

Livable Places Action Committee

Virtual Meeting, January 11, 2022

Suvidha Bandi
Principal Planner



PLANNING &
DEVELOPMENT
DEPARTMENT

Meeting Agenda

Welcome by Chairs

Director's report

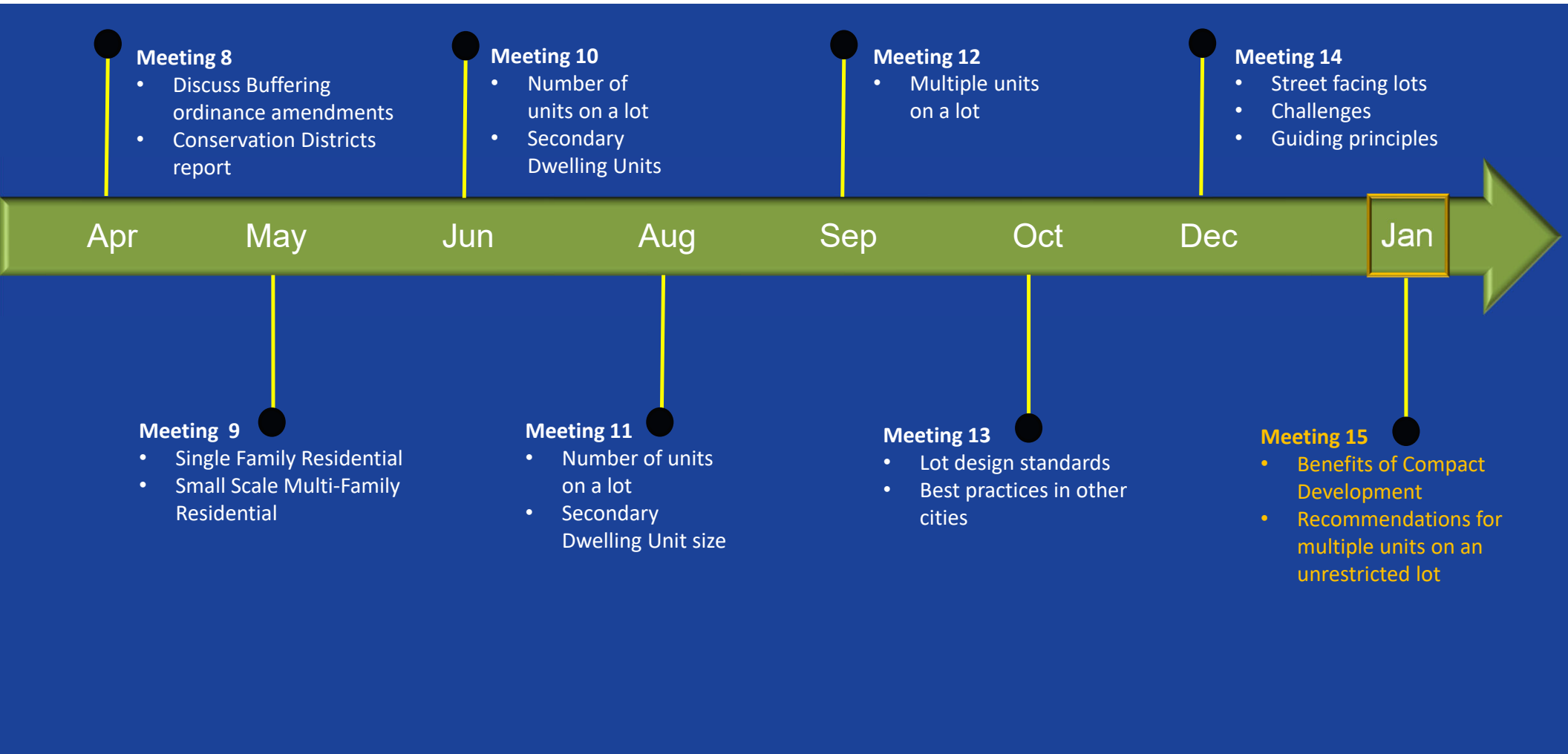
Benefits of Compact Development

Recommendations for multiple units on an unrestricted lot

Homework activity & Next meeting

Public comments

Project schedule



COLIN SCARFF





COMPACT DEVELOPMENT



Livable Places Action Committee
January 11, 2022

PART 1

The Challenge

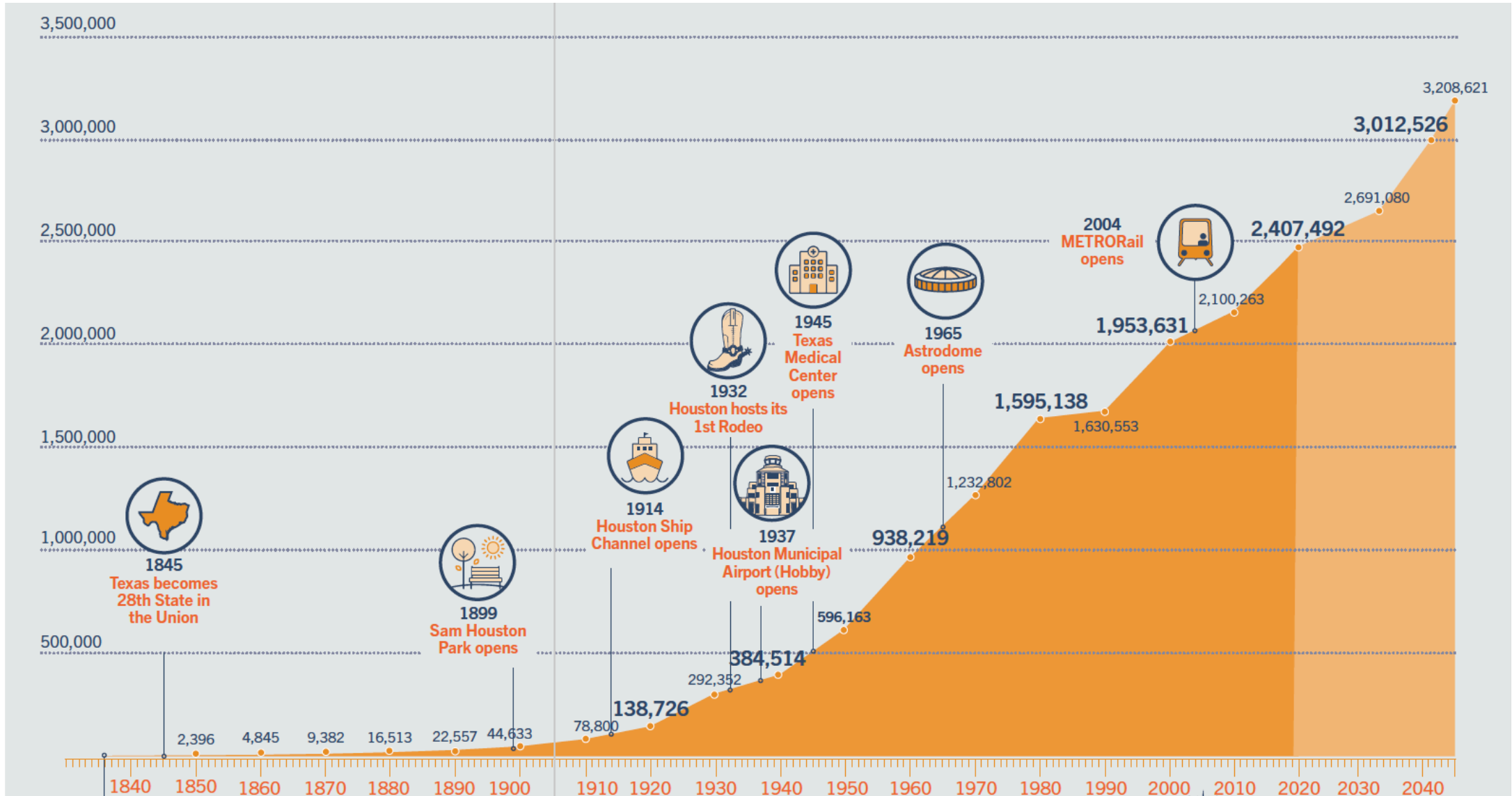
PART 2

Benefits of Compact Development

PART 3

Supporting Cast

CONTINUED POPULATION GROWTH



Resilient Houston

CHANGING DEMOGRAPHICS

FIGURE

13

Occupied-housing units by tenure, Harris County and Houston

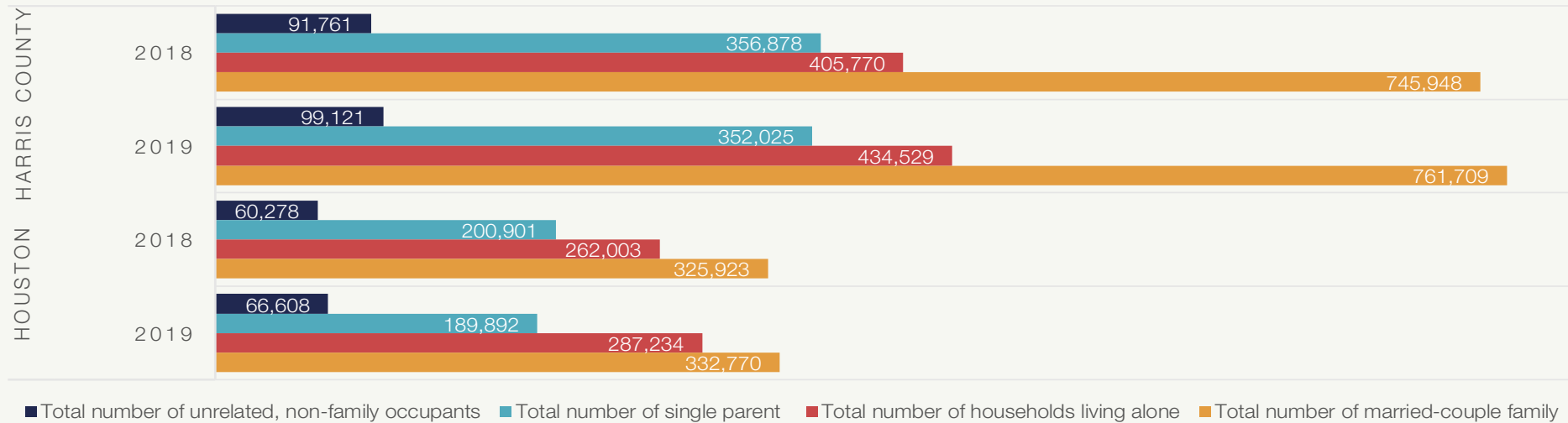
	Harris County			Houston	
	Year 2018	Year 2019		Year 2018	Year 2019
Occupied units	1,600,357	1,647,384	Occupied units	849,105	876,504
Owner-occupied	865,773	878,216	Owner-occupied	355,592	353,562
Renter-occupied	734,584	769,168	Renter-occupied	493,513	522,942

Source: U.S. Census Bureau, American Community Survey 1-Year Estimates, 2018 and 2019

- + **Houston** - Renter households increased by 29,429. Homeowner households (which tend to be larger) decreased by 2,030
- + **Harris County** - Renter households increased by 34,584. Homeowner households increased by 12,443

CHANGING DEMOGRAPHICS

FIGURE 15 Families & living arrangements, 2018–2019



Source: U.S. Census Bureau, American Community Survey 1-Year Estimates, 2018 and 2019

Household Type	Harris County			Houston		
	2018	2019	Change	2018	2019	Change
Non-Family	91,761	99,121	7,360	60,278	66,608	6,330
Single Parent	356,878	352,025	-4,853	200,901	189,892	-11,009
