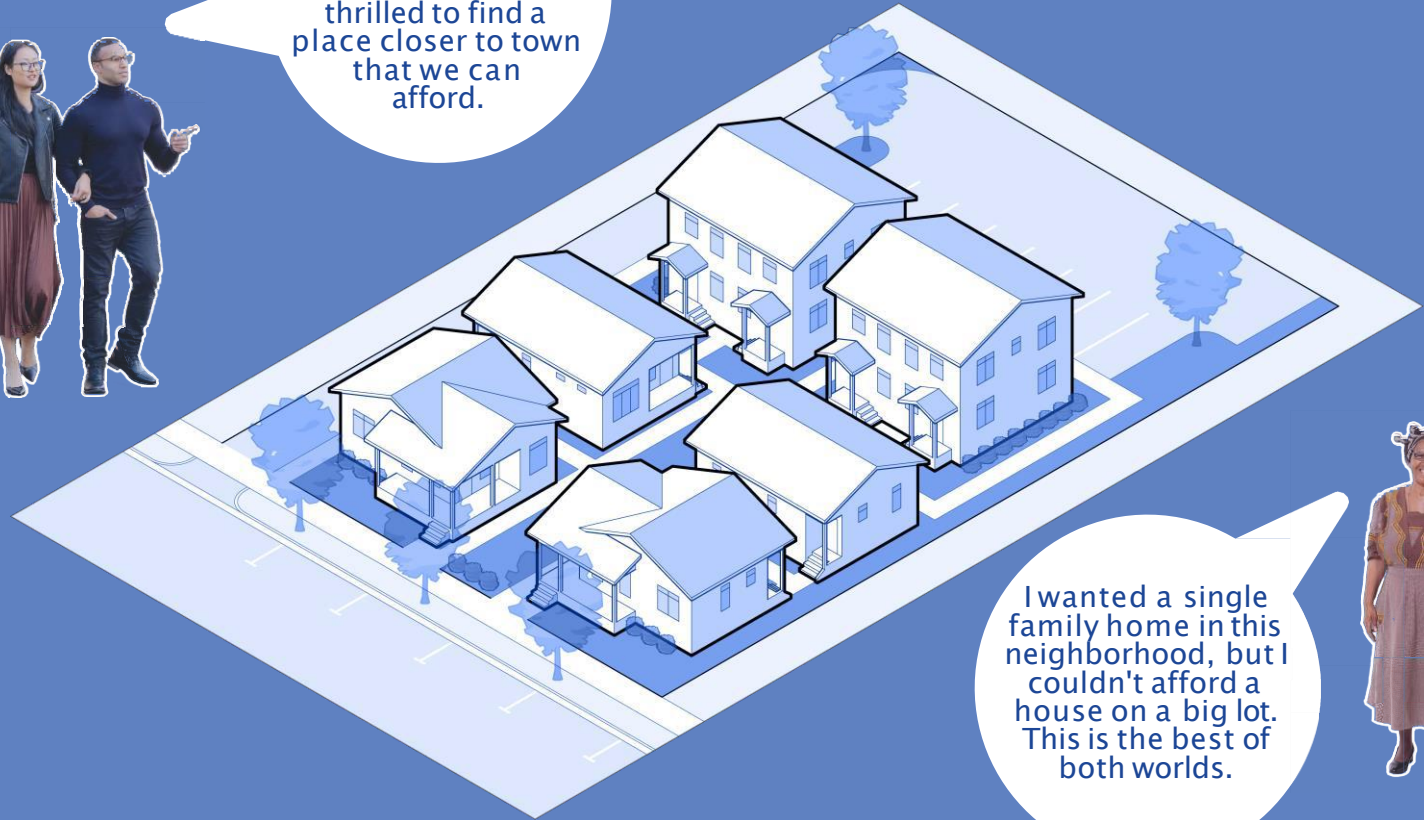
A cluster of single-family homes located around a shared courtyard

Change:

Allowing lots to front on common courtyard space; eliminating minimum lot size and maximum density with height restriction; allowing de-coupled parking from lot



