

Livable Places Action Committee

Changes to Houston's Residential Code

Margaret Wallace Brown

Houston Housing Collaborative 2nd Housing Fair
November 2023



PLANNING &
DEVELOPMENT
DEPARTMENT

PLAN HOUSTON

Opportunity. Diversity. Community. Home.



HOUSTON CLIMATE ACTION PLAN

RESILIENT HOUSTON

Final Report



GULFTON COMPLETE COMMUNITIES

ACTION PLAN

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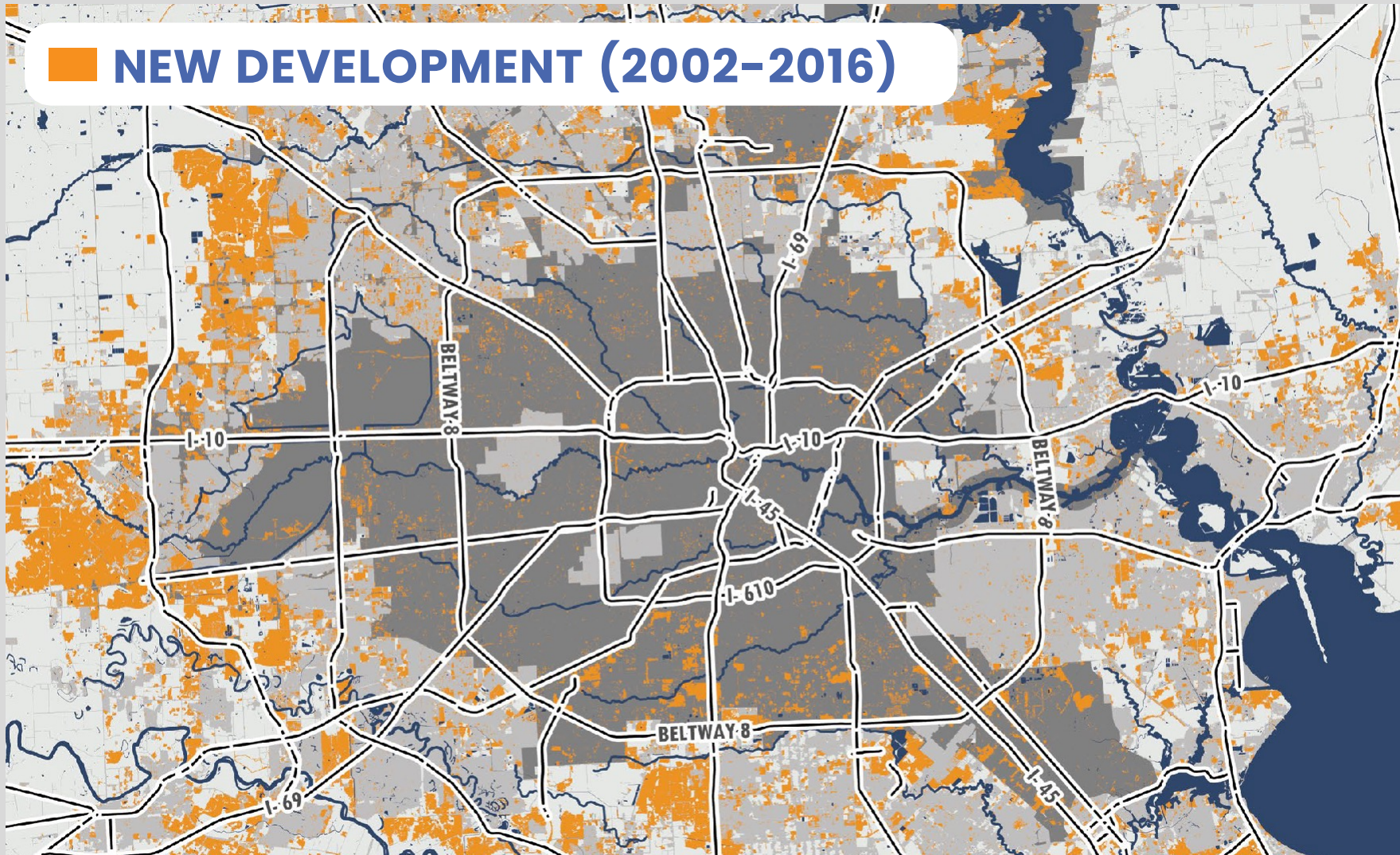
Two Questions:

1. **What's driving up the cost of housing in Houston?**
2. **What do we control that could help reduce costs?**

Four Answers:

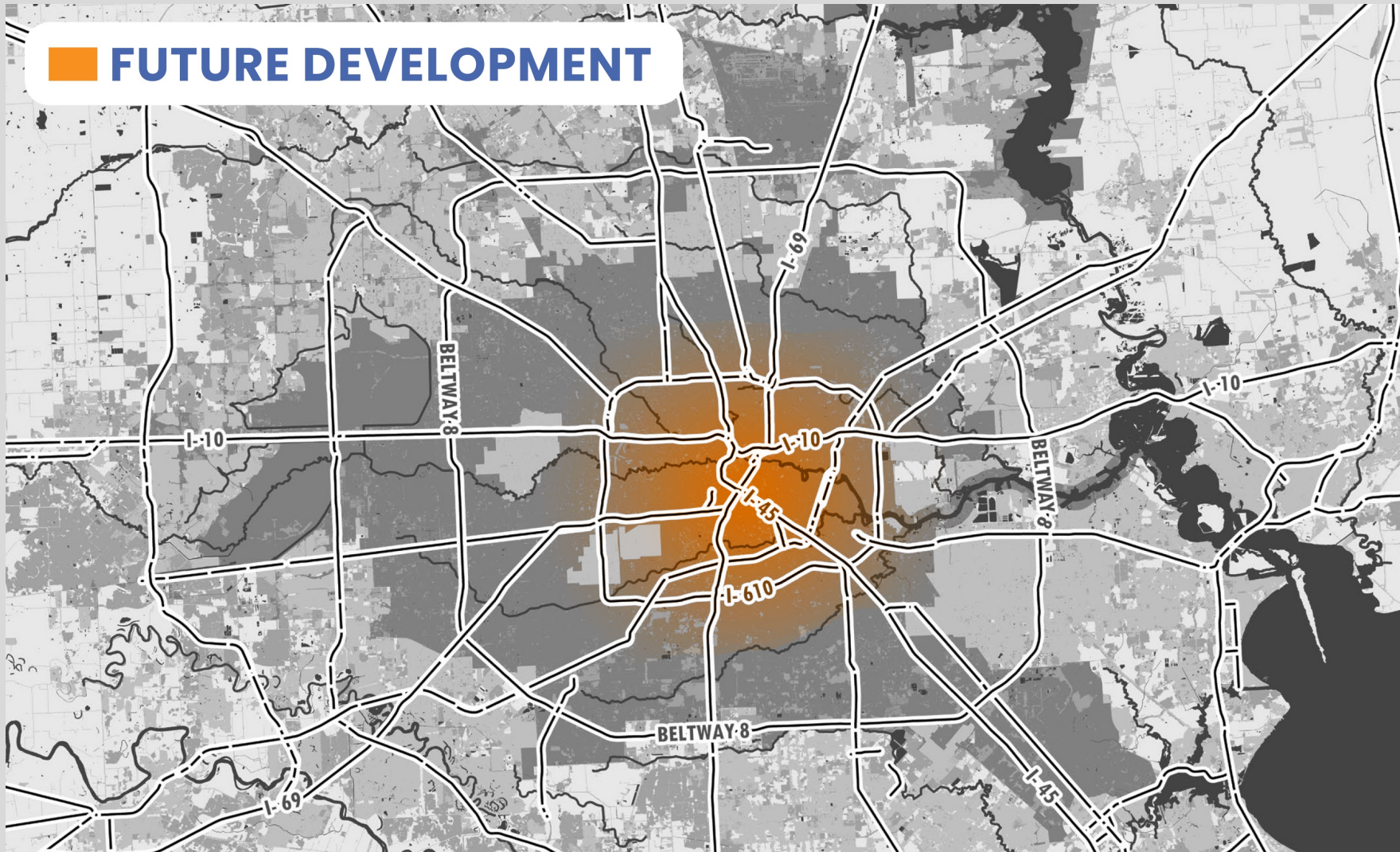
1. Reduce the amount of land.
2. Reduce the parking.
3. Encourage smaller units.
4. Preserve what we have.

Reduce Sprawl:



- ✗ Increases impervious areas
- ✗ Increases cost of infrastructure
- ✗ Increases overall reliance on cars and driving
- ✗ Degrades environment, water and air quality

Encourage In-fill:



✓ Reduces development pressure on greenfield areas

✓ Maximizes use of existing infrastructure

✓ Encourages multi-modal transportation options

✓ Facilitates safer, more walkable, amenity-rich neighborhood



Allow for
**housing on
smaller lots**



Allow for
**different types of
open space**



Allow for
**narrower and
fewer driveways**



Allow
**more ways to
access on-site
parking**





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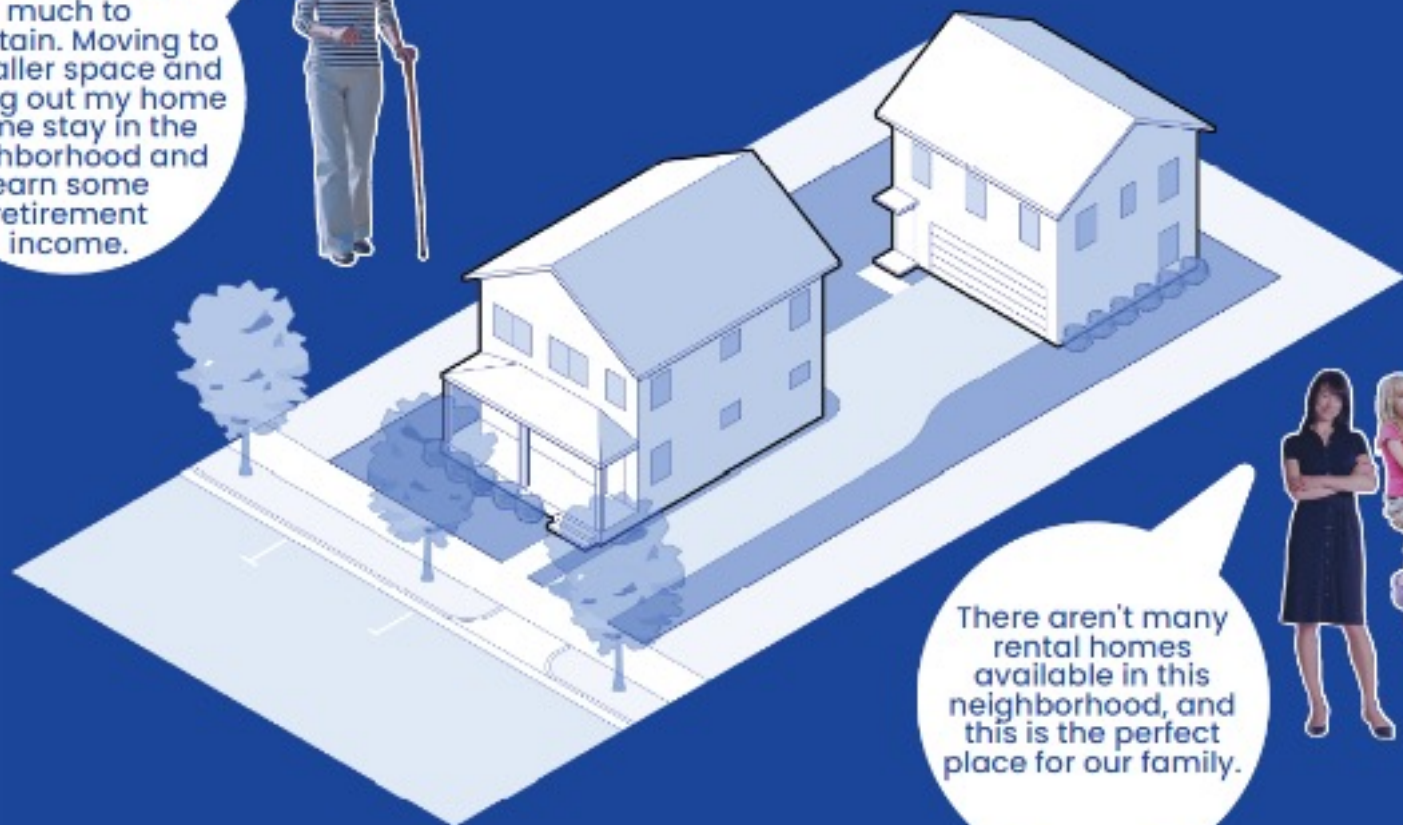


LIVABLE PLACES ENCOURAGES HOUSING LIKE THIS:

SECOND DWELLING UNITS

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

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.