Living Alone	405,770	434,529	28,759	262,003	287,234	25,231
Married Couple	745,948	761,709	15,761	325,923	332,770	6,847

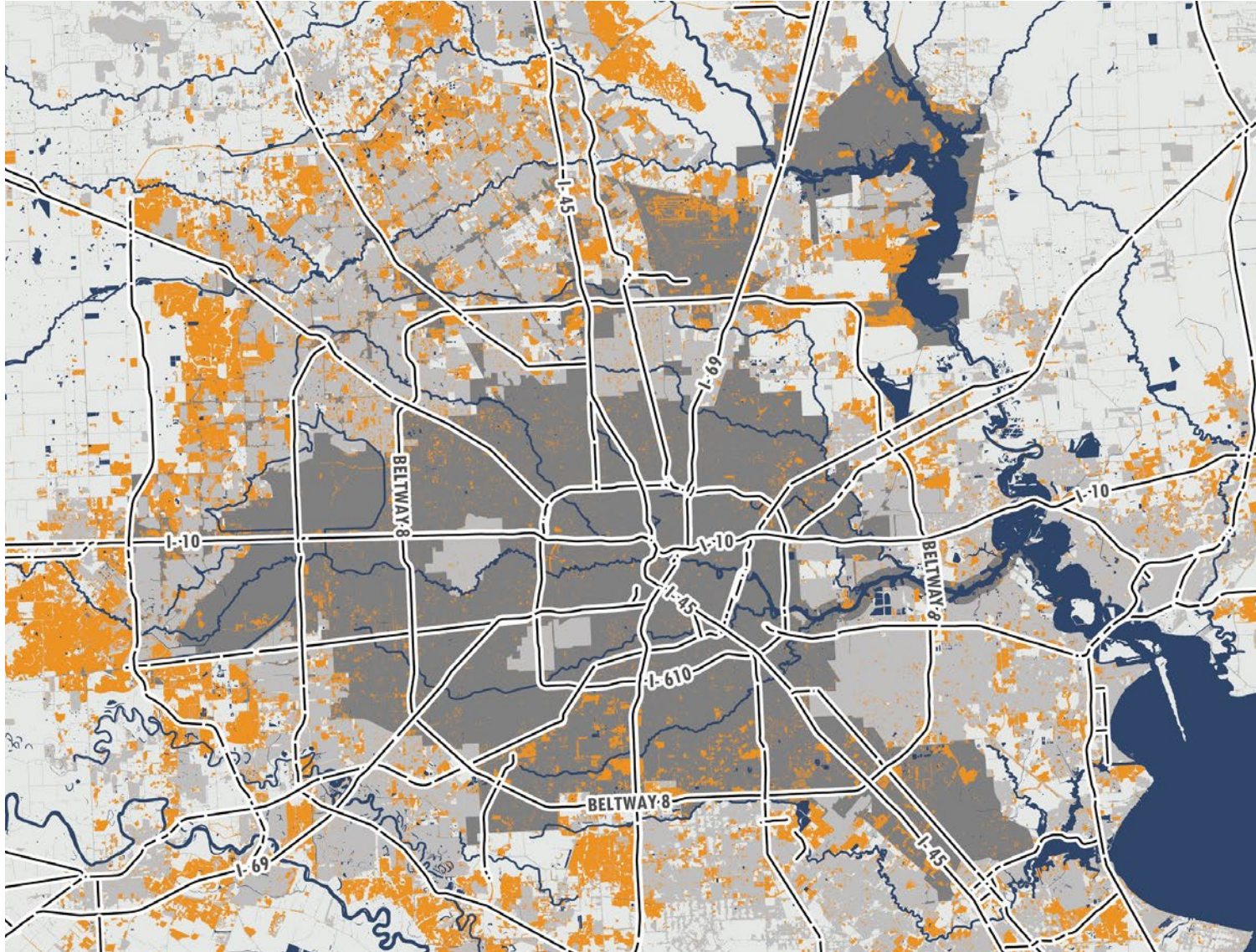
HOUSTON

- + Gained 25,231 single person households
- + Non-traditional households grew at a rate 3 times that of traditional (married couple) households

HARRIS COUNTY

- + Only gained about 3,000 single person households
- + Non-traditional households grew at a rate 2 times that of traditional (married couple) households

CONTINUED OUTWARD EXPANSION



Resilient Houston

- + Houston's current growth is on the edges of the city - where land is typically cheaper
- + For every single-family building permit issued within the city limits, 4 more are issued in the ETJ
- + Sprawling land use and development patterns are more expensive to build and more expensive to maintain than more compact development
- + Rather than encouraging urban sprawl, the city must find ways to integrate new more compact development into existing neighborhoods

■ NEW DEVELOPMENT: 2002 - 2016

BENEFITS OF COMPACT DEVELOPMENT



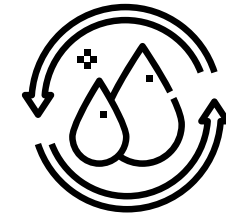
Fiscal

- + Highways, roads, utilities
- + Police, fire, EMS
- + Infrastructure maintenance



Schools

- + School demand & capacities
- + Travel to & from schools



Environment

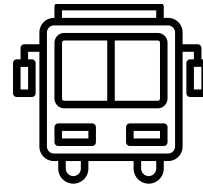
- + Natural resource protection
- + Climate change
- + Greenhouse gases

BENEFITS OF COMPACT DEVELOPMENT



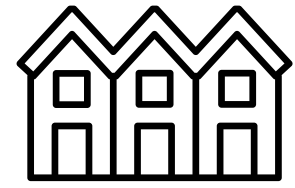
People

- + Types of people and their backgrounds
- + Variety of incomes
- + Ability to support local businesses



Mobility

- + Support for alternative forms of transportation
- + Traffic congestion
- + Support for walking and biking