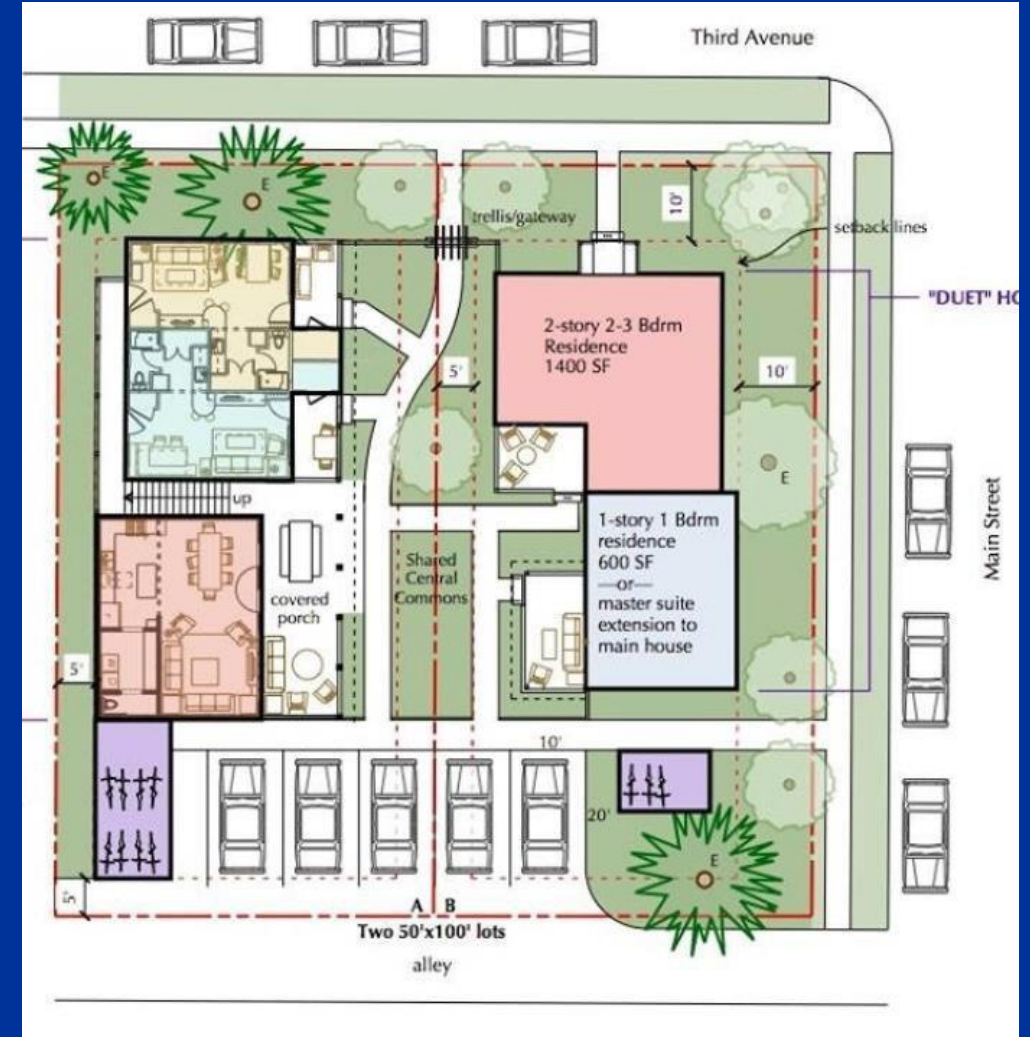
The commute from our house in Katy to the Texas Medical Center took over an hour. We are thrilled to find a place closer to town that we can afford.



I wanted a single family home in this neighborhood, but I couldn't afford a house on a big lot. This is the best of both worlds.



