

Livable Places Action Committee

Virtual Meeting, October 5, 2021

Suvidha Bandi
Principal Planner



PLANNING &
DEVELOPMENT
DEPARTMENT

Meeting Agenda

Welcome by Chairs

Director's report

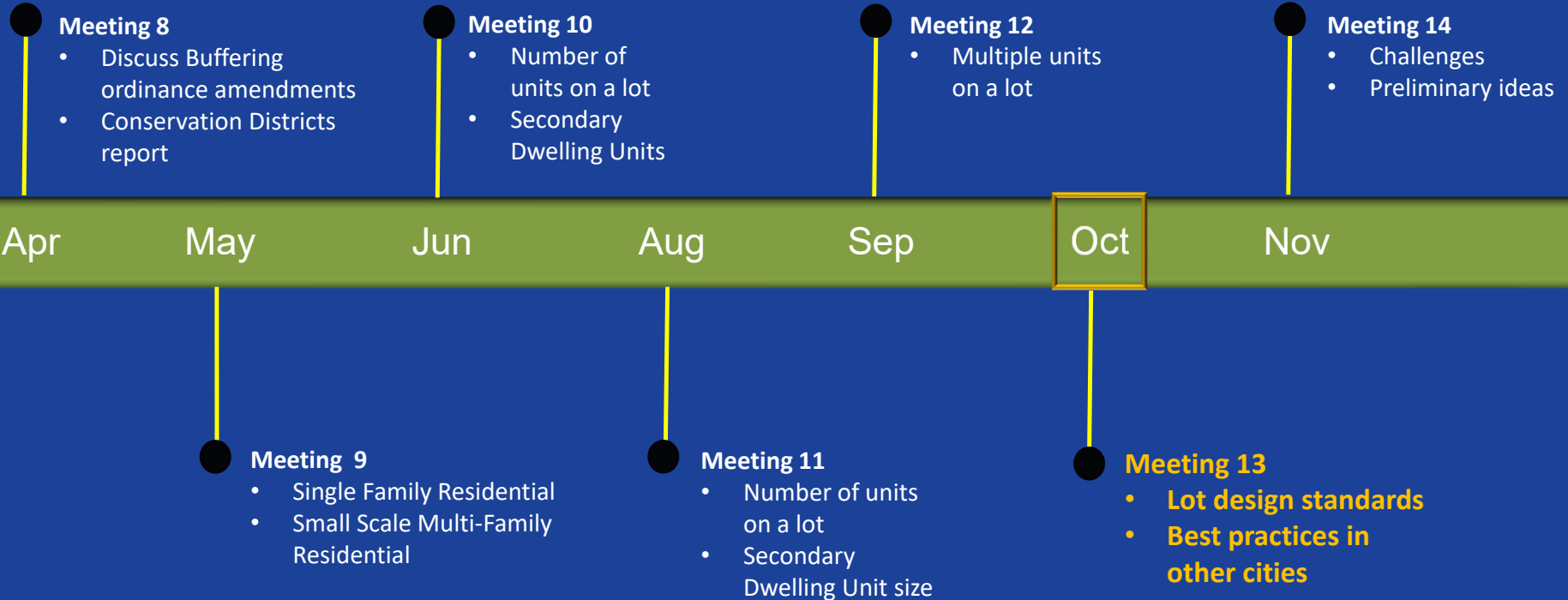
Discuss lot design standards

Review best practices from other cities

Homework activity & Next meeting

Public comments

Project schedule

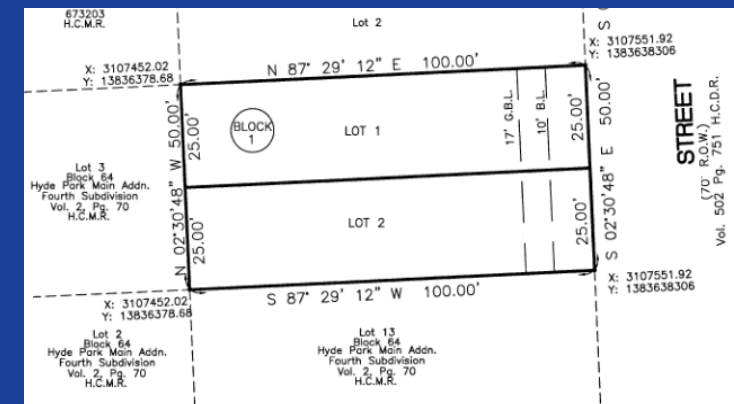
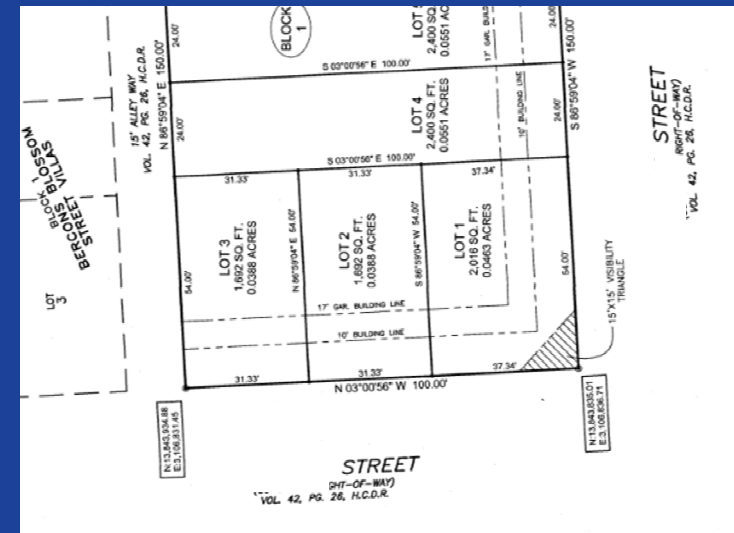
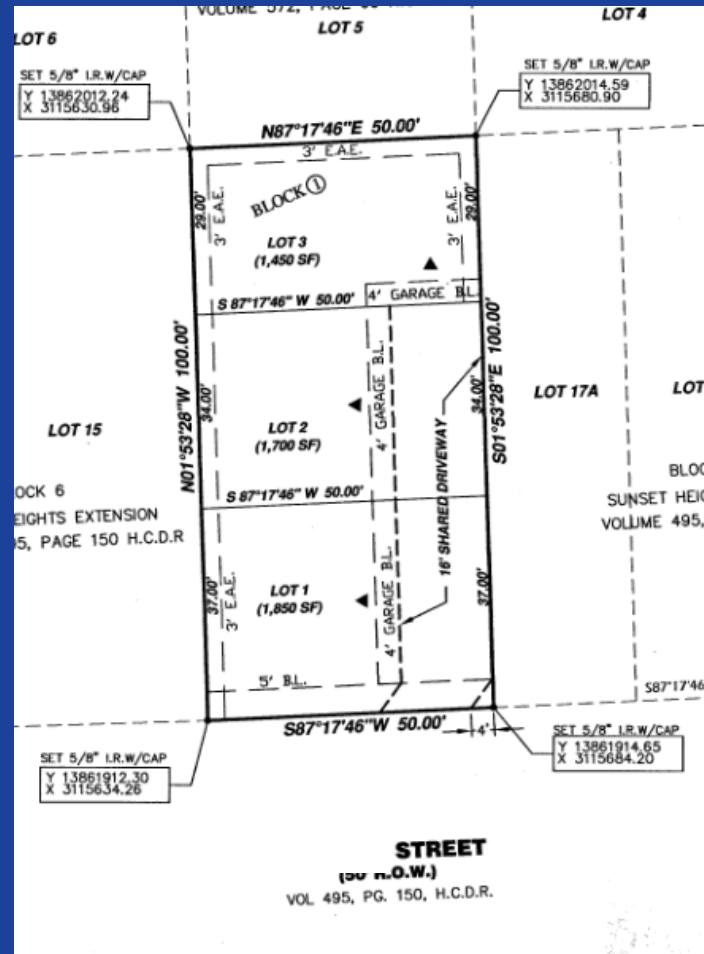


Recap

- Allowing multiple units on an unrestricted lot
- Design scenarios for analysis
- Parking when close to other modes of transit

Current topic – Lot Design Standards

- Lot Size
- Lot width
- Lot access



COLIN SCARFF



PLAN HOUSTON

Opportunity. Diversity. Community. Home.