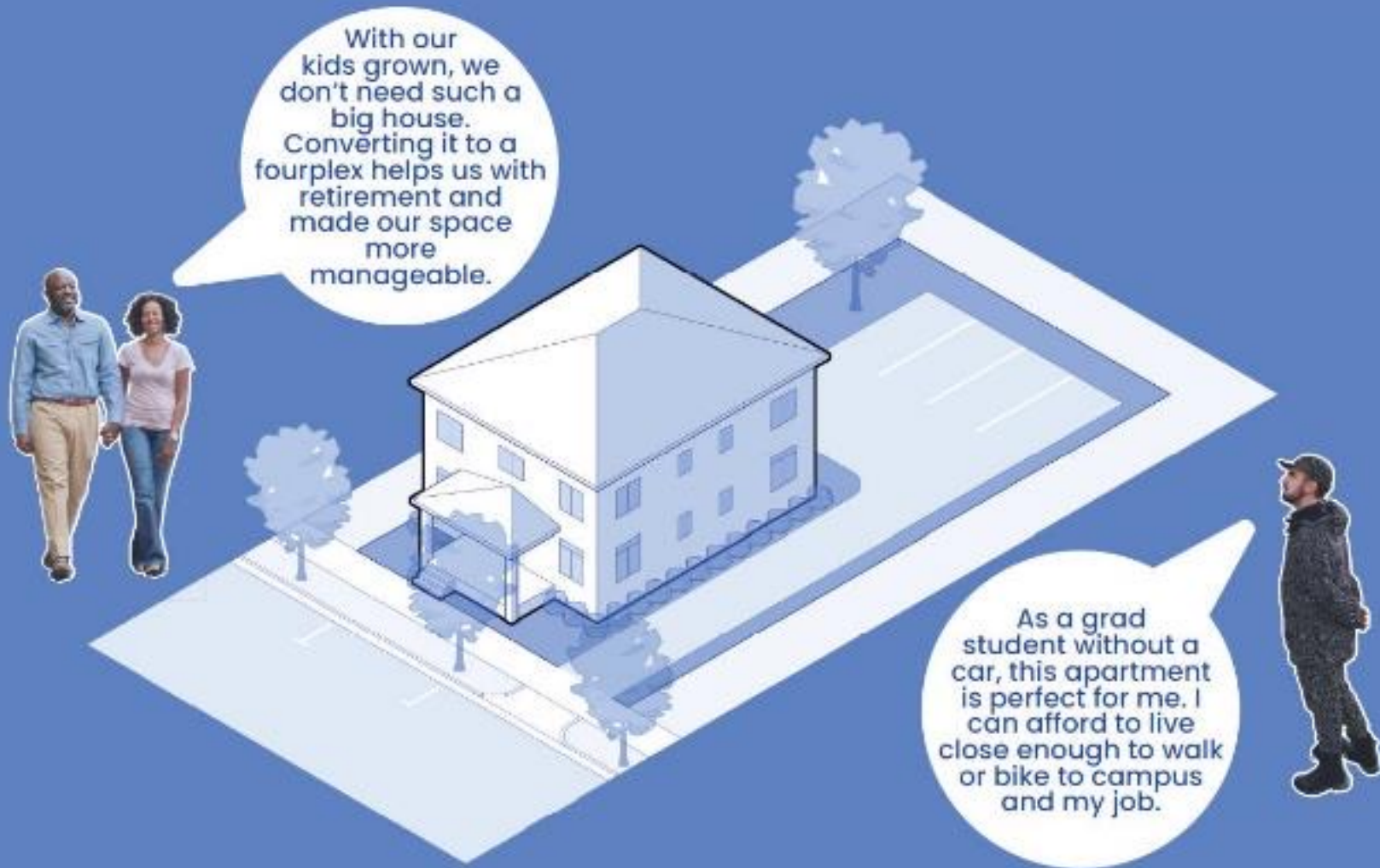




AND THIS:

MULTI-UNIT RESIDENTIAL

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



With our kids grown, we don't need such a big house. Converting it to a fourplex helps us with retirement and made our space more manageable.

As a grad student without a car, this apartment is perfect for me. I can afford to live close enough to walk or bike to campus and my job.