Courtyard Style Development



Courtyard Style Development

Standards

- Platted as lots that are located around a courtyard reserve.
- Minimum property frontage: 50 feet frontage required on a 50 feet ROW
- Maximum 150 feet deep property from the public right of way
- Lot size max. 3500 sf and **unit size max. 1800 sf**
- No lot width or density requirements
- Max. height of the structures is 30 feet as per Fire Code
- All common areas must be under a common binding agreement
- Provide courtyard space of 150 sf per lot, at least 12 feet wide
- A total of 50% of lots in the subdivision must face the main courtyard

Access

- Alley access when abutting an alley, especially for corner properties
- Individual driveways to lots from street - not allowed

Courtyard Style Development

Building line

- 5 feet building line along local & collector streets
- 15 feet building line along major thoroughfare \leq 80 feet
- Units along the street face the street with an entry feature
- Entry feature can encroach upto 4 feet into the 5 feet building line on the first floor with pedestrian connections to the public sidewalk

Parking

- 1 parking space per unit \leq 1000 sf
- 2 parking spaces per unit $>$ 1000 sf
- Guest parking – 1 per every 6 units located within the development
- Market based parking allowed
- Parking must be located on the side or rear of the property
- Parking can be detached from units but within the development

Narrow lot development

NARROW-LOT DEVELOPMENT

A single-family home located on a narrow lot that fronts a street but with shared or rear vehicular access



Change:

Requiring rear/side vehicular access via alley or shared driveway when possible, otherwise allowing common narrow drives

Simple ownership model
First floor living
Large private yard
Combined driveway approach