RESILIENT HOUSTON

RESILIENT HOUSTON



HOUSTON CLIMATE ACTION PLAN



Final Report

September



pla

RESILIENT HOUSTON

- To accommodate growth, city & neighborhoods **need to grow up, not out**
- Houston is **670 square miles** and its extraterritorial jurisdiction (**ETJ**) stretches to more than **1,180 square miles**
- As a result of this outward growth, **heavy traffic** & costs of **reliance on car-based travel** affect families every day
- Houstonians on average spend an **estimated 45% combined in housing and transportation expenses**—including 20% on transportation alone, **highest percentage in US**
- To mitigate these challenges and allow for sustainable growth, Houston must find ways to **encourage denser development** within the city and **provide housing for its diverse workforce and families**

24 PROTECT AND STRENGTHEN NEIGHBORHOODS THROUGH APPROPRIATE INFILL DEVELOPMENT.

Build up, not out, by creating additional living and job opportunities in urban core neighborhoods.

Currently, for every single-family home built within Houston's boundaries, four are constructed in the city's extraterritorial jurisdiction (ETJ). This push to build out—to expand the boundaries of the region—has been consistent for much of Houston's history. However, today, city and regional infrastructure systems are stretched to

their limits. Traffic, flooding, and other issues that harm local families and decrease economic growth can all be traced back to this outward-growing trend. In order to sustainably and successfully accommodate the next one million Houstonians, the City must change its development pattern to encourage denser urban infill development and

reduce development pressure in greenfield, undeveloped areas. In short, the city needs to build up its existing neighborhoods, not build out into new areas. Policy change and resource allocation will help ensure that this is a top priority in the coming years.

24.1 Incentivize denser urban infill development to reduce pressure on greenfield areas.

Denser infill developments are critical to the sustainability and resilience of Houston's neighborhoods. More compact development encourage walkable neighborhoods, reduces the price per person costs to build and maintain infrastructure and reduces household transportation costs and commute times. The City will work with partners to develop specific recommendations for how to effectively incentivize infill development, including by geography, to spur development in specific locations, and by type, including accessory dwelling units and transit-oriented development. Incentives could include tax abatement, permit expediting, or more flexible parking requirements.

24.2 Integrate accessory dwelling units into existing neighborhoods.

As Houston confronts the rising economic and environmental costs associated with housing, traffic, and flooding, accessory dwellings can help. Accessory dwelling units (ADUs) are second houses—garage apartments, granny flats, backyard houses—built alongside single-family homes. Houston currently permits one per lot up to 900 square feet with one additional parking space. ADUs effectively double the density of single-family neighborhoods without negatively impacting the existing neighborhood fabric or character. They reduce sprawl and traffic while helping to mitigate flooding with better infrastructure and land use. ADUs can also increase the socioeconomic diversity of a neighborhood by providing lower-cost rental housing—more affordable, resilient, and built to today's

energy and flooding standards. With ADUs, Greater Houston could provide more than one million new units of housing, all without using a single additional piece of land. To encourage ADU development, the City of Houston will review and amend the development standards for ADUs to maximize their effectiveness, which may include modifications in size, number of permitted units, and reductions in parking requirements. Additionally, the City will work with partners to create a program to incentivize ADU development in exchange for providing truly affordable housing to those in need. The City will also engage with partners to help inform residents about the benefits of ADUs and how they can finance and build one on their property.

Foster an affordable city.

A successful city should help provide access to quality housing for people of all income levels. Houston should sustain its historic affordability by encouraging mixed-income neighborhoods and enhancing access to quality affordable housing options.

Actions:

1. Develop and maintain a comprehensive housing policy to support access to quality, well-maintained, and affordable housing.
2. Adopt housing policies that support underdeveloped communities while also encouraging housing opportunities in high-opportunity areas.
3. Ensure that affordable housing is connected to the community and its support services.
4. **Provide options to make affordable, workforce and mixed-income housing development more attractive to private investment.**
5. Support opportunities to improve affordability of targeted services based on need.
6. Provide incentives to replace affordable housing units lost through redevelopment and neglect.
7. Leverage external funds and incentives to build additional affordable housing.
8. Encourage mixed-income communities.
9. Work with external organizations to ensure permanent supportive housing is available for the homeless.
10. **Ensure regulatory policies support housing affordability.**

Related goals:

- Equal access to opportunity and prosperity
- **Attractive, walkable and bikeable neighborhoods with diverse housing types, values, and character**
- High-quality community facilities that provide for the diverse needs of residents
- A city that enables healthy, active lifestyles and social well-being
- **Sufficient quality, affordable housing options throughout the community**



GOAL 2 REDUCE VEHICLE MILES TRAVELED (VMT) PER CAPITA.

Most Houston commuters drive alone and only 4% use public transit, with an average commute time around 30 minutes. An analysis of commuting patterns in our city concluded that higher-wage earners tend to live closer to their workplace and have more public transportation options than lower-wage earners.²¹ Affordable housing is often not near public transit, making it particularly difficult to access job centers and further increases household transportation costs. Designing and retrofitting complete communities with an emphasis on convenient public transportation, safe streets, and walkable places is essential to our success in reducing GHG emissions and ensuring Houstonians can reduce private vehicle use.



ACTION DESCRIPTION	LEAD	PARTNERSHIP	POLICY	FINANCE	TIME-FRAME
TRANSPORTATION					
GOAL 2: REDUCE VEHICLE MILES TRAVELED (VMT) PER CAPITA.					
T2.2 BUILD AND RETROFIT COMPLETE, TRANSIT-ORIENTED NEIGHBORHOODS.					
1. Adopt Proposed Walkable Places and Transit-Oriented Development Ordinance Amendment.	City		●		2020
2. Phase out parking minimum requirements.	City		●	●	2030
3. Implement pricing strategies for public parking.	City			●	2020
4. Support infill development.	City	●	●	●	2030
5. Broaden geography of Transit Corridor Ordinance, Complete Communities, and H-GAC Livable Centers Programs.	City		●	●	2030

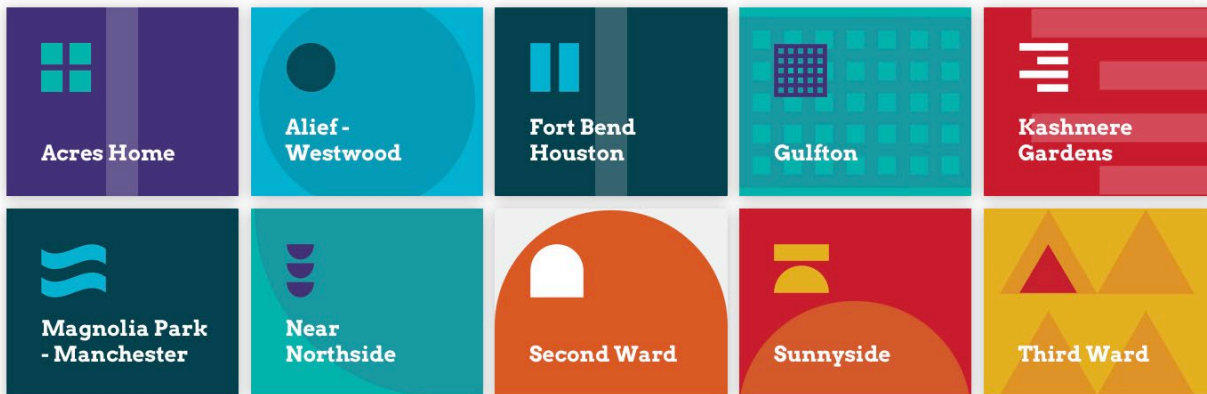


Houston Complete Communities Initiative

About the Initiative

Complete Communities is an initiative from the City of Houston focused on bridging the gap between equity and opportunity.

Made up of 10 historically under-resourced neighborhoods which together are home to one in six Houstonians, Complete Communities exists to ensure all residents can achieve success without barriers to opportunity.