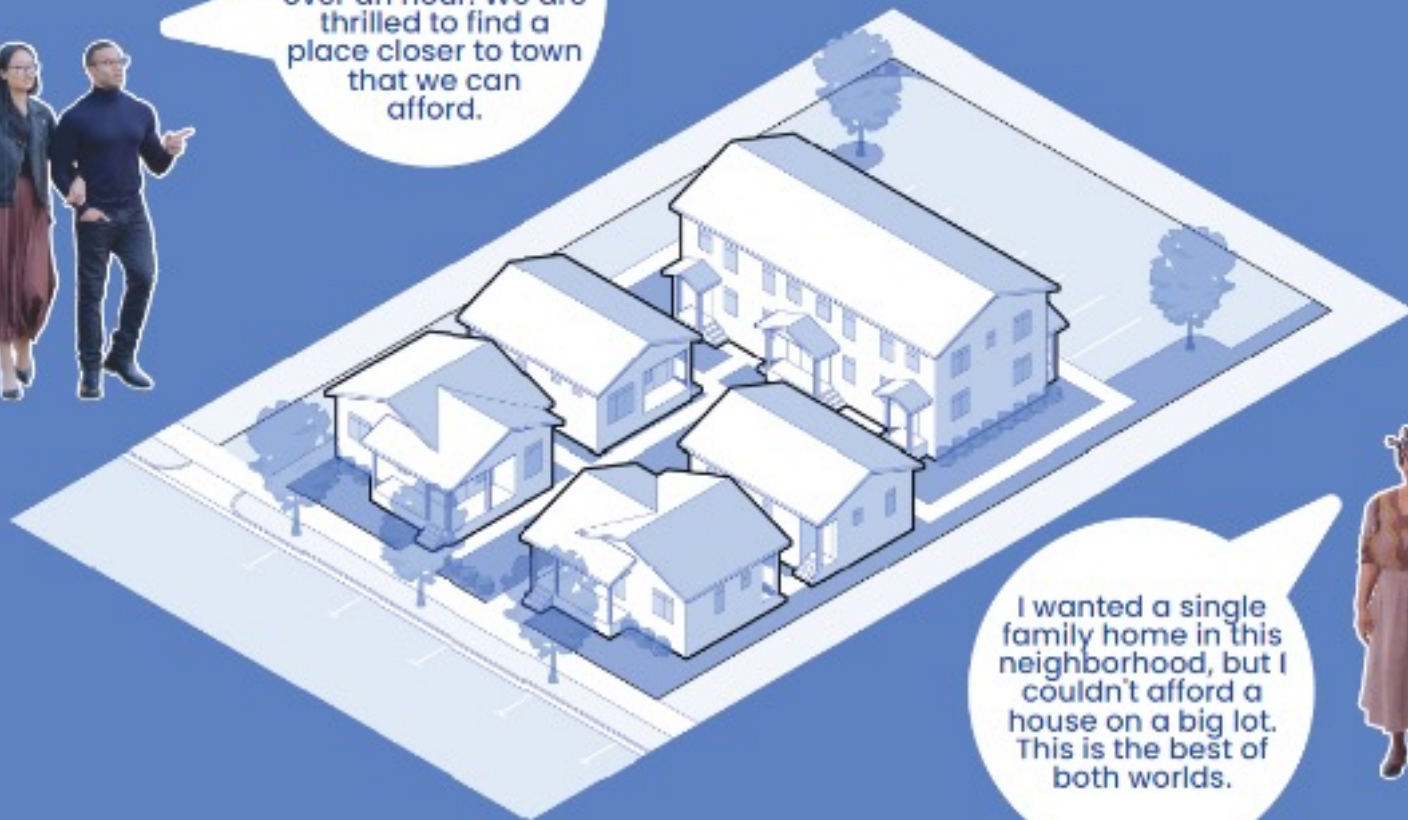
AND THIS:

COURTYARD STYLE DEVELOPMENT

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



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.



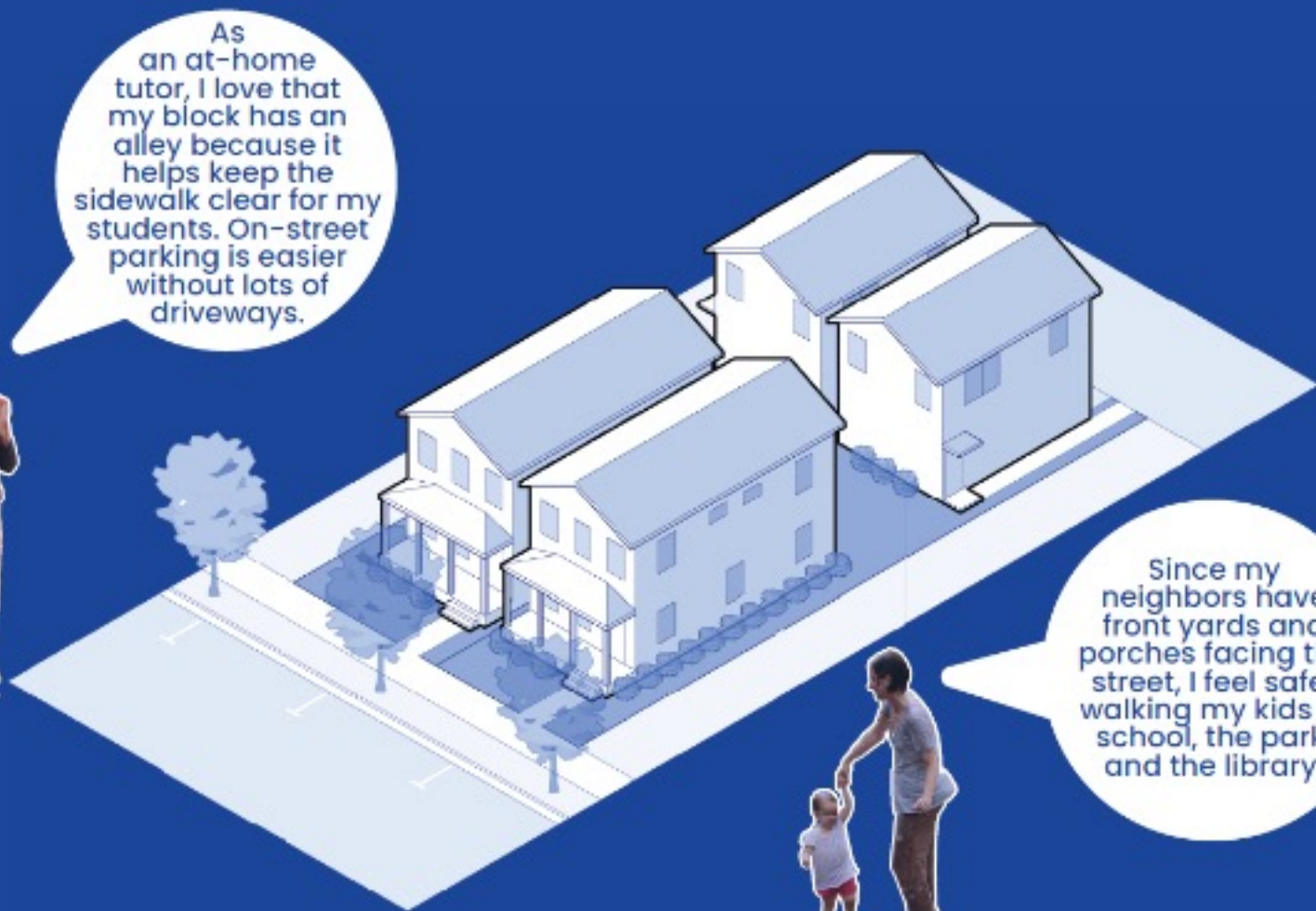


AND THIS:

NARROW-LOT DEVELOPMENT

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

As an at-home tutor, I love that my block has an alley because it helps keep the sidewalk clear for my students. On-street parking is easier without lots of driveways.