Narrower drive
Some private yard space
On-street parking
Flag lot

Accommodates more units
No yard maintenance
On-street parking
Shared driveway

Ample on-street parking
Units face the street
Alley access



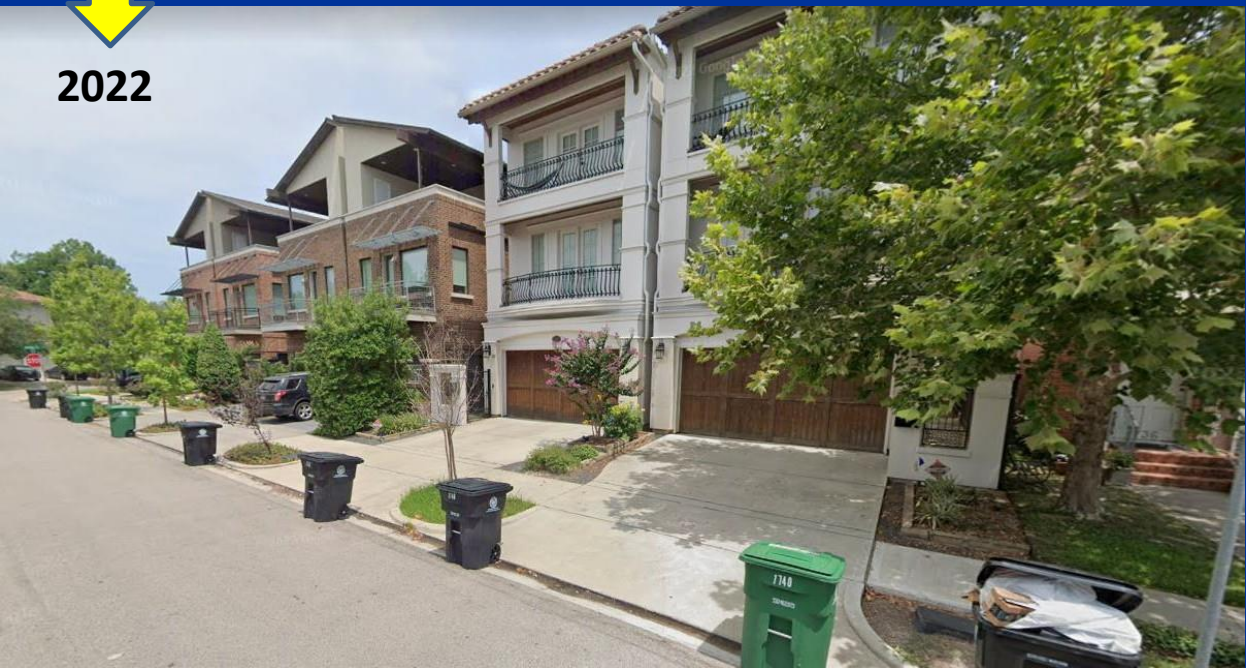
2011



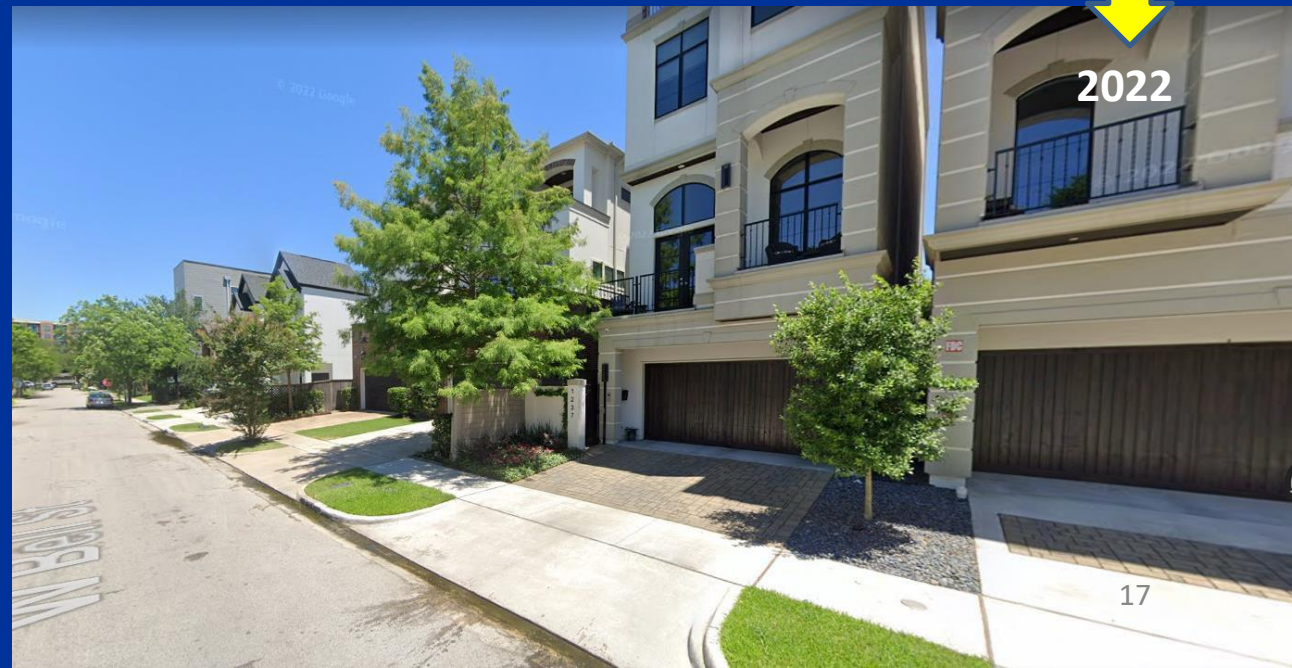
2011



THIS IS HOW A STREET CAN CHANGE IN 10-11 YEARS



2022



2022

Narrow lot development

Objectives

- Reduce number of driveway cuts
- Reduce impervious cover within City's ROW
- Preserve room on the street for parking