SINGLE-FAMILY IN HOUSTON





Salt Lake City, UT



Pacific Northwest

CURRENT RULES FOR SINGLE-FAMILY

MIN LOT SIZE

- 5,000 sf in ETJ
- 3,500 sf in City

MAX UNITS

- 1 principal unit plus 1 detached ADU (900 sf max)
- 2 attached principal units in a structure (duplex)

PERFORMANCE STANDARDS FOR SMALLER LOT SIZE

- Avg. lot of 1,400 SF in City & ETJ:
 - Provide compensating open space
- OR
- If in City - max density 27 u/a with 60% coverage and 150 SF permeable area per lot

CURRENT RULES FOR SINGLE-FAMILY

MIN LOT WIDTH

- 20 feet
- 15 feet (avg. no less than 18 feet)

LOT FRONTAGE

- Public street
- Permanent access easement (PAE)
- Shared driveway

PARKING

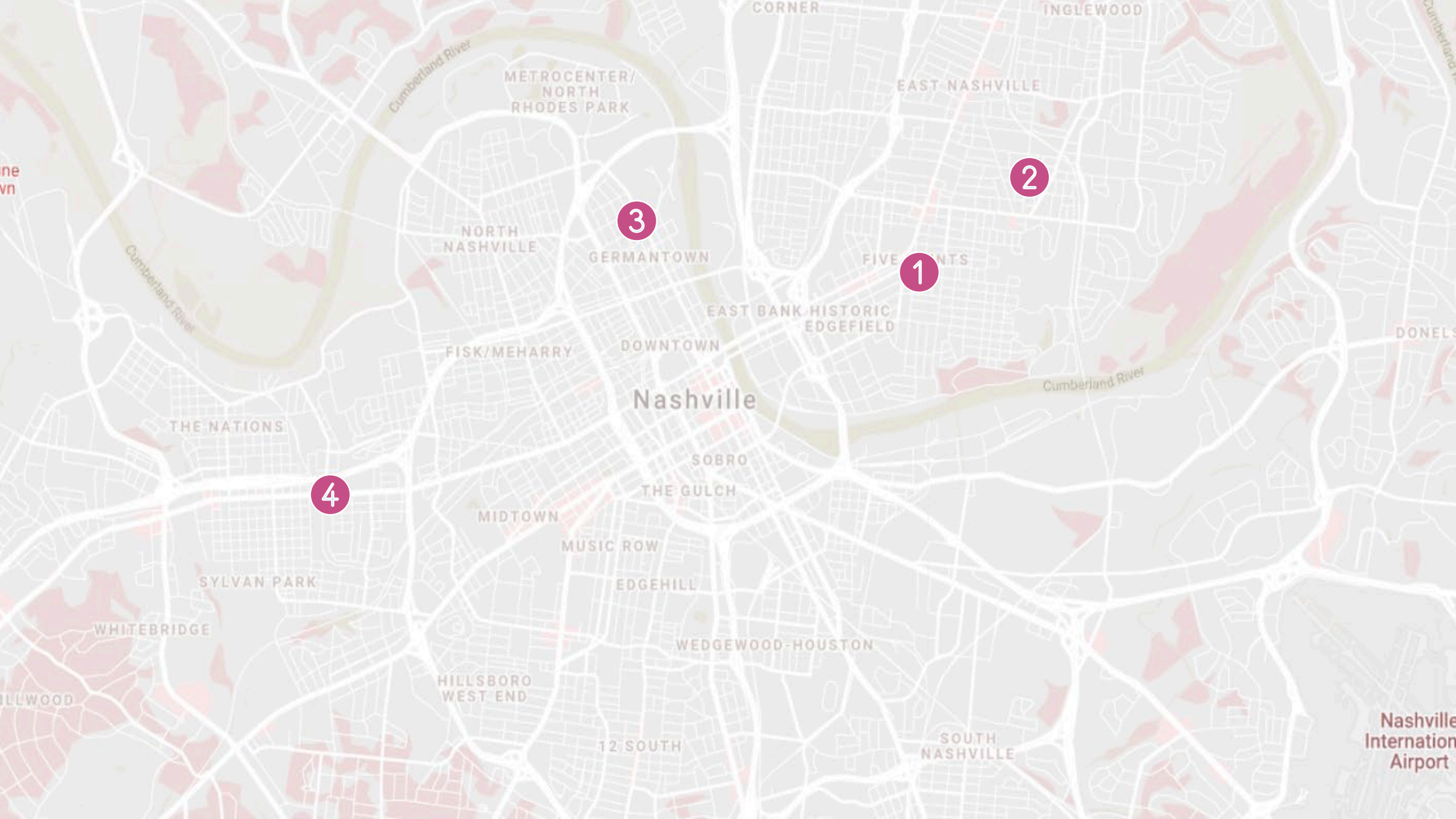
- 2 spaces per unit
- Type 2 PAE or share driveway – 1 additional space for every 6 units

CASE STUDIES

- Nashville (4)
- New Orleans (1)
- Austin (2)
- Atlanta (1)
- Houston (2)

QUESTIONS TO THINK ABOUT

- Is this a development typology Houston should be encouraging?
- What size of units should it target?
- What size lots should it target?
- Should there be a certain project size? 15,000 sf for example
- Parking
 - Should parking be unbundled
 - Reduce to 1 space per unit for smaller units?
 - Reduce to 1 space per any size unit near transit?
- Can lots front on open space?
 - Parking provided on-site – park car and walk
 - No vehicle access provided to individual lots
 - Pedestrian easement only from parking area
- Density
 - No density for multi-family
 - Single-family has a max density - why?
 - Provide incentives for workforce/affordable housing?



4

1

2

3

Nashville

METROCENTER/
NORTH
RHODES PARK

EAST NASHVILLE

NORTH
NASHVILLE

GERMANTOWN

FIVE POINTS

EAST BANK HISTORIC
EDGEFIELD

FISK/MEHARRY

DOWNTOWN

Cumberland River

THE NATIONS

SOBRO

THE GULCH

MIDTOWN

MUSIC ROW

EDGEHILL

WEDGEWOOD-HOUSTON

WHITEBRIDGE

SYLVAN PARK

HILLSBORO
WEST END

12 SOUTH

SOUTH
NASHVILLE

Nashville
International
Airport



1

ALLEY

STREET

NASHVILLE

1115 Fatherland St

Project

Type: Interior Rear Access
Frontage: Street & Courtyard
Parking: Separated
Ownership: Condo

Site

Width: 200'
Depth: 160'
Area: 32,000 SF
Lot size: 800 SF
Units: 8
Density: 11 u/a
Unit size: 1,700 SF

Courtyard

Width: 60'
Depth: 90'
Area: 5,400 SF
Percent of Site: 17%

1



NASHVILLE

1115 Fatherland St

Project

Type: Interior Rear Access
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Area: 5,400 SF
Percent of Site: 17%

2



NASHVILLE

211 Gentry Ave

Project

Type: Interior Alley Access

Frontage: Street & Alley

Parking: Attached

Ownership: Condo

Site

Width: 190'

Depth: 200'

Area: 38,000 SF

Lot size: 1,350-3,500 SF

Units: 14

Density: 16 u/a

Unit size: 650, 1,400, 2,500 SF

2



NASHVILLE

211 Gentry Ave

Project

Type: Interior Alley Access

Frontage: Street & Alley

Parking: Attached

Ownership: Condo

Site

Width: 190'

Depth: 200'

Area: 38,000 SF

Lot size: 1,350-3,500 SF

Units: 14

Density: 16 u/a

Unit size: 650, 1,400, 2,500 SF

3



NASHVILLE

1427 4th Ave N

Project

Type: Corner Alley Access
Frontage: Street & Courtyard
Parking: Detached
Ownership: Condo

Site

Width: 225'
Depth: 170'
Area: 34,000 SF
Lot size: 600 SF
Units: 17
Density: 21 u/a
Unit size: 1,200-1,400 SF

Courtyard

Width: 90'
Depth: 45'
Area: 2,600 SF
Percent of Site: 8%

3



NASHVILLE

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Site

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Courtyard

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Depth: 45'
Area: 2,600 SF
Percent of Site: 8%