Housing

- + Housing choice
- + Affordability
- + Price points



FISCAL

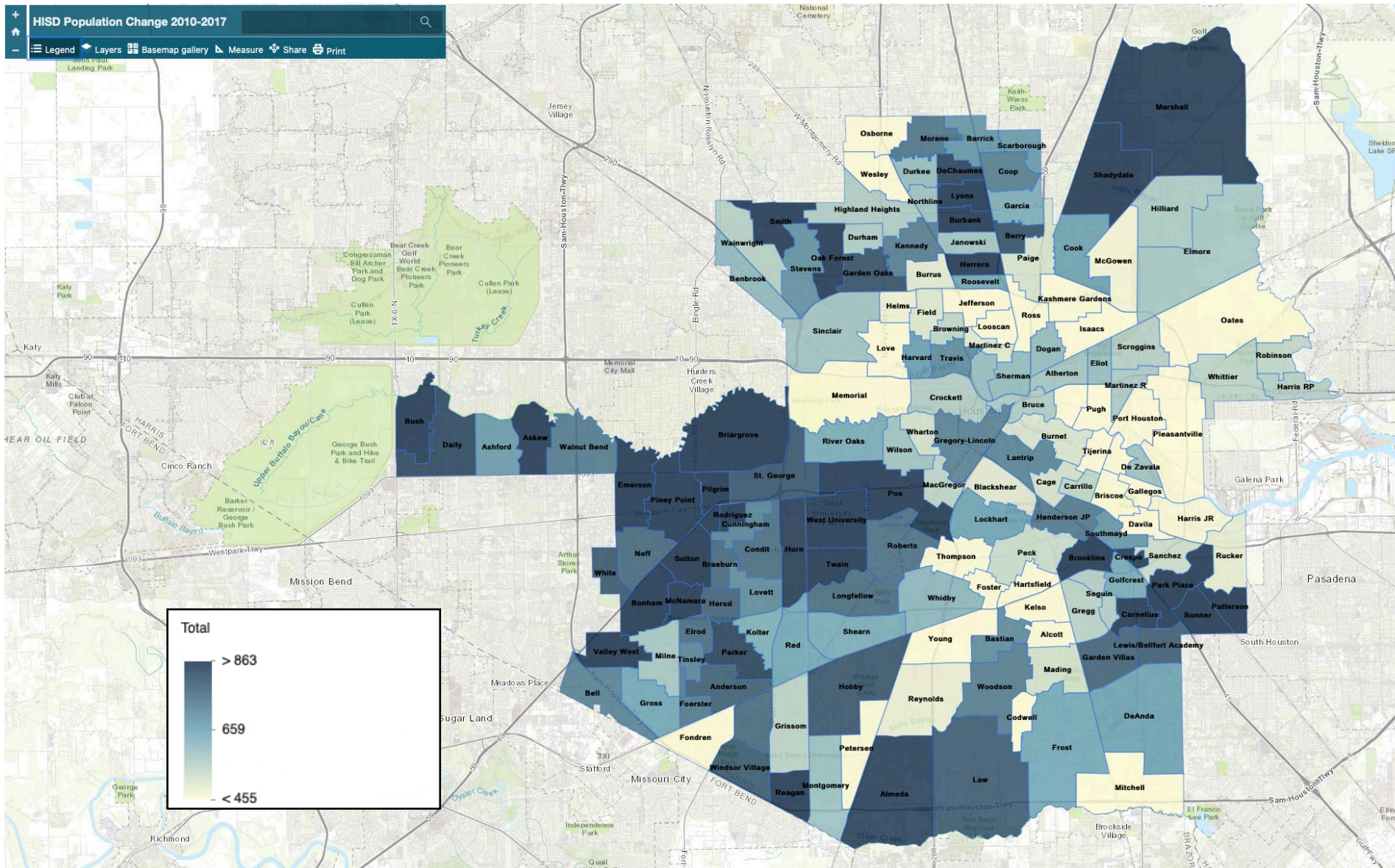


Youtube.com

- + **Building/expanding new roads/highways is not cheap**
- + **Providing services to new development on the edges is expensive**
 - » Utilities, jobs, services
 - » Police, Fire, EMS
- + **Simply maintaining what you already have is hard enough**
 - » Sidewalks, bike lanes
 - » Streets, roads, highways
- + **Car culture is expensive!!**



SCHOOLS

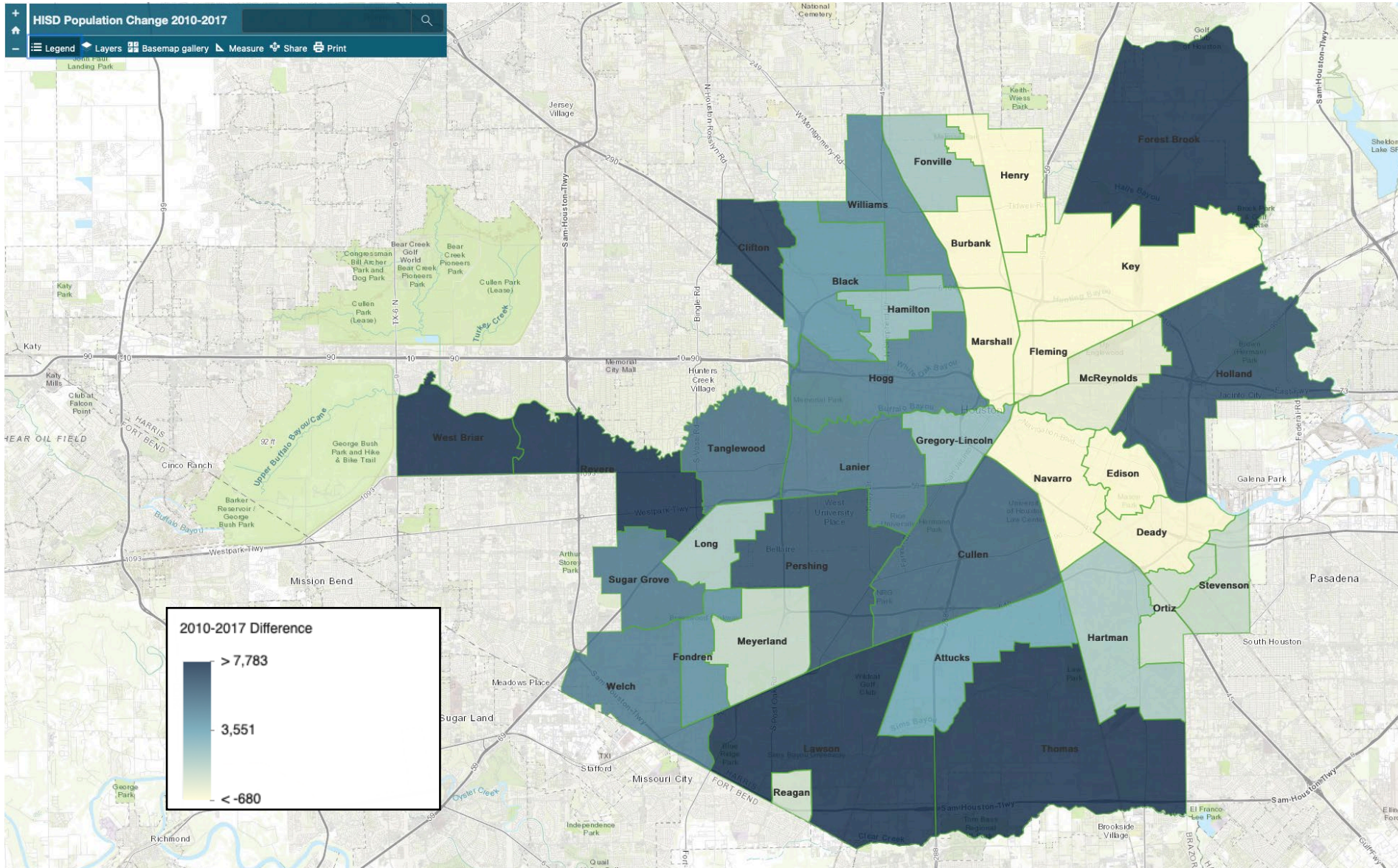


- + Demographics, household size and where people live have a major impact on the school system
- + HISD Elementary school population change 2010-2017

Houston ISD



SCHOOLS



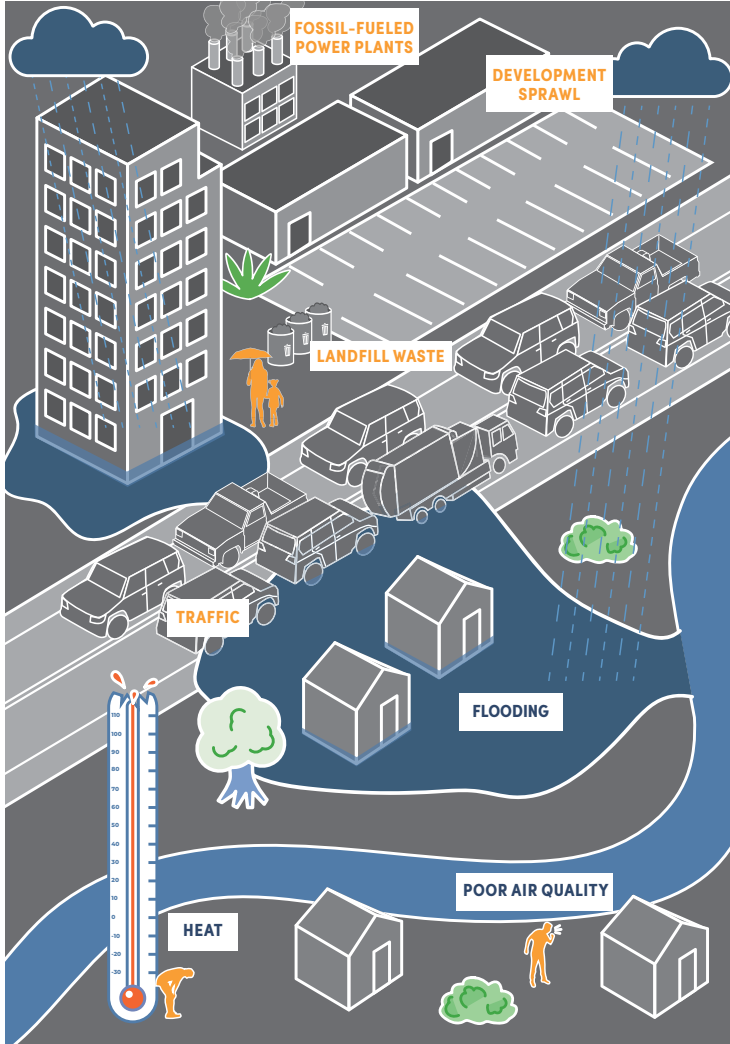
- + Demographics, household size and where people live have a major impact on the school system
- + HISD Middle school population change 2010-2017