Narrow Lots is defined as lots with less than 40 feet frontage on a street



Narrow Lot Standards

Access standards

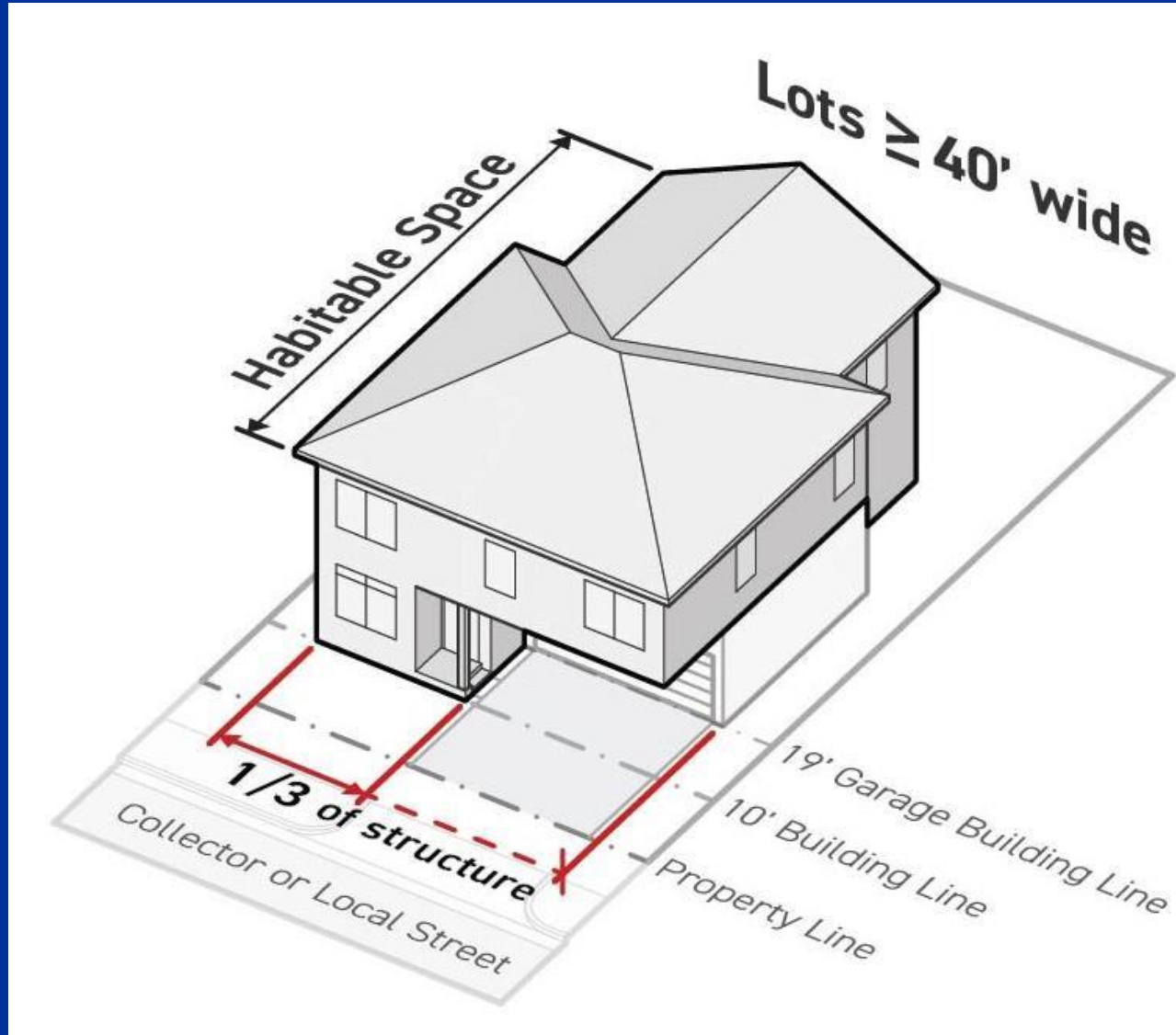
- All properties abutting alley (corner or mid block) - vehicular access via alley
- All corner properties abutting undeveloped alley, or no alley – vehicular access from side street via Flag staff, shared driveway, PAE
- All mid-block properties abutting undeveloped alley or no alley
 - If creating lots 40 feet or wider, individual driveway access from the street allowed but maintain an unobstructed curb space of 22 feet
 - If creating one or more lots less than 33 feet wide
 - vehicular access via flag staff, shared driveway or PAE needed OR
 - vehicular access may be via 10-12 individual driveway for lots 33 feet or wider on sites 15,000 sf or smaller