4



ALLEY

ALLEY

ALLEY

STREET

NASHVILLE

4001 Elkins Alley

Project

Type: Loop Alley Access
Frontage: Courtyard
Parking: Attached
Ownership: Condo

Site

Width: 150'
Depth: 300'
Area: 45,000 SF
Lot size: 2,275 SF
Units: 14
Density: 14 u/a
Unit size: 1,700-2,100 SF

Courtyard

Width: 30'
Depth: 170'
Area: 5,100 SF
Percent of Site: 11%

Linear Park

Width: 50'
Depth: 150'
Area: 7,500 SF
Percent of Site: 17%



ALLEY

ALLEY

ALLEY

STREET

NASHVILLE

4001 Elkins Alley

Project

Type: Loop Alley Access
 Frontage: Courtyard
 Parking: Attached
 Ownership: Condo

Site

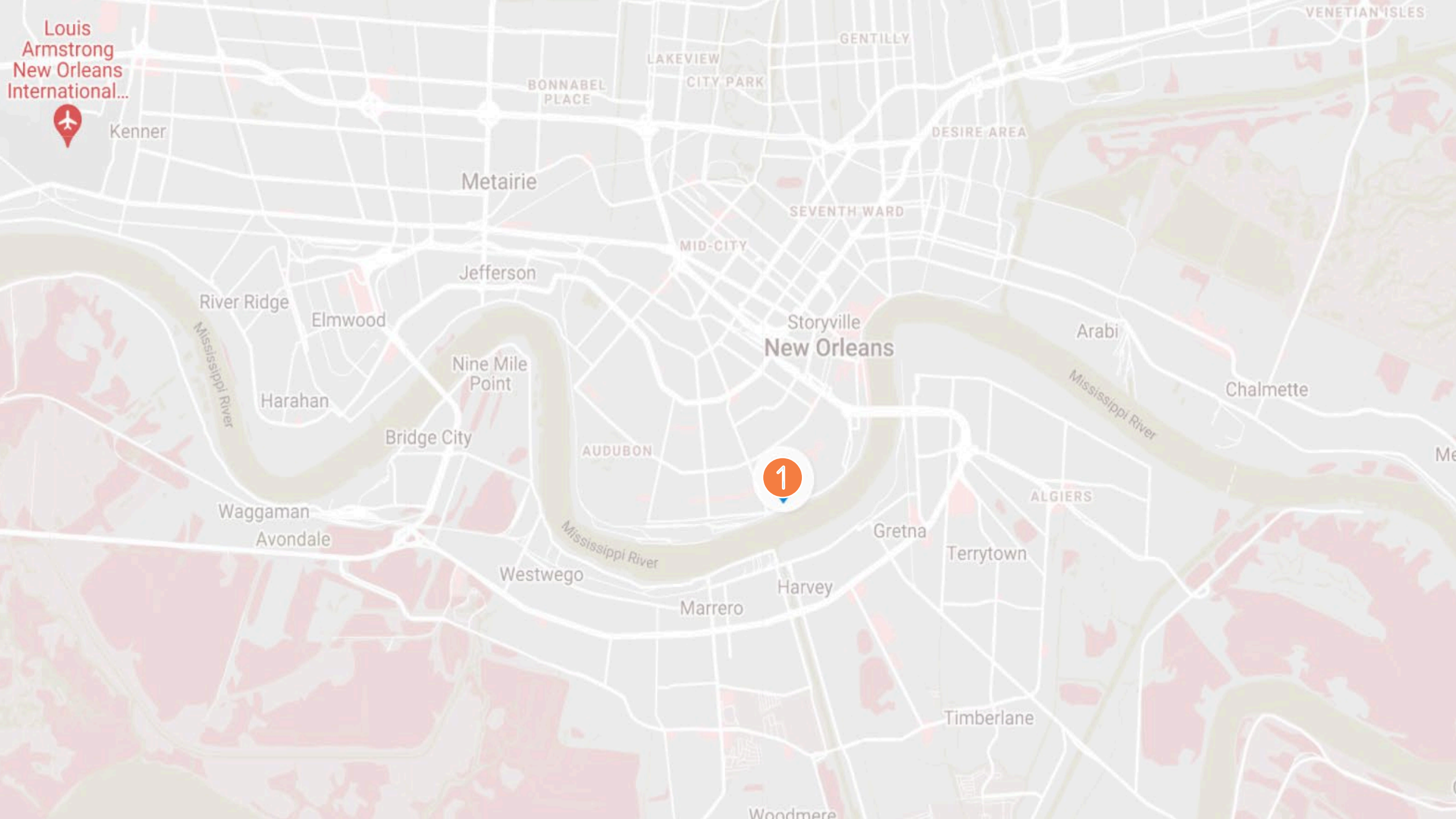
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Linear Park

Width: 50'
 Depth: 150'
 Area: 7,500 SF
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Louis Armstrong
New Orleans
International...



Kenner

Metairie

BONNABEL
PLACE

LAKEVIEW
CITY PARK

GENTILLY

DESIRE AREA

VENETIAN ISLES

MID-CITY

SEVENTH WARD

Jefferson

River Ridge

Elmwood

Storyville

New Orleans

Arabi

Harahan

Nine Mile
Point

Chalmette

Bridge City

AUDUBON



ALGIERS

Waggaman

Avondale

Gretna

Terrytown

Westwego

Mississippi River

Harvey

Marrero

Timberlane

Woodmere

1



NEW ORLEANS

3130 St Thomas Street

Project

Type: Corner Lot
Frontage: Street/Courtyard
Parking: Informal
Ownership: Condo

Site

Width: 150'
Depth: 85'
Area: 12,750 SF
Lot size: --
Units: 12
Density: 40 u/a
Unit size: 900-1,500 SF

1



NEW ORLEANS

3130 St Thomas Street

Project

Type: Corner Lot
Frontage: Street/Courtyard
Parking: Informal
Ownership: Condo

Site

Width: 150'
Depth: 85'
Area: 12,750 SF
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1



NEW ORLEANS

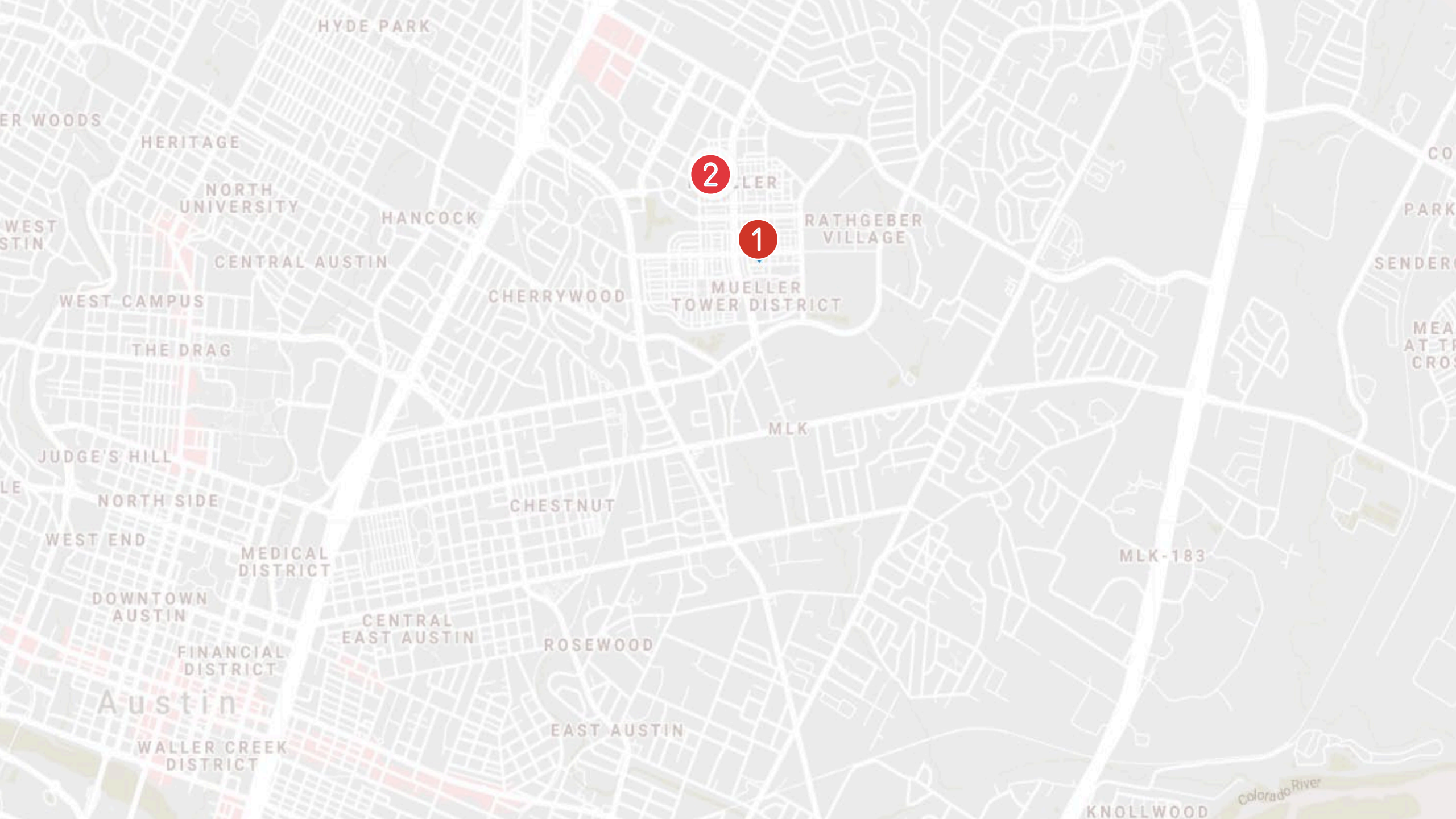
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HYDE PARK