Since my neighbors have front yards and porches facing the street, I feel safer walking my kids to school, the park, and the library.

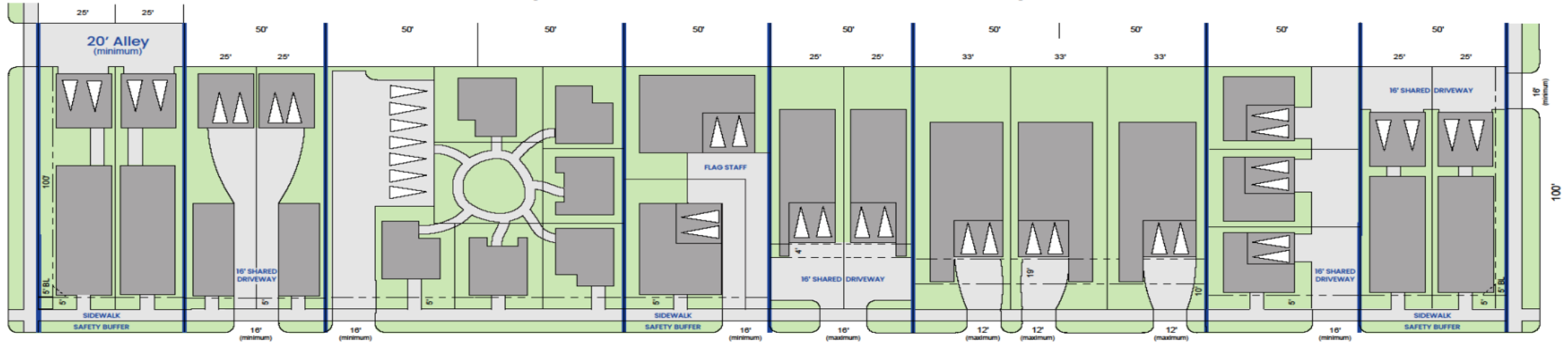




Infill and Narrow-lot Residential

Livable Places Housing Recommendations*

Incentives and Requirements For Small-Lot Residential Redevelopment



Alley Access (25' Lot)

- Increased Incentives:**
- Increased density from 27 to 35 units per acre
 - Improved ability to build an ADU
 - No visibility triangle above 10', resulting in more buildable area (corner lots)
 - Allowance of a 65% lot coverage exemption from detention requirements
 - Reduced side building line to 5' for corner lots
 - No detention required for public alley when proposing alley access
 - Reduced parking for units 1,500 sq. ft. or smaller
 - Entry feature can be within the building line
- Additional requirements:**
- Enhanced front door and windows to provide better visibility onto street

Shared Drive (25' Lot)

- Increased Incentives:**
- Increased density from 27 to 35 units per acre
 - Improved ability to build an ADU
 - 65% lot coverage exemption from detention requirements
 - Driveway included in lot coverage calculation and no additional detention if less than 65%
 - Reduced parking for units 1,500 sq. ft. or smaller
- Additional requirements:**
- Enhanced front door and windows to provide better visibility onto street

Courtyard Development

- New Opportunities:**
- Street frontage not required for lots fronting on a shared courtyard
 - No minimum lot size or maximum density with at least 150 sq. ft. of green space per lot
 - 65% lot coverage exemption from detention requirements on tracts 15,000 sq. ft. or less, 9,750 sq. ft. lot coverage exemption on tracts between 15,001 sq. ft. and 1 acre.**
 - Parking may be removed from individual lots but located within the development
 - Reduced parking for units 1,000 sq. ft. or smaller
 - One guest parking space for every 6 units
- Requirements:**
- Maximum site depth from street is 150'
 - Maximum 30' tall
 - Parking on the side or rear but not in the front
 - Maximum lot size of 3,500 sq. ft. and a maximum unit size of 1,800 sq. ft.
 - Enhanced front door and windows to provide better visibility onto street and courtyard

Flag Lots

- Increased Incentives:**
- Increased density from 27 to 35 units per acre
 - Improved ability to build an ADU
 - No visibility triangle above 10', resulting in more buildable area (on corner lots)
 - Reduced building line of 5'
 - Reduced flag staff width
 - Flag staff is included in the lot coverage calculation no separate detention is required if under 65%
 - Reduced parking for units 1,500 sq. ft. or smaller
- Additional requirements:**
- Enhanced front door and windows to provide better visibility onto street
 - All newly created lots abutting the staff take access from the staff

Shared Drive (25' Lot)

- Increased Incentives:**
- Increased density from 27 to 35 units per acre
 - Improved ability to build an ADU
 - 65% lot coverage exemption from detention requirements
 - Driveway included in lot coverage calculation and no additional detention if less than 65%
 - Reduced parking for units 1,500 sq. ft. or smaller
- Additional requirements:**
- Balconies or windows to provide better visibility onto street

Front Load Individual Driveway (33' Lot)

- Increased Incentives:**
- Increased density from 27 to 35 units per acre
 - Improved ability to build an ADU
 - 65% lot coverage exemption from detention requirements
 - Driveway included in lot coverage calculation and no additional detention if less than 65%
 - Reduced parking for units 1,500 sq. ft. or smaller
- Additional requirements:**
- A maximum of 12' individual driveway per lot
 - Enhanced front door and windows to provide better visibility onto street

Shared Drive (50' Lot)

- Increased Incentives:**
- Increased density from 27 to 35 units per acre
 - Improved ability to build an ADU
 - No visibility triangle above 10', resulting in more buildable area (corner lots)
 - 65% lot coverage exemption from detention requirements
 - Driveway included in lot coverage calculation and no additional detention if less than 65%
 - Reduced parking for units 1,500 sq. ft. or smaller
- Additional requirements:**
- Enhanced front door and windows to provide better visibility onto street

Rear Shared Driveway (25' Lots w/corner access)

- Increased incentives:**
- Increased density from 27 to 35 units per acre
 - No visibility triangle above 10', resulting in more buildable area (corner lots)
 - Improved ability to build an ADU
 - Allowance of a 65% lot coverage exemption from detention requirements
 - Reduced parking for units 1,500 sq. ft. or smaller
 - Enhanced front door and windows to provide better visibility onto street
 - Shared vehicular access from side street unless it is a major thoroughfare
- Additional requirements:**
- Enhanced front door and windows to provide better visibility onto street

*To learn about all the housing recommendations visit bit.ly/LivablePlaces or scan the QR code.