Additional standards

For lots with street facing garages

- 10 feet building line and 19 feet garage building line required
- At least 1/3 of the structure along the street must be located within the 9 feet ahead of the garage building line or within 4 feet behind the garage building line.
- **For narrow lots less than 40 feet wide**
 - If not able to meet the 1/3 requirement, then
 - functional balconies must be provided on the second floor; or
 - 36sf windows facing the street must be provide with at least one window of 3 feet x 5 feet size

Lots with street facing garages - 1/3 Occupiable Space



Balconies or Windows



Additional standards

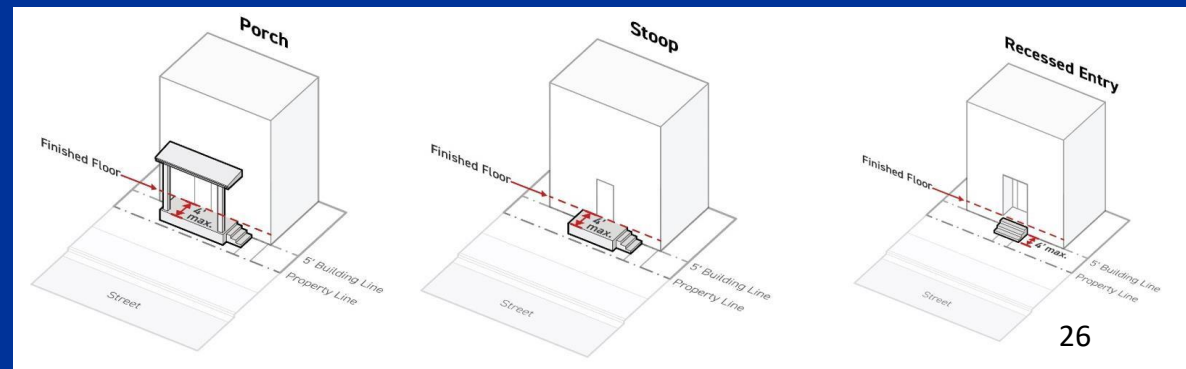
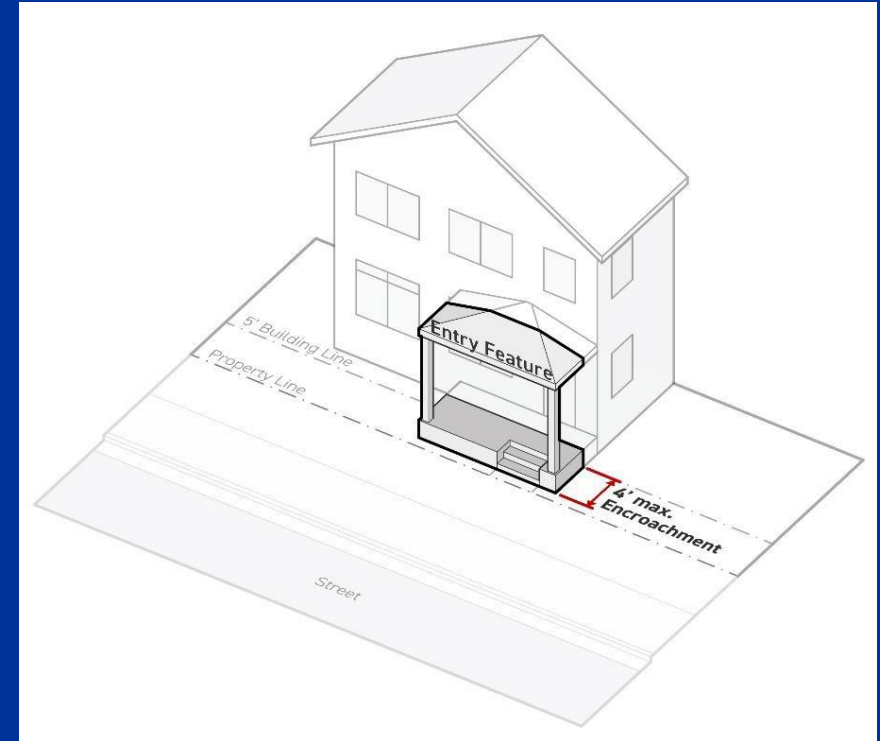
For side/rear loading lots