Houston ISD



ENVIRONMENT

CLIMATE CHANGE CAUSES & IMPACTS



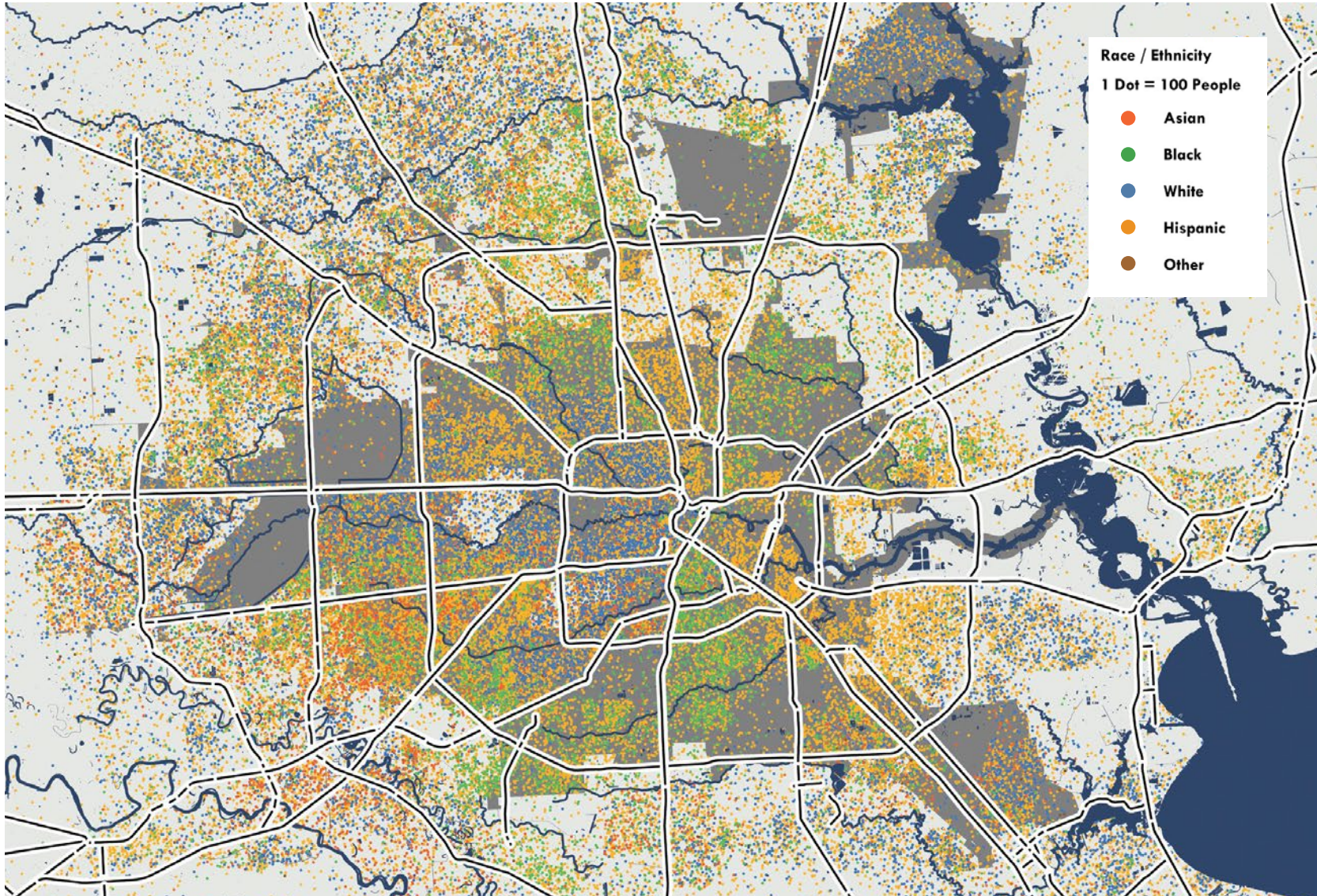
SOLUTIONS: MITIGATION & ADAPTATION



- + Loss of natural habitat, open space
- + Damage to streams, bayous, and rivers
- + Air pollution - climate change, greenhouse gases
- + Increased impervious cover

Resilient Houston

PEOPLE

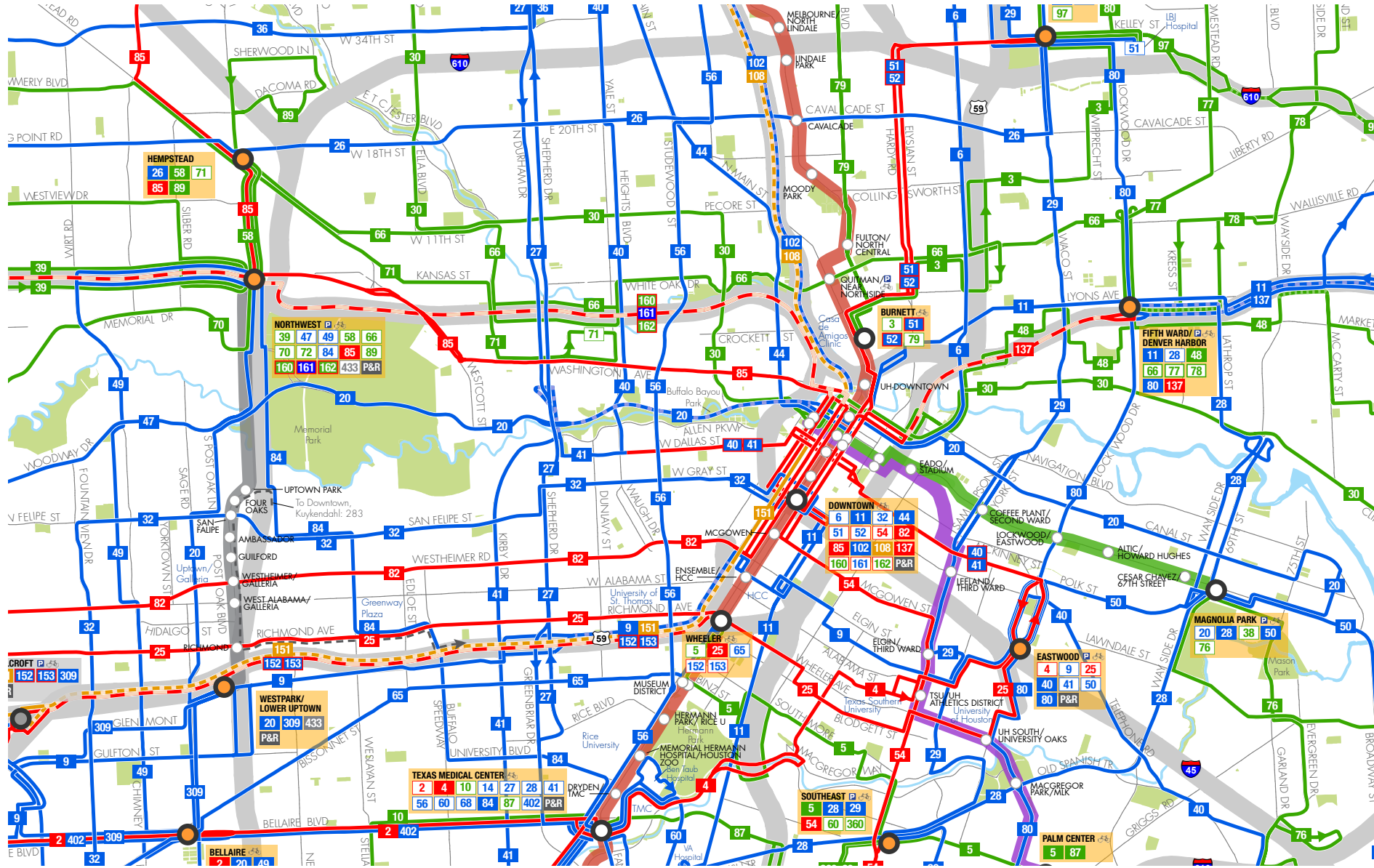


- + **Houston is very diverse..... but is still very segregated**
- + **Foreign-born and Asian populations are decreasing in Houston**
- + **Goal: create more diverse neighborhoods**
 - » Variety of people
 - » Different backgrounds
 - » At different income levels
- + **More people means more support for local businesses**