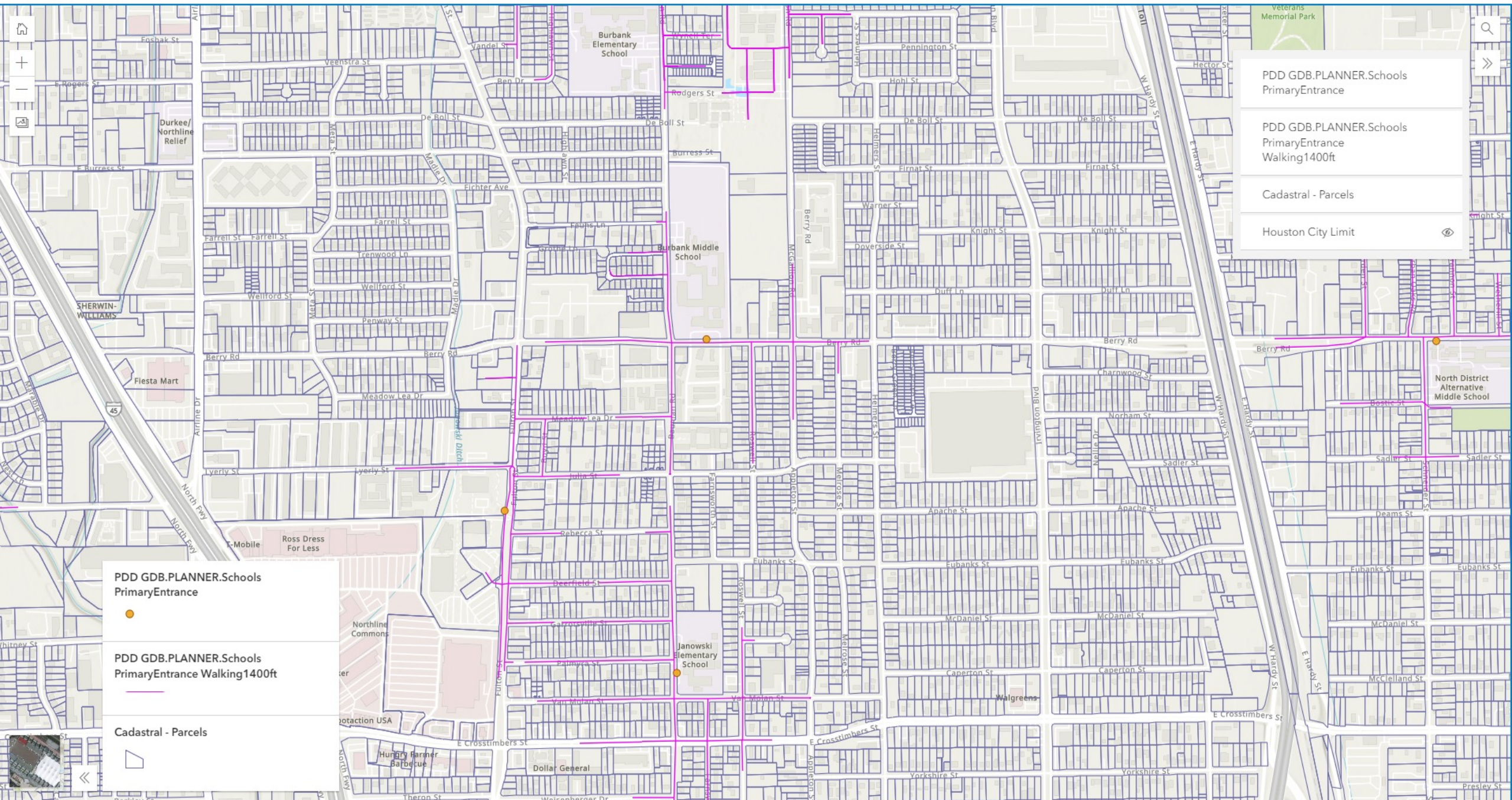
** Pending change in Infrastructure Design Manual



Approved Table Amendment

Direct driveway access to a street or type 1 permanent access easement for existing lots narrower than 33 feet is permitted if all the following standards are met:

- (a) The existing lot proposed for subdividing was platted with less than 33 feet width, or is of an insufficient width to subdivide into multiple equal-sized lots of 33 feet or more prior to September 27, 2023;
- (b) The existing lot does not have usable side or rear access to a public street or a type 1 permanent access easement or an alley maintained by the city or a homeowners association;
- (c) Each proposed lot will have only one driveway approach of no more than 12 feet in width;
- (d) The garage building line on each proposed lot must be a minimum of 20 feet;
- (e) The property proposed to be subdivided is not within 1,400 feet walking distance, measured by walking on sidewalks or other paved surface, from the primary entrance of a primary or secondary school; and
- (f) The property is not located in a designated Complete Community as adopted and approved by council action and as shown on the map attached as Appendix A to this chapter and available at department's website.