HERITAGE

NORTH UNIVERSITY

HANCOCK

2

1

MUELLER

RATHGEBER VILLAGE

CENTRAL AUSTIN

CHERRYWOOD

MUELLER TOWER DISTRICT

WEST CAMPUS

THE DRAG

MLK

JUDGE'S HILL

NORTH SIDE

CHESTNUT

MLK-183

WEST END

MEDICAL DISTRICT

DOWNTOWN AUSTIN

CENTRAL EAST AUSTIN

ROSEWOOD

Austin

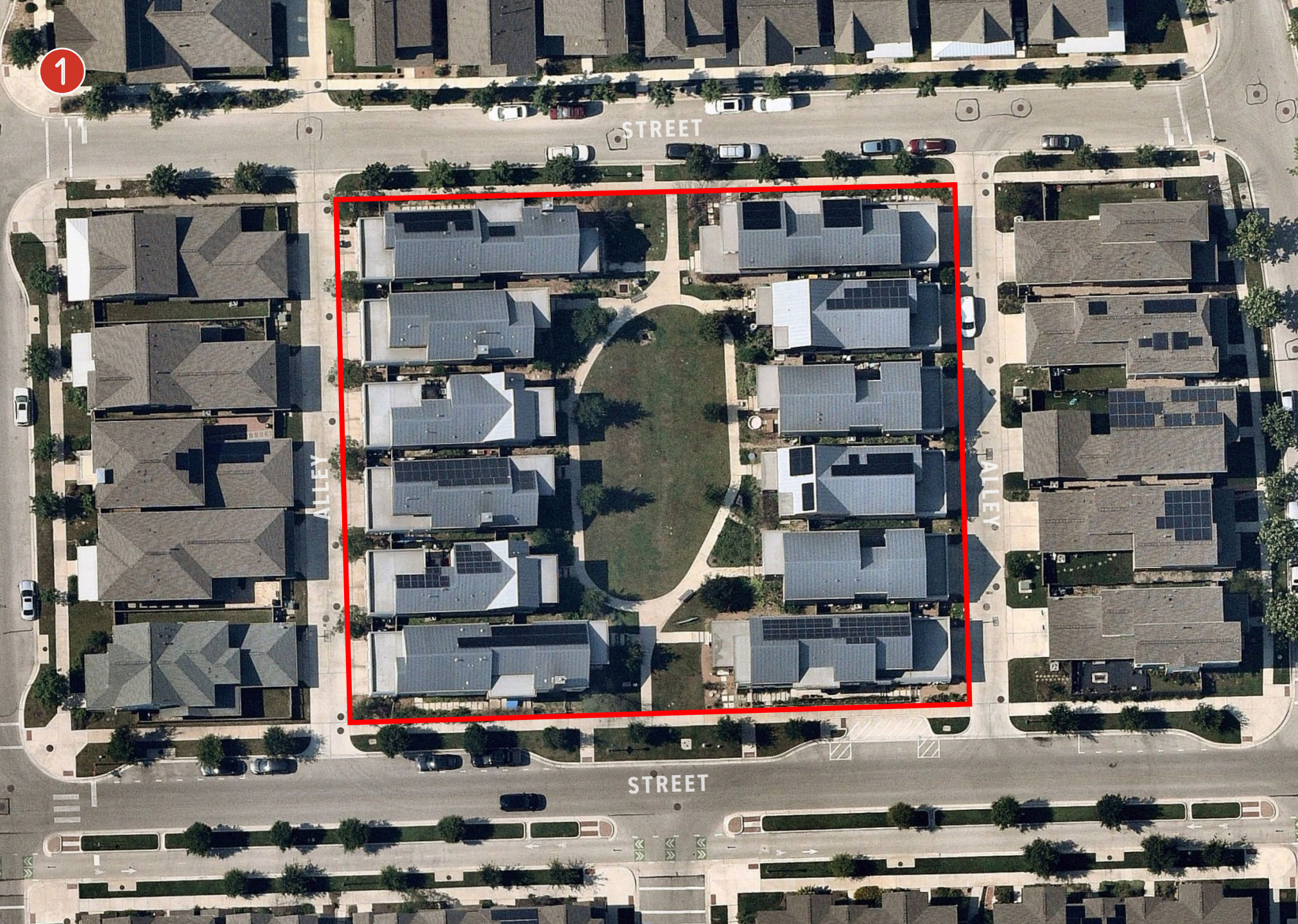
FINANCIAL DISTRICT

EAST AUSTIN

WALLER CREEK DISTRICT

KNOLLWOOD

Colorado River



1

AUSTIN

2504 Moreno St

Project

Type: Alley Access
Frontage: Courtyard
Parking: Attached
Ownership: Fee Simple

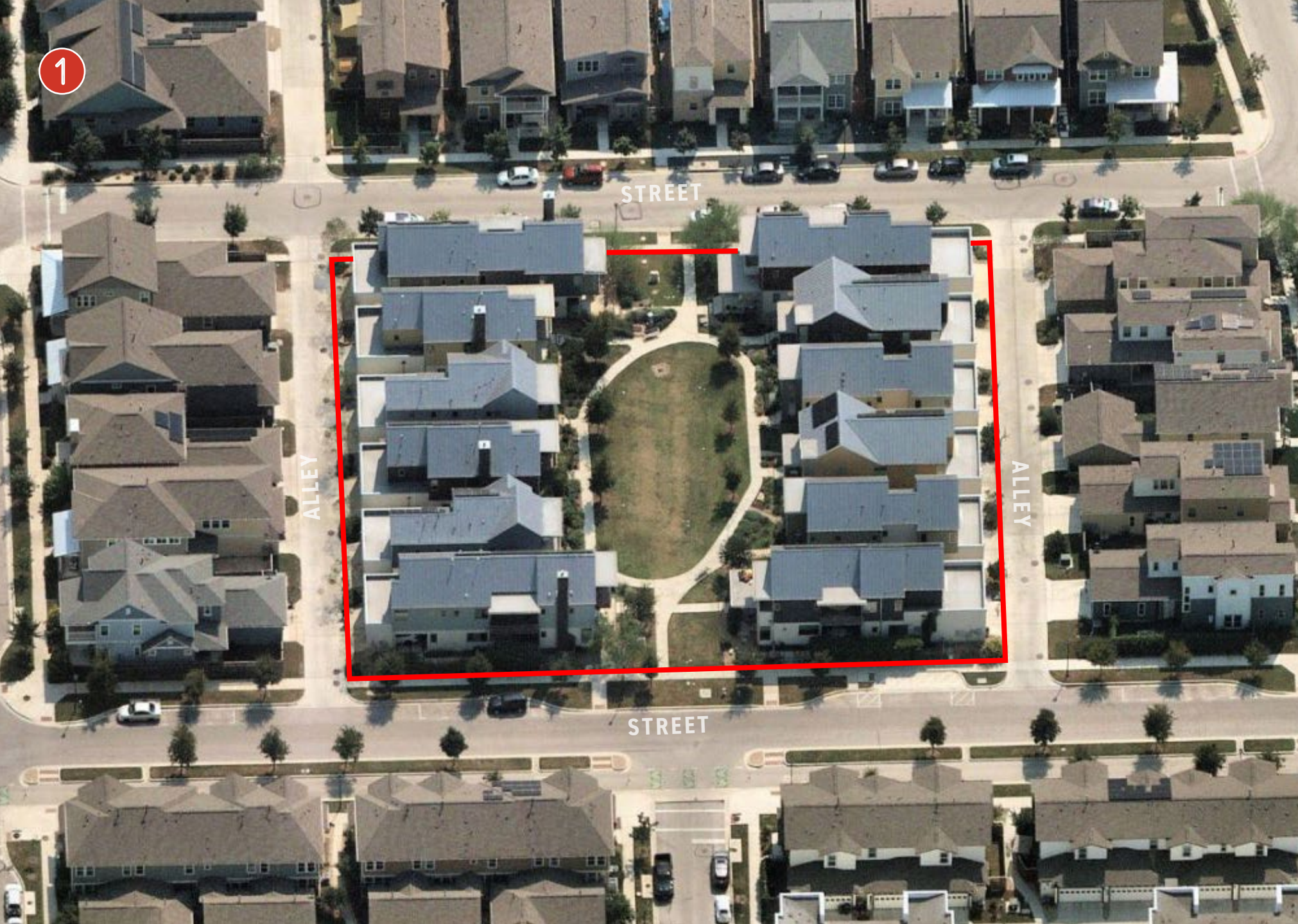
Site

Width: 240'
Depth: 200'
Area: 48,000 SF
Lot size: 2,500-3,600 SF
Units: 12
Density: 12 u/a