MOBILITY

+ More people means better support for public transit



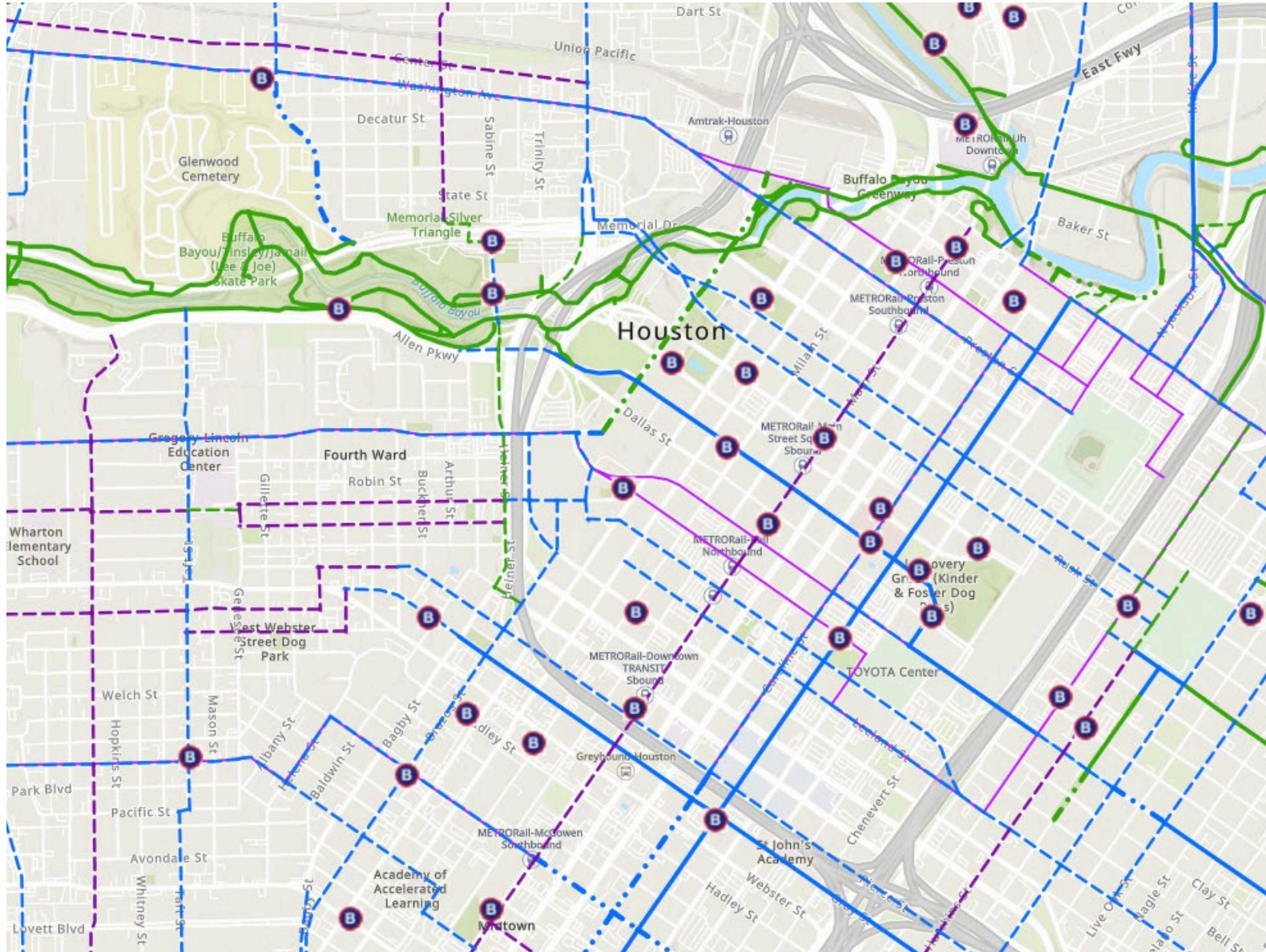
TRANSIT SYSTEM MAP

Effective August 2021

Local Routes Weekday/ Midday Headway (See table for Peak, Evening, & Weekend Headways)	Light Rail	Facilities
10, 12, or 15 minute headway	Red Line	TRANSIT CENTER
30 minute headway	Purple Line	PARK & RIDE
60 minute headway	Green Line	RAIL STATION & TRANSIT CENTER
Peak only service	BRT	Bicycle Parking Available
Park & Ride Corridor	Park & Ride	Vehicle Parking Available
End of line	Park & Ride Route	



MOBILITY



Layers

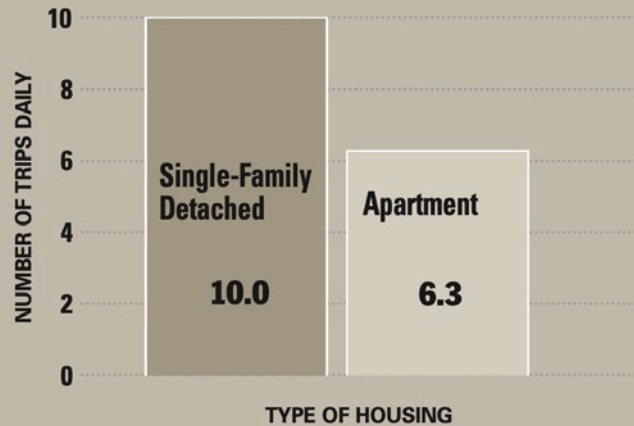
- B-Cycle Stations
- Proposed HC
 - - - Dedicated On-Street
 - - - Off-Street
 - - - Shared On-Street
- Existing HC
 - Dedicated On-Street
 - Off-Street
 - Shared On-Street
- Programmed HC
 - Dedicated On-Street
 - Off-Street
 - Shared On-Street
- Existing LC
 - Dedicated On-Street
 - Shared On-Street

+ More people means better support for pedestrian and bike infrastructure



MOBILITY

AVERAGE DAILY CAR TRIPS



Source: Institute of Traffic Engineers, *Trip Generation*, 6th Edition, vol. 1 (Washington, D.C.: Author, 1997).

INSTITUTE OF TRANSPORTATION ENGINEERS COMMON TRIP GENERATION RATES (PM Peak Hour)

(Trip Generation Manual, 10th Edition)

Code	Description	Unit of Measure	Trips Per Unit	Setting/Location	
				General Urban/ Suburban	Dense Multi- Use Urban
210	Single-Family Detached Housing	Dwelling Units	0.99		
220	Multifamily Housing (Low-Rise)	Dwelling Units	0.56		
221	Multifamily Housing (Mid-Rise)	Dwelling Units	→	0.44	0.18
222	Multifamily Housing (High-Rise)	Dwelling Units	→	0.36	0.19
231	Mid-Rise Residential with 1st-Floor Commercial	Dwelling Units	0.36		
232	High-Rise Residential with 1st-Floor Commercial	Dwelling Units	0.21		

- + Residents of multi-family development tend to have less cars per households
- + Compact development makes mobility options become more efficient - walking, biking, transit
- + Can lead to lower car ownership, less traffic and ultimately less congestion

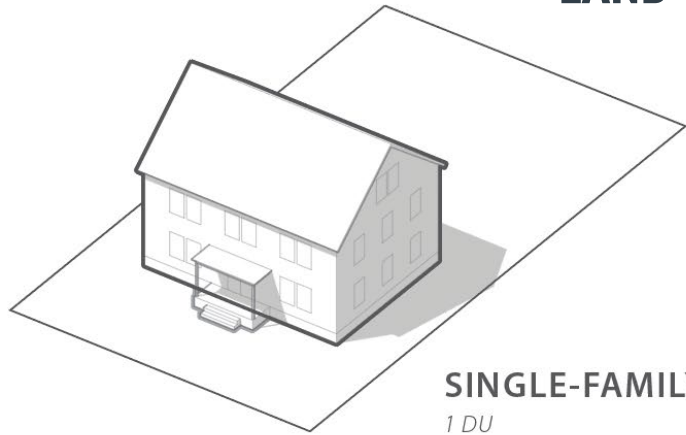
HOUSING



- A** Secondary Dwelling Unit
- B** Duplex: Side by Side
- C** Duplex: Back to Back
- D** Fourplex
- E** Cottage Court
- F** Townhouse
- G** Garden Apartment
- H** Single-family House