PDD GDB.PLANNER.Schools PrimaryEntrance
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PDD GDB.PLANNER.Schools PrimaryEntrance Walking1400ft
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Cadastral - Parcels
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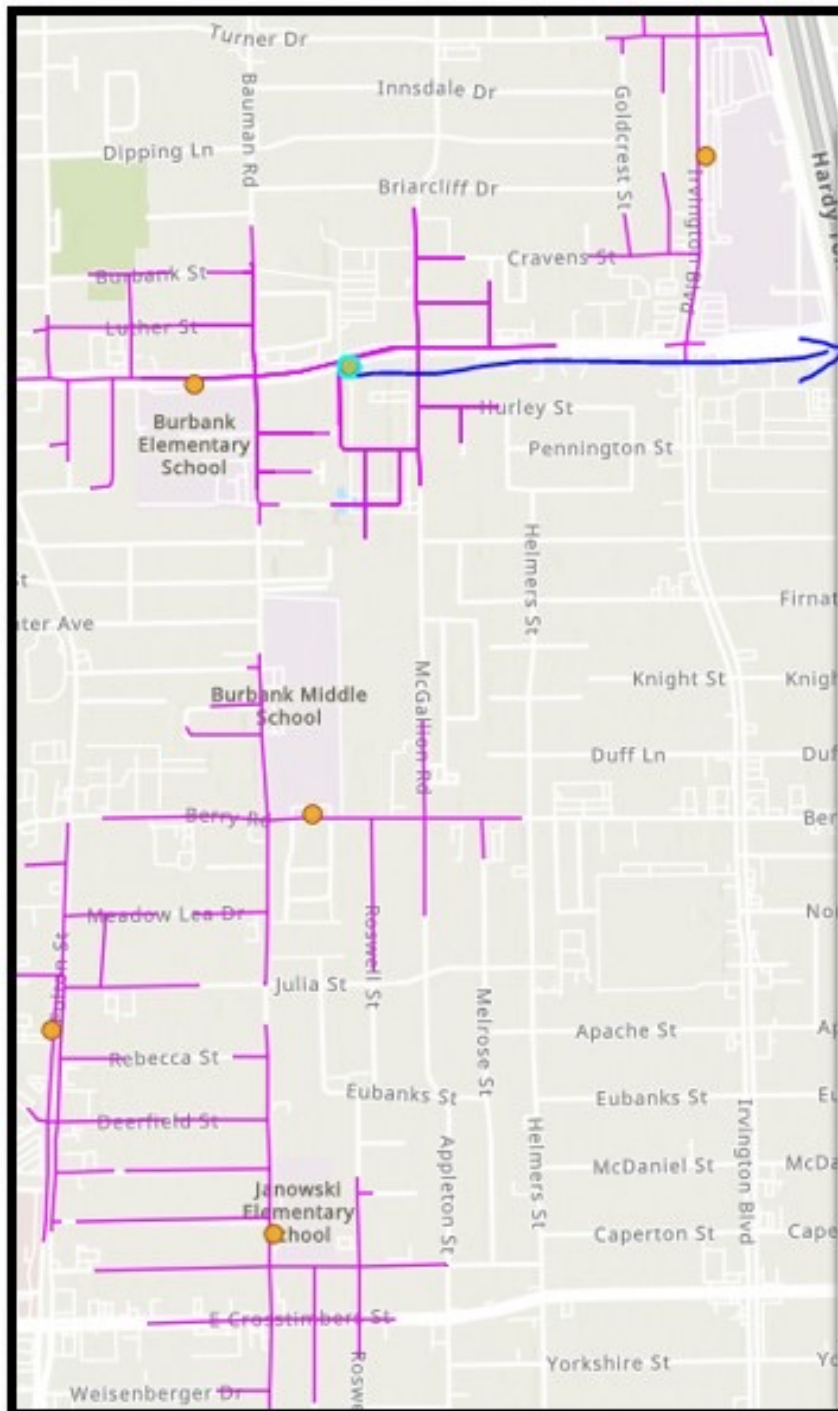
Veterans Memorial Park