Unit size: 2,000 -2,150 SF SF

Courtyard

Width: 35' - 70'
Depth: 200'
Area: 9,200 SF
Percent of Site: 19%

1



AUSTIN

2504 Moreno St

Project

Type: Alley Access
Frontage: Courtyard
Parking: Attached
Ownership: Fee Simple

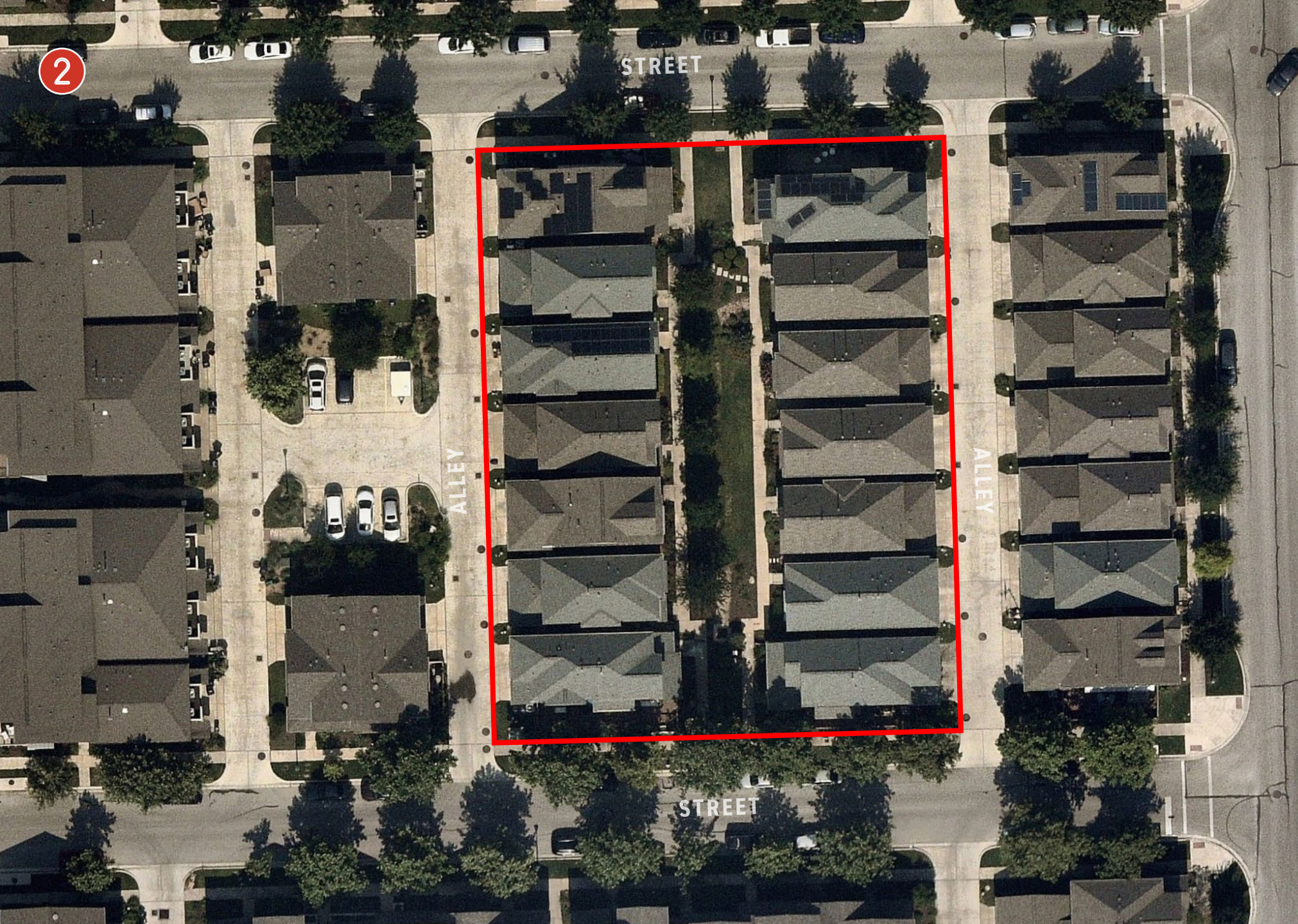
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Unit size: 2,000 -2,150 SF

Courtyard

Width: 35' - 70'
Depth: 200'
Area: 9,200 SF
Percent of Site: 19%

2



STREET

ALLEY

ALLEY

STREET

AUSTIN

4525 Ruiz St

Project

Type: Alley Access
Frontage: Courtyard
Parking: Attached
Ownership: Fee Simple

Site

Width: 155'
Depth: 200'
Area: 31,000 SF
Lot size: 1,560 SF
Units: 14
Density: 20 u/a
Unit size: 1,525 SF