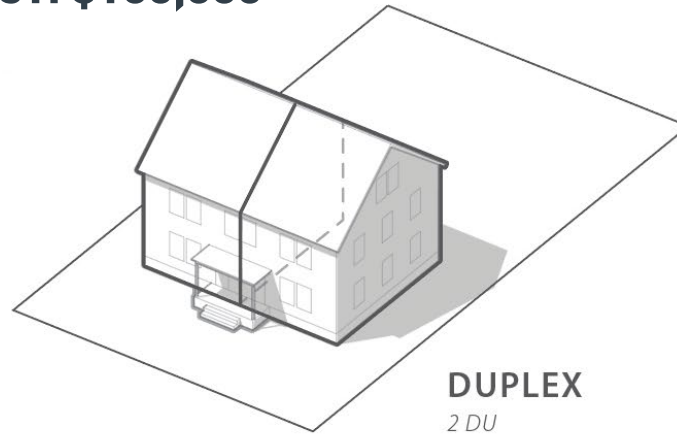
HOUSING

LAND COST: \$100,000



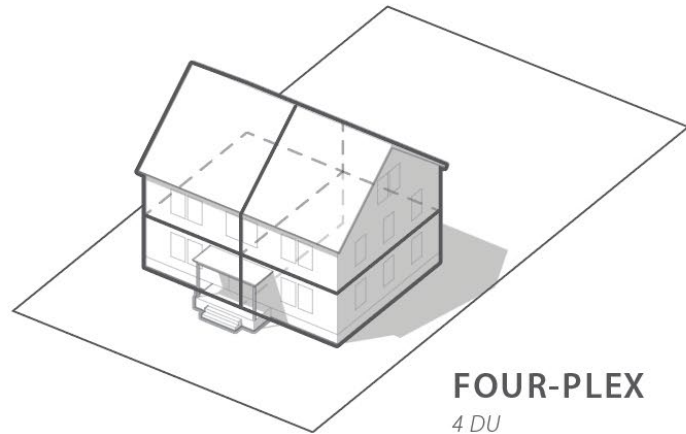
SINGLE-FAMILY
1 DU

\$100,000 per unit



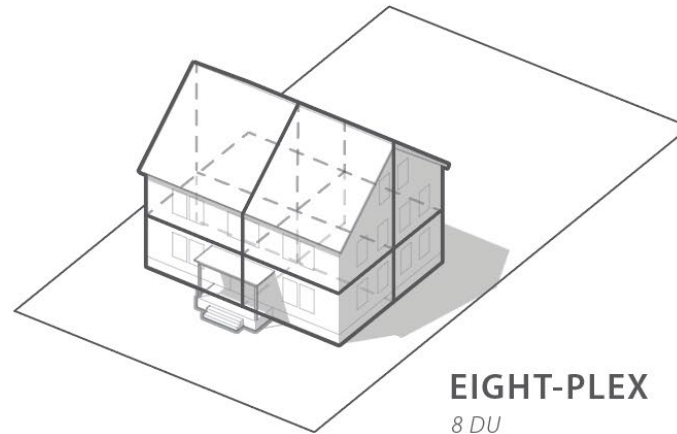
DUPLEX
2 DU

\$50,000 per unit



FOUR-PLEX
4 DU

\$25,000 per unit



EIGHT-PLEX
8 DU

\$12,500 per unit

- + Multiple units help share & reduce overall costs
- + Smaller units are generally more affordable than larger units
- + More smaller units means more affordable units for more types of households
- + More units on lot tend to generate more taxable value - this helps reduce the tax burden across the city

WHAT IS NEEDED TO SUPPORT COMPACT DEVELOPMENT?

COMPACT DEVELOPMENT NEEDS:

GOOD DESIGN

Access to Transit

Walking/Biking Options

A Mix of Uses

Housing Choice

Infrastructure

Outdoor Space

Cultural Facilities

Social Services



google.com/maps

COMPACT DEVELOPMENT NEEDS:

Good Design

ACCESS TO TRANSIT

Walking/Biking Options

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Social Services



Houston Chronicle

COMPACT DEVELOPMENT NEEDS:

Good Design

Access to Transit

WALKING/BIKING OPTIONS

A Mix of Uses

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Social Services



bikehouston.org

COMPACT DEVELOPMENT NEEDS:

Good Design

Access to Transit

Walking/Biking Options

A MIX OF USES

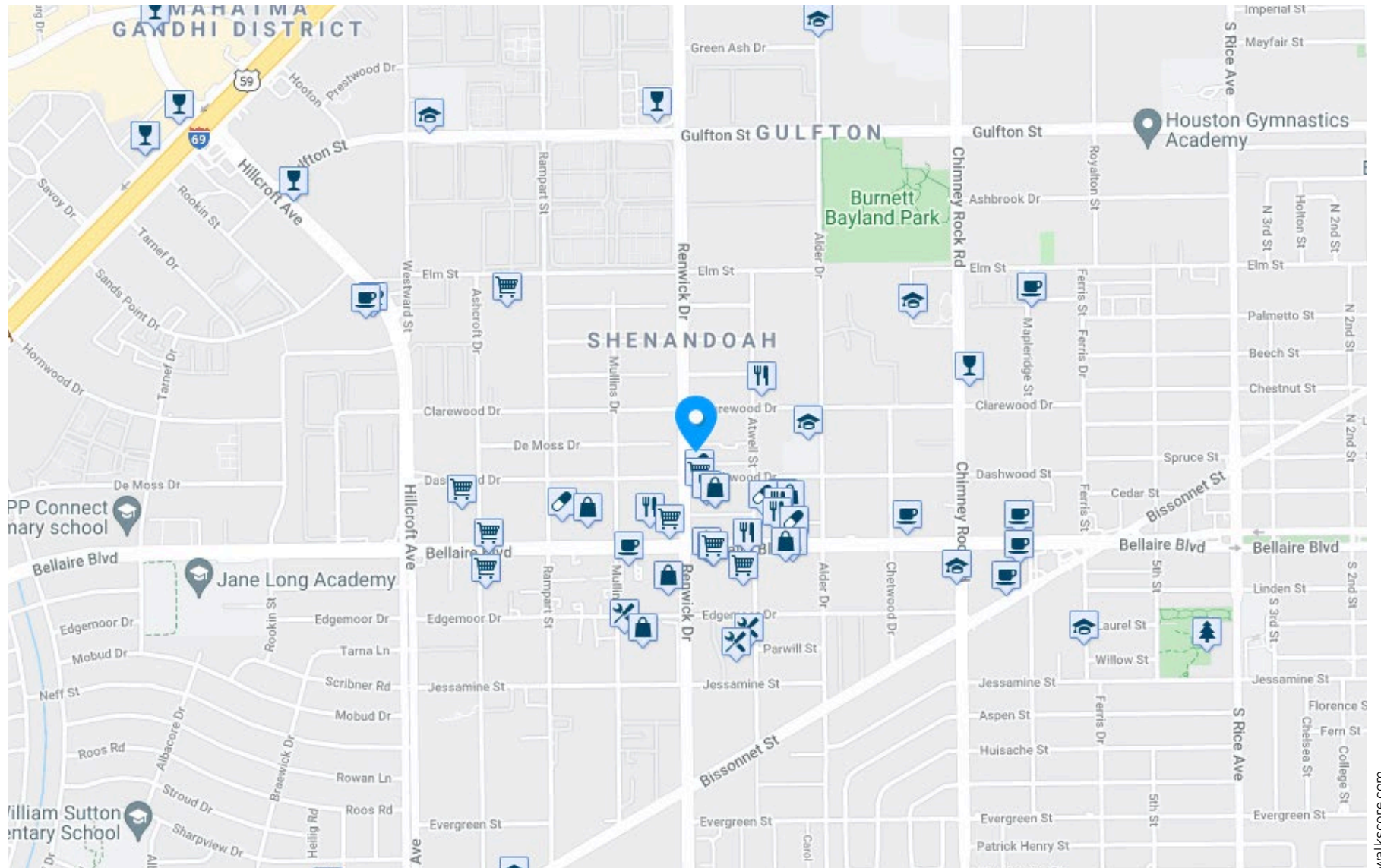
Housing Choice

Infrastructure

Outdoor Space

Cultural Facilities

Social Services



walkscore.com

COMPACT DEVELOPMENT NEEDS:

Good Design

Access to Transit

Walking/Biking Options

A Mix of Uses

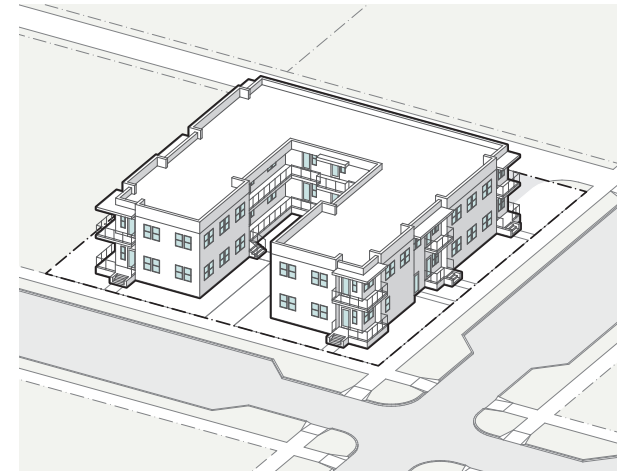
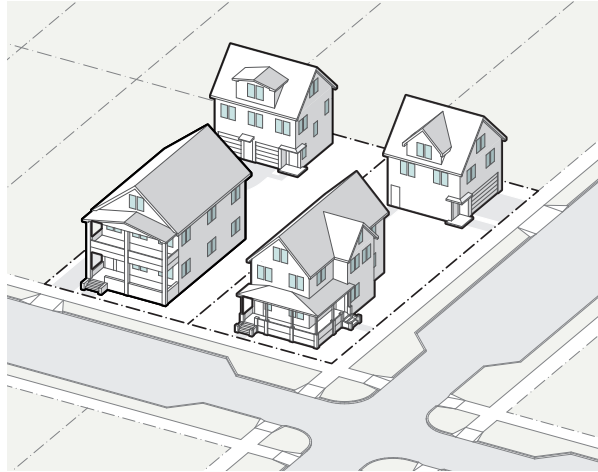
HOUSING CHOICE

Infrastructure

Outdoor Space

Cultural Facilities

Social Services



COMPACT DEVELOPMENT NEEDS:

Good Design

Access to Transit

Walking/Biking Options

A Mix of Uses

Housing Choice

INFRASTRUCTURE

Outdoor Space

Cultural Facilities

Social Services



Houston Chronicle

COMPACT DEVELOPMENT NEEDS:

Good Design

Access to Transit

Walking/Biking Options

A Mix of Uses

Housing Choice

Infrastructure

OUTDOOR SPACE

Cultural Facilities

Social Services



Hartman Park - Houston Chronicle

COMPACT DEVELOPMENT NEEDS:

Good Design

Access to Transit

Walking/Biking Options

A Mix of Uses

Housing Choice

Infrastructure

Outdoor Space

CULTURAL FACILITIES

Social Services



Alice Mckean Young Neighborhood Library - Flickr.com @bill_barfield

COMPACT DEVELOPMENT NEEDS:

Good Design

Access to Transit

Walking/Biking Options

A Mix of Uses

Housing Choice

Infrastructure

Outdoor Space

Culture Facilities

SOCIAL SERVICES



Kashmere Multi-Service Center - Houston Health Department

Meeting Agenda

Welcome by Chairs

Director's report

Update on Residential Buffering

Recommendations for multiple units on an unrestricted lot

Homework activity & Next meeting

Public comments

Livable Places Action Committee

Creating Opportunities
Within our
Development Standards
that Encourage
Housing Variety
and Affordability

www.HoustonPlanning.com



Current topic – Multiple units on a lot

Problem Statement

Right size development regulations associated with infill development on properties not restricted to single family residential use and promote naturally occurring affordable housing.