- Units along the street must provide an entry feature facing the street and provide pedestrian connections to sidewalks
- Guest parking – must be located within private property.
- For developments with flag lots,
 - Access will be shared by all lots abutting staff
 - Garage face must be at least 20 feet away from the farthest edge of the staff
 - Flag staff cannot be longer than 200 feet from the street

Parking

- 1 parking space per unit \leq 1500 sf
- 2 parking spaces per unit $>$ 1500 sf
- Market based parking allowed

Entry feature



Incentives

For side/rear loading lots

- Increased density upto max. 35 du/a
- Lot width and lot size averaging allowed
- Reduced BL of 5 feet along local and collector streets
- Reduced BL of 15 feet along major thoroughfare 80 feet or less
- Entry feature allowed to encroach into the reduced BL
- Encroachment allowed in the visibility triangle above 10 feet - local and collector streets
- Flag lot staff width - 16 feet min. and may be split equally among all lots



Market based parking – No parking minimums



***Parking minimums** = the minimum total parking spaces that a builder must provide on-site for a new development.

Reducing parking minimums DOES NOT remove existing parking nor ban builders from adding more parking than is required.

Revise boundary with walking distance buffers

- ½ mile from rail station or a bus rapid transit stop,
- ¼ mile from high frequency bus stops with 15 minute headway,
- ¼ mile from blue route bus stops with 30 minute headway in opportunity zones and also within area with a 25% or higher “zero car ownership.”
- ¼ mile from protected bikeways unless located further than 2 miles from the above 3 buffers.

City of Houston

Market Based Parking Walking Service Areas

Includes:

- ¼ mile walking distance from Blue Route Bus Stops in Opportunity Zones and > 25% No Vehicle
- ¼ mile walking distance from Existing Protected Bikeways
- ¼ mile walking distance from Bus Stops with 15 min. headway
- ½ mile walking distance from BRT/LRT Stations

Houston City Limits



Sources: CDHHS
Date: JUNE 2023
Reference: 220011

This map is made available for reference purposes only and should not be substituted for a survey product. The City of Houston will not accept liability of any kind in conjunction with its use.



Related IDM Amendments

Chapter 9

- Detention exemption - 15,000sf or smaller
- Rules consistent across all development types
- 9,750sf detention exemption - 15,000sf and 1 acre
- No detention - alley improvements

Chapter 10

- Updated alley access standards
- Consistent standards for street widening and no-parking signs

Chapter 15

- Narrow driveway approach allowed for all developments
- Updated shared driveway requirements

Timeline

Events	Dates
LPAC established consensus	May and June 2022
Industry organizations, Neighborhood meetings, Citywide public meetings and public events	July 2022 – April 2023 (10 months)
LPAC reviewed ordinance draft	February 21
Planning Commission presentation and public hearing	March 16
Survey and public comments	March 16 – April 27
Planning Commission action	June 8
Quality of Life Council Committee	June 13
City Council presentation and public hearing	Tentatively June end

Next Steps

City Council Presentation and
Public Hearing

Let's Talk Houston!



www.LetsTalkHouston.org/Livable-Places

Welcome to the Livable Places initiative



Overall Housing Recommendations

Presentation to Planning Commission

We'll present the recommended ordinance amendments to Planning Commission **Thursday, June 8 at 2:30 p.m.** Sign up to speak when you arrive or by using the Chat function if attending virtually.

In Person

City Hall Annex Council Chambers, 900 Bagby Street, Public Level

Virtual

- [Agenda Outline](#) (updated 06.05.2023)
- **Meeting Link:** <https://bit.ly/31wC9n>
- **Call-In Option:** +1 936-755-1521 **Conference ID:** 895 207 144#
- **PD Facebook page Link:** <https://www.facebook.com/HoustonPlanning/>

Visit the [Planning Commission web page](#) for more details about the meeting.

Contacts and Resources

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