Courtyard

Width: 30'
Depth: 200'
Area: 6,000 SF
Percent of Site: 19%

2



AUSTIN

4525 Ruiz St

Project

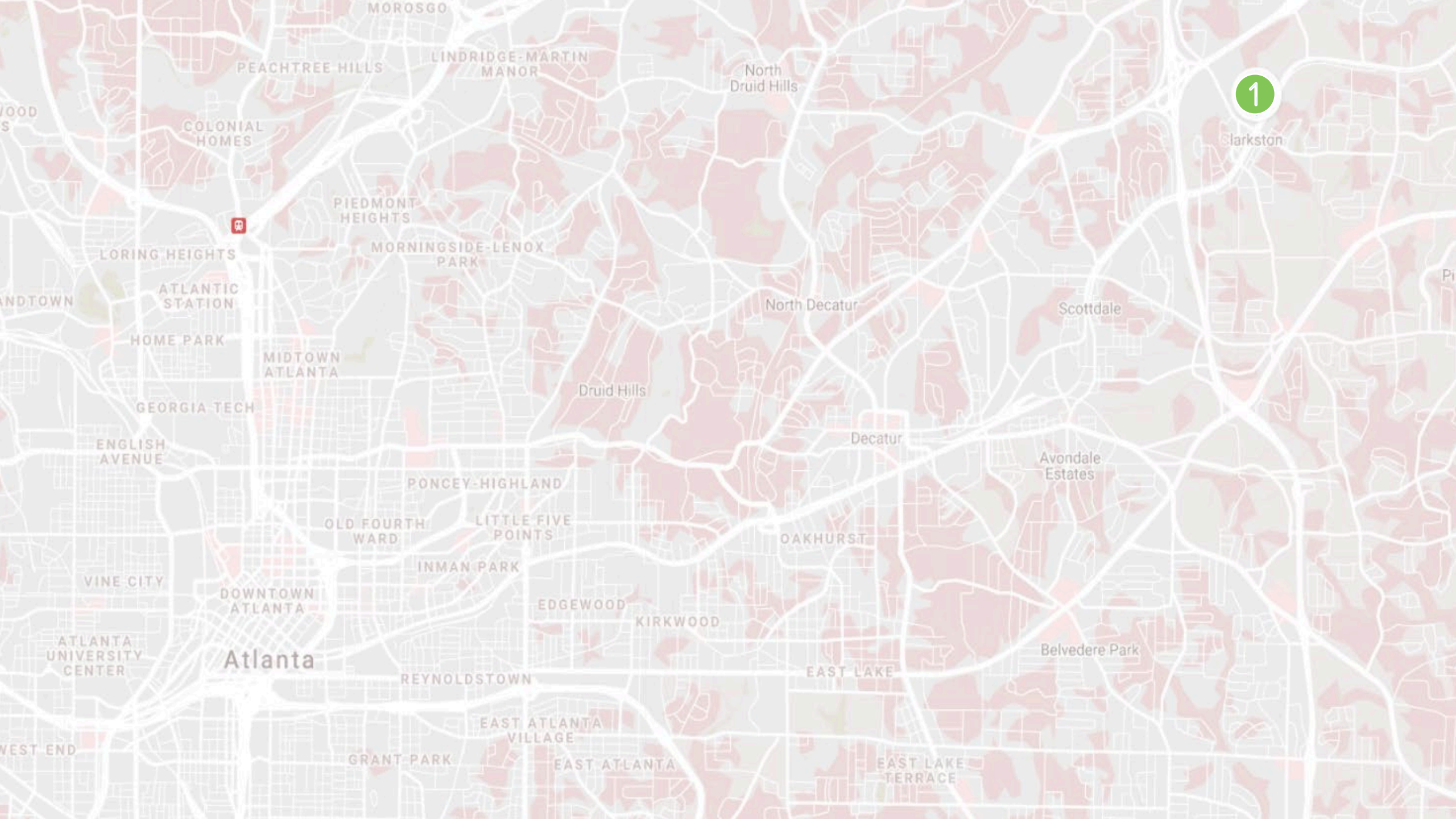
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Frontage: Courtyard
Parking: Attached
Ownership: Fee Simple

Site

Width: 155'
Depth: 200'
Area: 31,000 SF
Lot size: 1,560 SF
Units: 14
Density: 20 u/a
Unit size: 1525 SF

Courtyard

Width: 30'
Depth: 200'
Area: 6,000 SF
Percent of Site: 19%



1

Atlanta

PEACHTREE HILLS

LINDRIDGE-MARTIN MANOR

North
Druid Hills

COLONIAL
HOMES

PIEDMONT
HEIGHTS

MORNINGSIDE-LENOX
PARK

LORING HEIGHTS

ATLANTIC
STATION

HOME PARK

MIDTOWN
ATLANTA

North Decatur

Scottdale

Clarkston

GEORGIA TECH

Druid Hills

ENGLISH
AVENUE

Decatur

Avondale
Estates

PONCEY-HIGHLAND

OLD FOURTH
WARD

LITTLE FIVE
POINTS

OAKHURST

VINE CITY

DOWNTOWN
ATLANTA

INMAN PARK

EDGEWOOD

KIRKWOOD

Belvedere Park

REYNOLDSTOWN

EAST LAKE

WEST END

GRANT PARK

EAST ATLANTA
VILLAGE

EAST ATLANTA

EAST LAKE
TERRACE

1



ATLANTA

1160 Vaughan St, Clarkston, GA

Project

Type: Interior Access
Frontage: Courtyard
Parking: Detached
Ownership: Condo

Site

Width: 190'
Depth: 130'
Area: 24,700 SF
Lot size: 900-1,200 SF
Units: 8
Density: 14 u/a
Unit size: 250-500 SF