Goals

- Allow variety of home options (Triplex, fourplex etc)
- Increase affordability
- Promote urban infill development
- Encourage other transit modes

Single Family Residential lot vs Unrestricted lot

Single Family Residential

- Active SFR restrictions
- 2 units max. allowed
- Attached or detached
- Detached unit \leq 900 sf – ADU*



Unrestricted

- No active SFR deed restrictions
- Multiple units already allowed
- Attached, detached or combination
- No limit on unit size – Not ADU's



* ADU – Accessory Dwelling unit

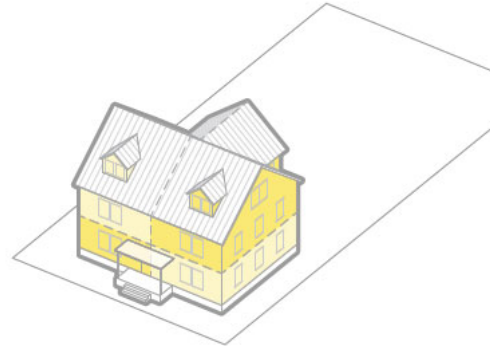
Multi-Family Residential



Multi-Family Residential



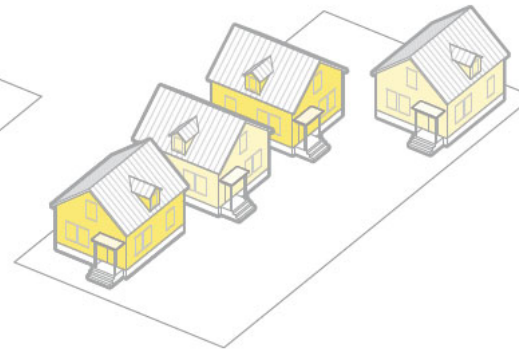
Conversion: Triplex



1 Quadplex

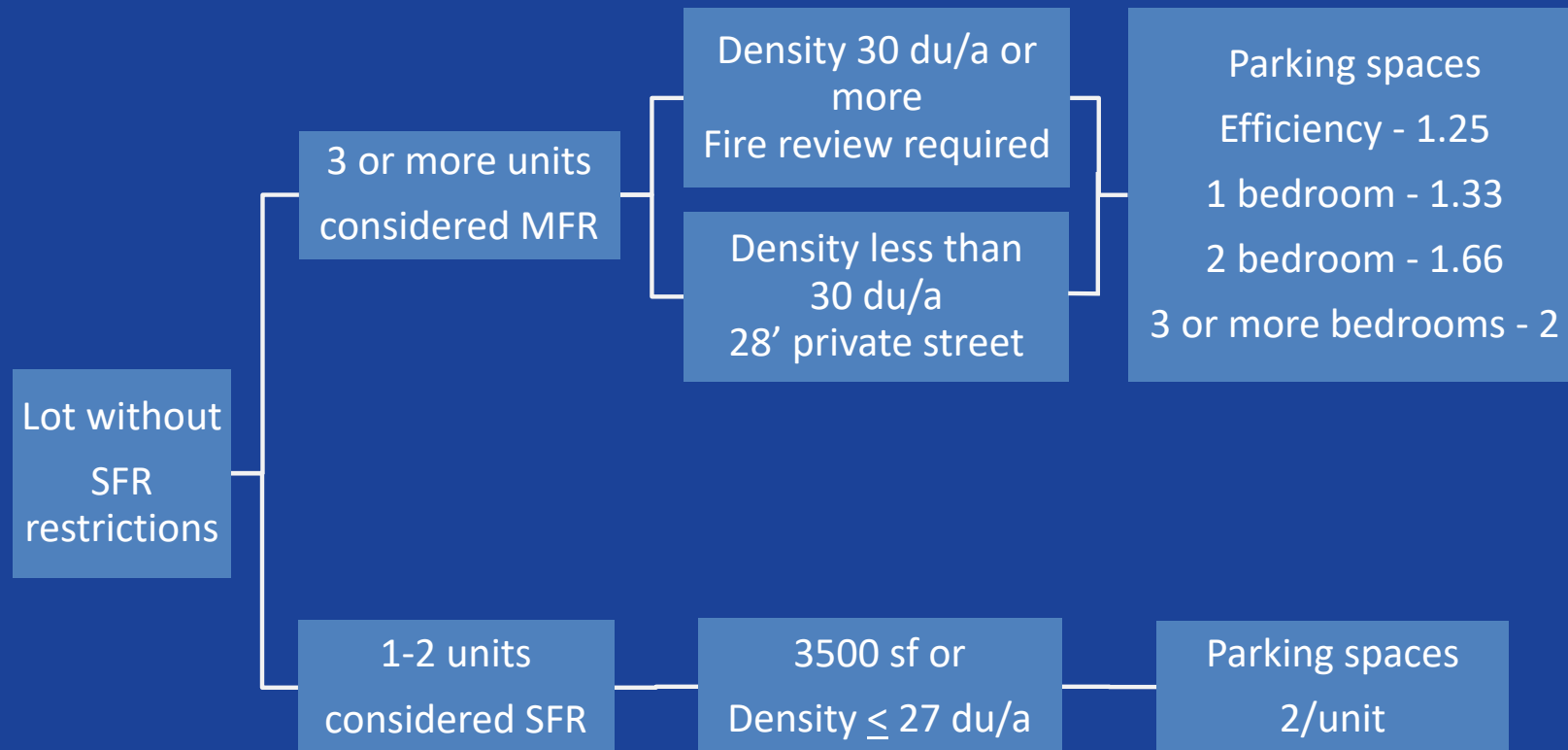


2 Duplexes



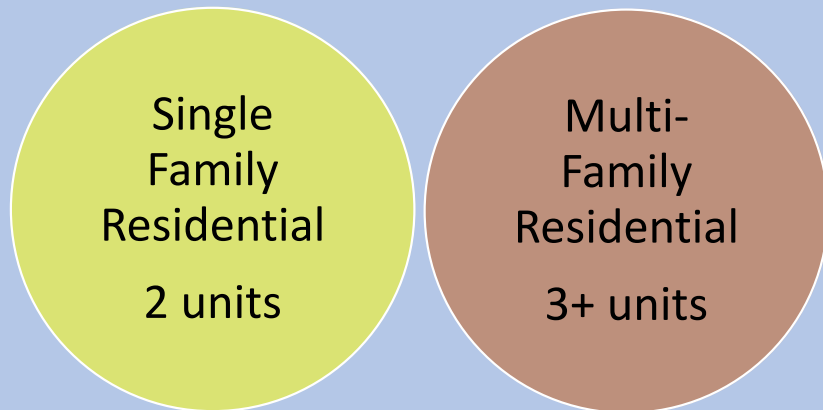
4 Bungalows

Current Regulations

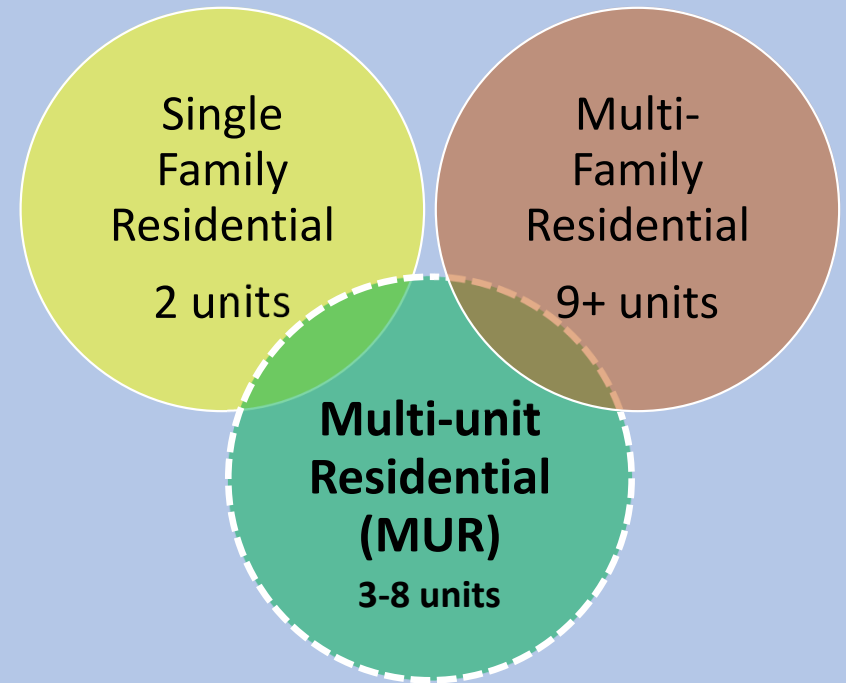


Concept

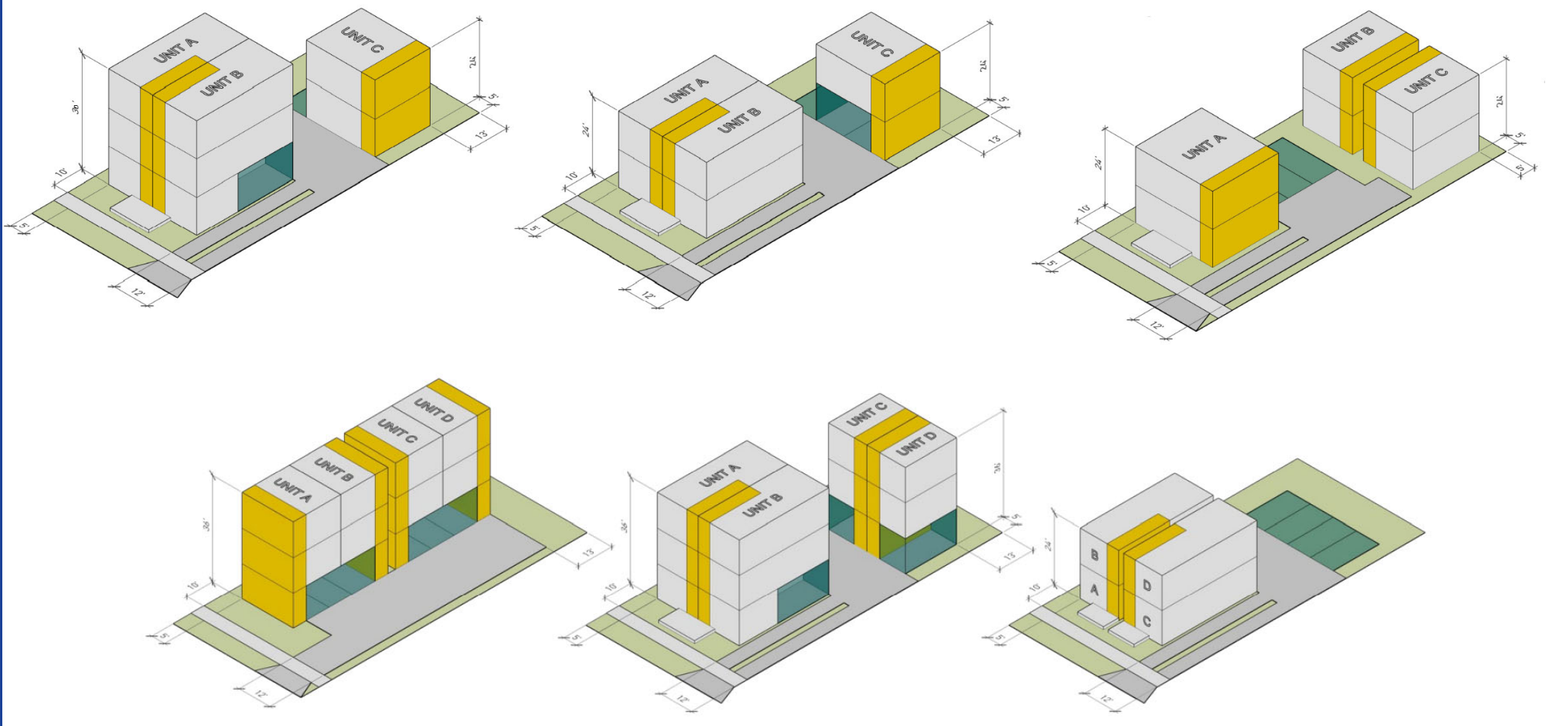
EXISTING



PROPOSED



Proposed Residential development types



Recommendation

3-8 considered as residential (Performance Standards)

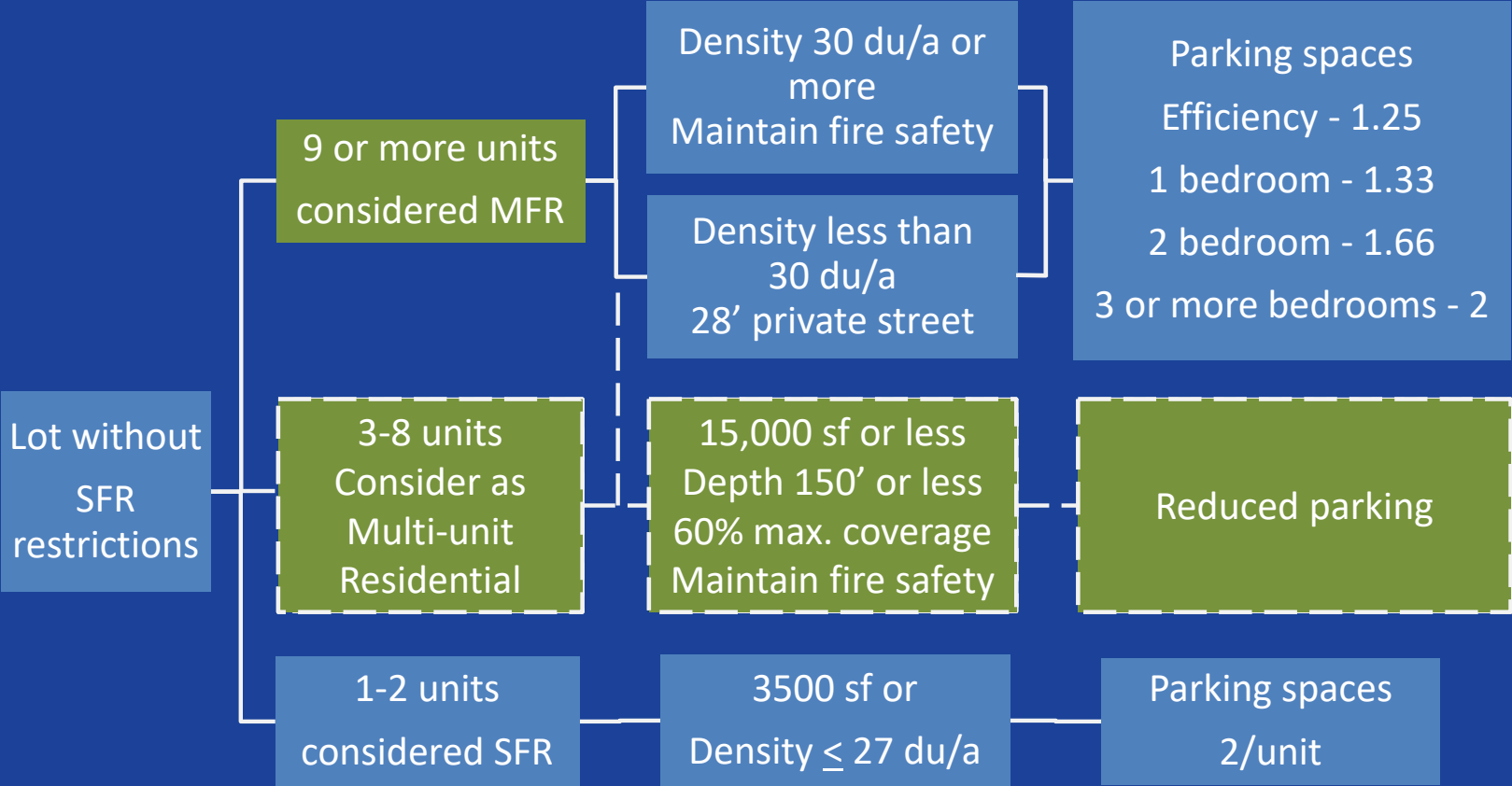
- Maximum site size of 15,000sf
- 3 units minimum
- Must be code compliant to qualify as residential (Code amendments in future)
- 28' private street not needed when fire safety is met (150' deep)
- 5' space around the buildings - clear walkable path
- Maximum 60% building coverage
- No more than 2-3 stories with total height of 30'
- Maintain green space or permeable area (certain % of the site)

Recommendation

3-8 considered as residential (Performance Standards) continued