PDD GDB.PLANNER.Schools PrimaryEntrance

PDD GDB.PLANNER.Schools PrimaryEntrance Walking1400ft

Cadastral - Parcels

Houston City Limit



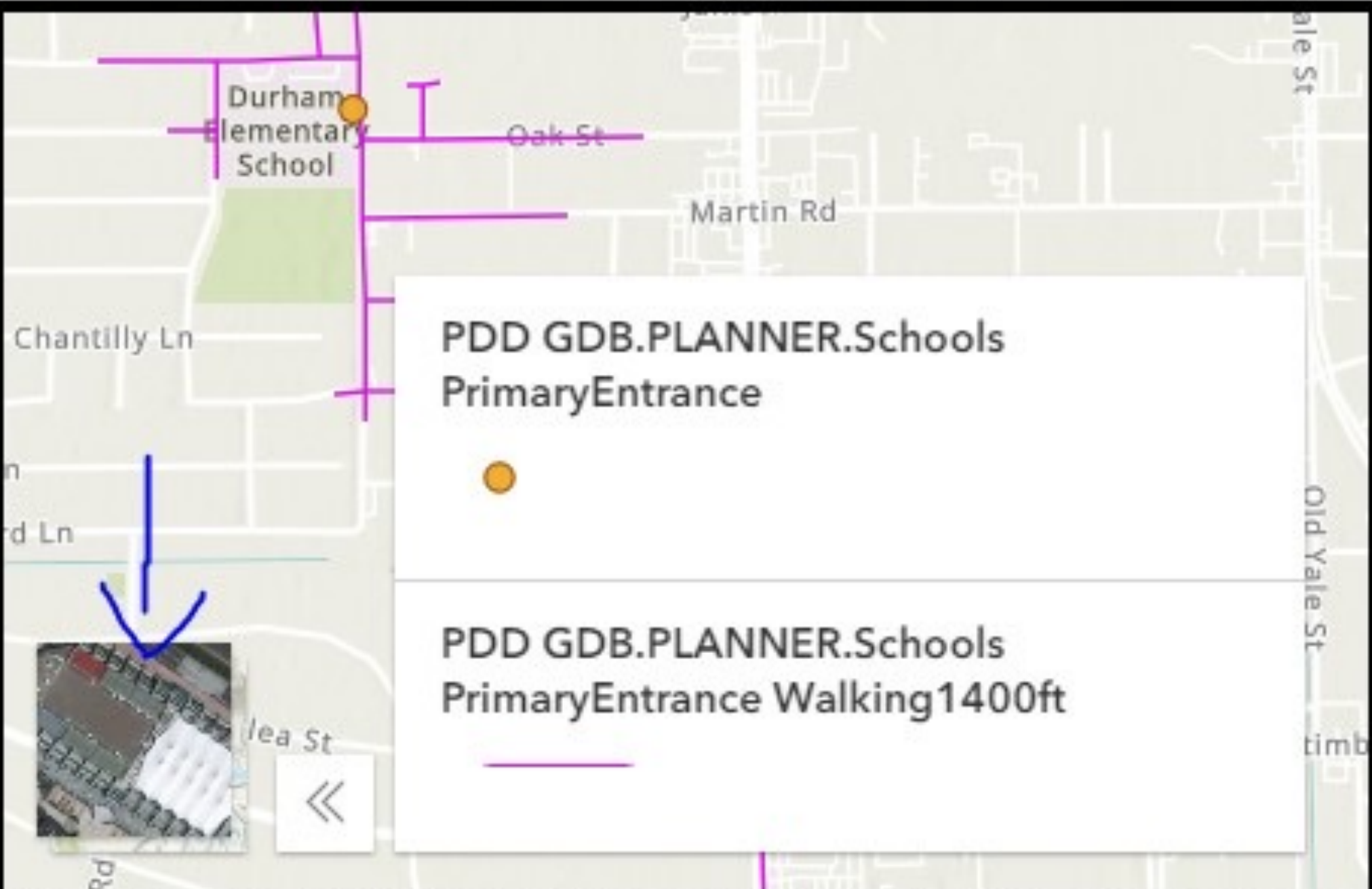
KIPP DREAM PREP

Zoom to

Street View

School_Name	KIPP DREAM PREP
School_Site_Street_Address	500 TIDWELL DR
Grade_Range	EE-04
School_Enroll_as_of_Oct_2022	915
School_Status	Active
County_Name	TRAVIS COUNTY
Instruction_Type	REGULAR INSTRUCTIONAL
Charter_Type	OPEN ENROLLMENT CHARTER
Residential_Facility	N
School_Site_City	HOUSTON
School_Site_State	TX
School_Site_Zip	77022
School_Web_Page_Address	www.kipptexas.org
Update_Date	4/20/2023 5:41:49 AM

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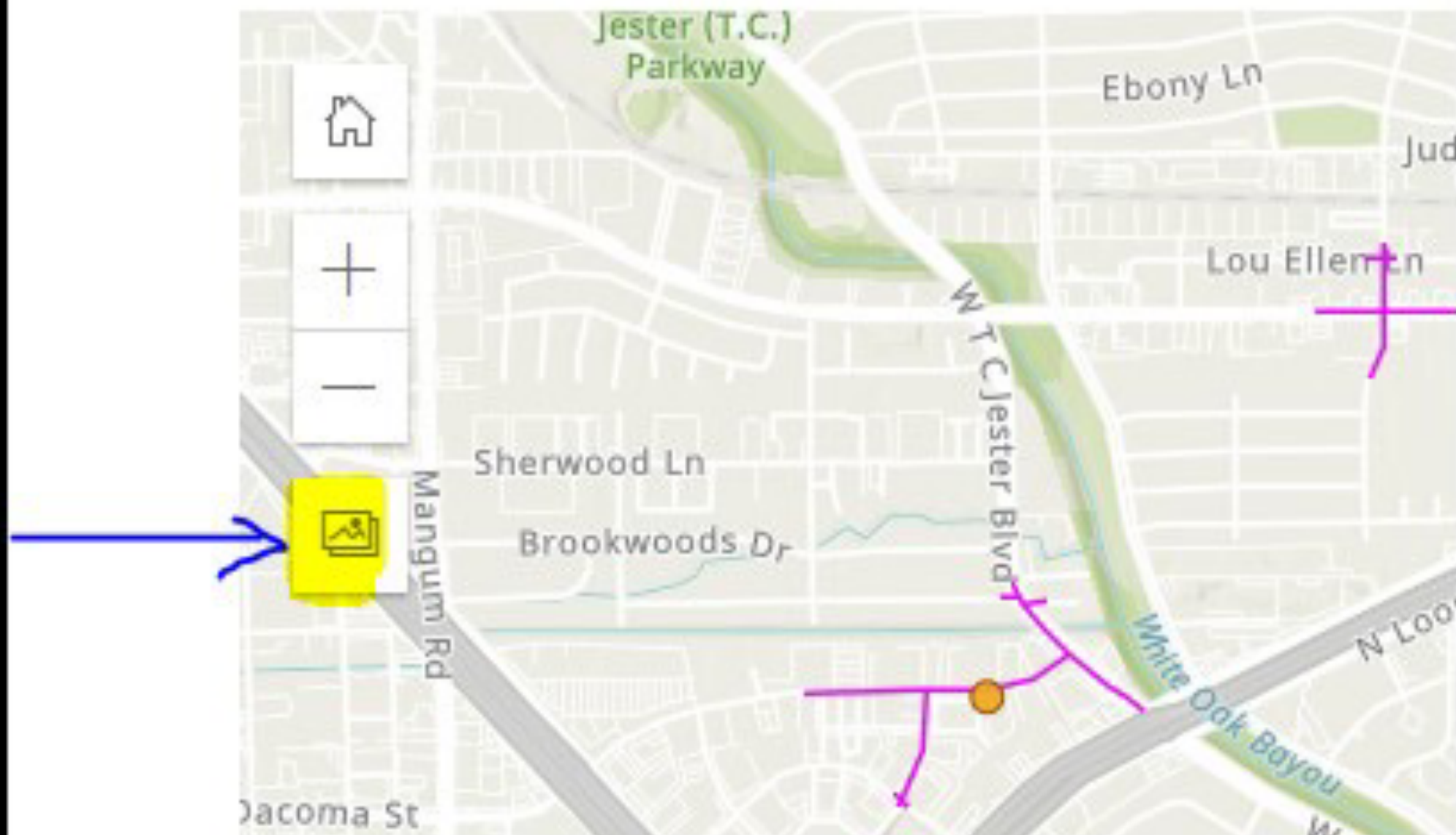


PDD GDB.PLANNER.Schools
PrimaryEntrance



PDD GDB.PLANNER.Schools
PrimaryEntrance Walking1400ft

Schools Primary Entrance QA/QC

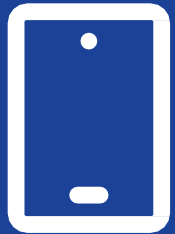


HAVE ADDITIONAL QUESTIONS?



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