Courtyard

Depth: 100'
Width: 50'
Area: 5,000 SF
Percent of Site: 20%

1



ATLANTA

1160 Vaughan St, Clarkston, GA

Project

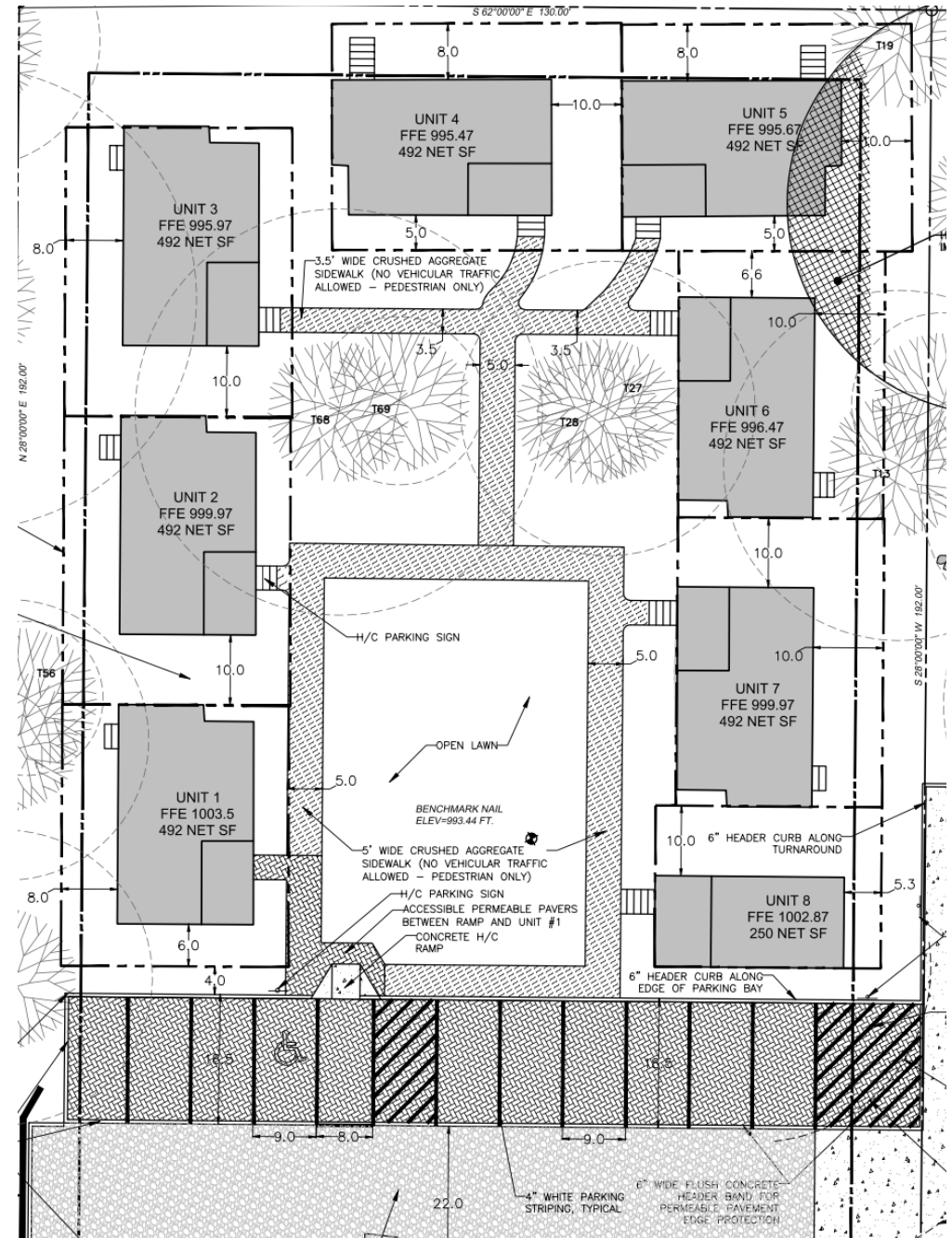
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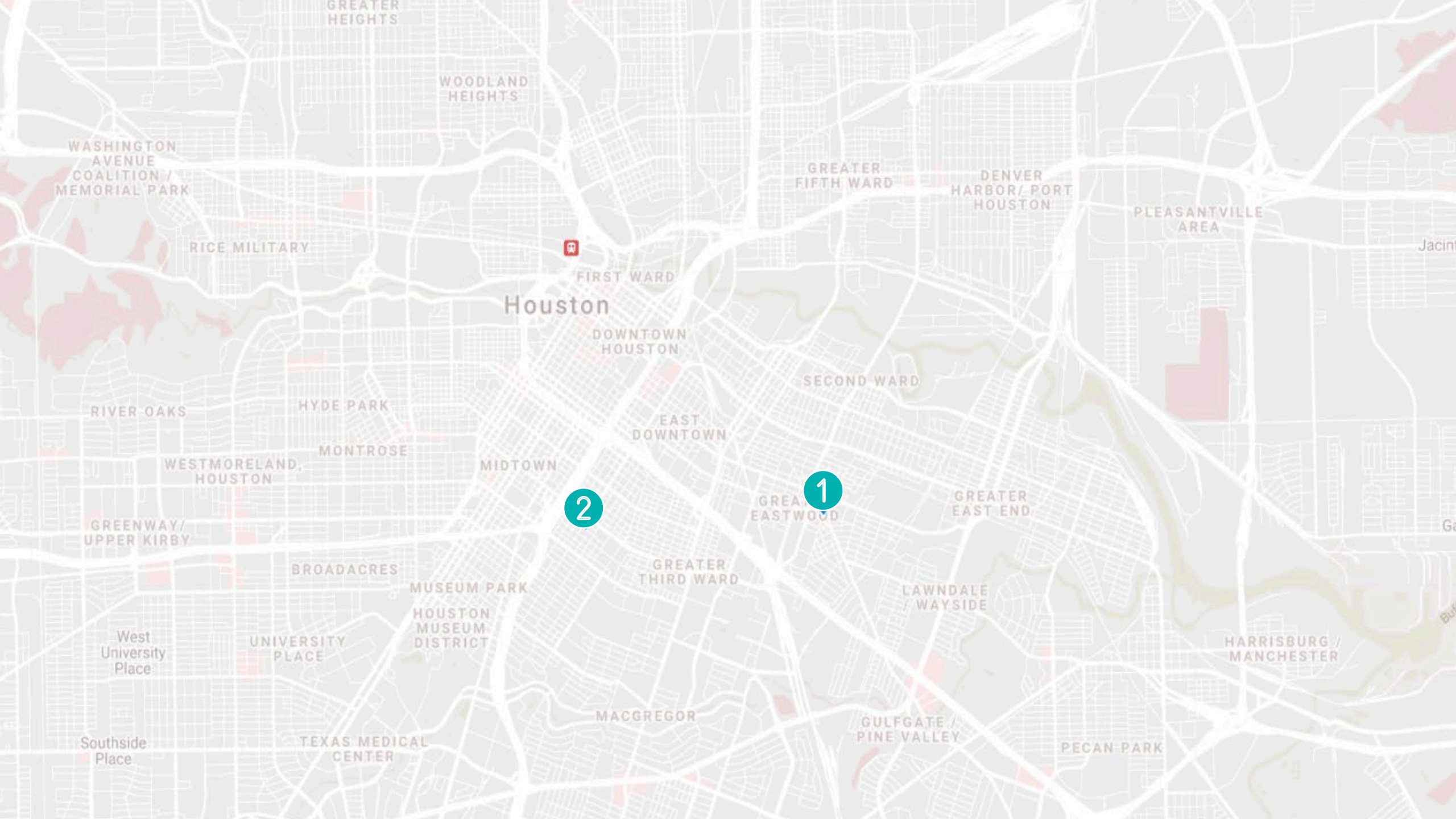
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Courtyard

Depth: 100'
Width: 50'
Area: 5,000 SF
Percent of Site: 20%





Houston

2

1

WASHINGTON AVENUE COALITION / MEMORIAL PARK

RICE MILITARY

WOODLAND HEIGHTS

GREATER FIFTH WARD

DENVER HARBOR / PORT HOUSTON

PLEASANTVILLE AREA

FIRST WARD

DOWNTOWN HOUSTON

SECOND WARD

RIVER OAKS

HYDE PARK

EAST DOWNTOWN

WESTMORELAND, HOUSTON

MONTROSE

MIDTOWN

GREATER EASTWOOD

GREATER EAST END

GREENWAY / UPPER KIRBY

BROADACRES

GREATER THIRD WARD

MUSEUM PARK

LAWNDALE / WAYSIDE

HOUSTON MUSEUM DISTRICT

HARRISBURG / MANCHESTER

West University Place

UNIVERSITY PLACE

MACGREGOR

GULFGATE / PINE VALLEY

PECAN PARK

Southside Place

TEXAS MEDICAL CENTER

1



HOUSTON

1510 Dumble St

Project

Type: Interior Shared Access
Frontage: Street & Shared Access
Parking: Attached
Ownership: Fee simple

Site

Width: 240'
Depth: 120'
Area: 22,000 SF
Lot size: 1,500-2,100 SF
Units: 10
Density: 20 u/a
Unit size: 500-750 SF

Detention/Open Space

Depth: 100'
Width: 130'
Area: 5,600 SF
Percent of Site: 25%

1



HOUSTON

1510 Dumble St

Project

Type: Interior Shared Access

Frontage: Street & Shared Access

Parking: Attached

Ownership: Fee simple

Site

Width: 240'

Depth: 120'

Area: 22,000 SF

Lot size: 1,500-2,100 SF

Units: 10

Density: 20 u/a

Unit size: 500-750 SF

Detention/Open Space

Depth: 100'

Width: 130'

Area: 5,600 SF

Percent of Site: 25%

2



HOUSTON

2404 Francis St

Project

Type: Front Access

Frontage: Street

Parking: Detached

Ownership: Apartment

Site

Width: 425'

Depth: 100'

Area: 42,500 SF

Lot size: n/a

Units: 16

Density: 16 u/a

Unit size: 600-800 SF

2



HOUSTON

2404 Francis St

Project

Type: Front Access

Frontage: Street

Parking: Detached

Ownership: Apartment

Site

Width: 425'

Depth: 100'

Area: 42,500 SF

Lot size: n/a

Units: 16

Density: 16 u/a

Unit size: 600-800 SF

QUESTIONS

- Is this a development typology Houston should be encouraging?
- What size of units should it target?
- What size lots should it target?
- Should there be a **certain project size?** 15,000 sf for example
- **Parking**
 - Should parking be unbundled?
 - Reduce to 1 space per unit for smaller units?
 - Reduce to 1 space per any size unit near transit?
- **Can lots front on open space?**
 - Parking provided on-site – park car and walk
 - No vehicle access provided to individual lots
 - Pedestrian easement only from parking area
- **Density**
 - No density for multi-family
 - Single-family has a max density - why?
 - Provide incentives for workforce/affordable housing?



LYNN HENSON



Let's Talk Houston!



www.LetsTalkHouston.org/Livable-Places

A screenshot of the Livable Places Houston website. The page features the Planning & Development Department logo, a search bar, and a navigation menu with options like 'SHARE YOUR IDEAS', 'GET NEWS', 'UPLOAD IMAGES', and 'ASK QUESTIONS'. A prominent 'Sign Up to get involved!' button is visible, along with social media icons for Facebook, Twitter, LinkedIn, and Email. The page also includes a 'Project Contact' section and a breadcrumb trail: 'Home > Livable Places'.

- Read the article
- Survey responses summary

Contacts and Resources

Livable Places

LivablePlaces@houstontx.gov

832.393.6600

Suvidha Bandi


Jennifer Ostlind

Lynn Henson

www.HoustonPlanning.com

www.LetsTalkHouston.org





**Next meeting
November 9th
3-5pm**

Instructions for Public Comments

2 minutes per speaker

Press *6 if connected on phone

Click on the microphone button

State your full name & spell your last name