- 10' front BL with pedestrian connections to the sidewalk (parking in the back)
- Buildings along the street must face the street
- 1 parking space per unit (for units less than 1000sf regardless of the bedrooms)
- No parking minimum if within $\frac{1}{4}$ mile of transit (rail, high frequency bus, boost, transit station, park & ride) and along high comfort bike paths
- Offsite parking allowed
- Guest parking – 1 per every 6 units
- Incentives for keeping existing dwelling units (Reduced parking)
- Driveway width of 12' with 4' curb radius

Recommendation





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 in the top left corner. A search bar is located in the top right. The main content area includes a large illustration of a neighborhood with a house, trees, and a person on a bicycle, with the text "LIVABLE PLACES HOUSTON" overlaid. Below this, there are four links: "SHARE YOUR IDEAS", "GET NEWS", "UPLOAD IMAGES", and "ASK QUESTIONS". A "Sign Up" button is prominently displayed with the text "to get involved!". Social media icons for Facebook, Twitter, LinkedIn, and Email are also present. The page title is "Livable Places" and the breadcrumb trail shows "Home > Livable Places".

- Read the article
- Survey responses summary

Contacts and Resources

Livable Places

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832.393.6600

Suvidha Bandi


Jennifer Ostlind

Lynn Henson

www.HoustonPlanning.com

www.LetsTalkHouston.org





**Next meeting
February 8th
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