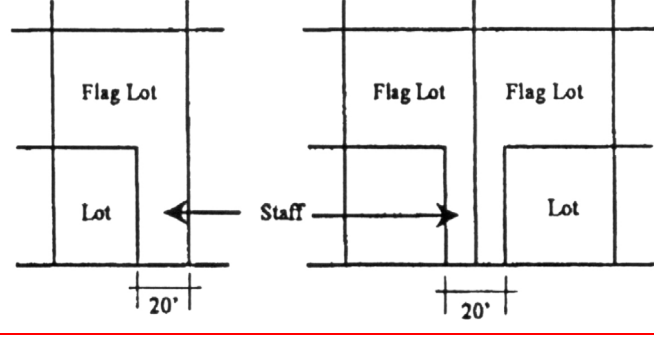
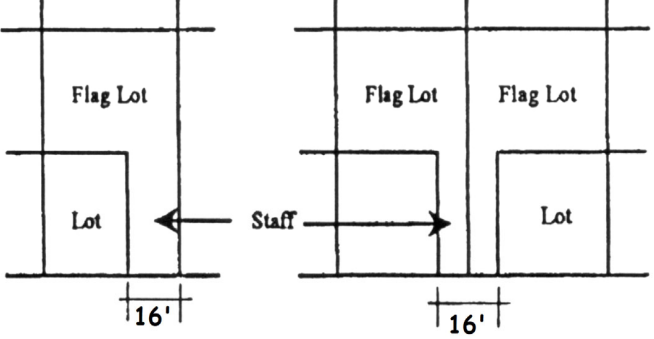


**Proposed Chapter 42 Housing Recommendations related amendments - side by side document
Preliminary draft for LPAC review – 2/16/2023**

**This draft is for discussion purposes only and subject to change
Not approved by the City Attorney, and not final until adopted by Houston City Council**

No.	Sec No.	Current language	Proposed language
1	42-1	<p>Sec. 42-1. Definitions.</p> <p>Alley shall mean a public or private right-of-way that is not used primarily for through traffic and that provides vehicular access to rear entrances to buildings or properties that front on an adjacent street.</p>	<p>Sec. 42-1. Definitions.</p> <p>Alley shall mean a public or private right-of-way that is not used primarily for through traffic and that provides vehicular access to rear <u>or side</u> entrances to buildings or properties that front on an adjacent street.</p>
2			<p><u>Define Courtyard access drive: Private drive that provides driveway access to parking from the street or alley within Courtyard style development meeting the requirements of Sec xxx.</u></p>
3		<p>Façade means the exterior wall of any building on a property that faces a public street abutting the property.</p>	<p>Façade means the exterior wall of any building on a property that faces a public street abutting the property <u>or a courtyard meeting requirement of Sec xxx.</u></p>
4		<p>Flag lot shall mean a lot whose frontage on and access to the street right-of-way is provided by a narrow driveway, access easement or other parcel of land referred to as the "staff" of the flag lot.</p>  <p>The diagram shows two flag lot configurations. In the first, a 'Lot' is connected to a 'Staff' (a narrow driveway) which then leads to a 'Flag Lot'. The staff is labeled with a width of 20'. In the second configuration, two 'Flag Lot's are shown, each connected to a 'Staff' that leads to a 'Lot'. The staff is also labeled with a width of 20'.</p>	<p>Flag lot shall mean a lot whose frontage on and access to the street right-of-way is provided by a narrow driveway, access easement or other parcel of land referred to as the "staff" of the flag lot <u>and all lots abutting the staff use it for shared vehicular access. (New image below)</u></p>  <p>The diagram shows two flag lot configurations similar to the current language, but with a staff width of 16'. In the first, a 'Lot' is connected to a 'Staff' (a narrow driveway) which then leads to a 'Flag Lot'. The staff is labeled with a width of 16'. In the second configuration, two 'Flag Lot's are shown, each connected to a 'Staff' that leads to a 'Lot'. The staff is also labeled with a width of 16'.</p>
5		<p>Ground floor façade means the façade of a building along a transit-oriented development street or walkable places street, as applicable, between the finished floor height of the ground floor and a vertical height of eight feet.</p>	<p>Ground floor façade means the façade of a building along a transit-oriented development street or walkable places public street <u>or a courtyard meeting requirements of Sec 42-xxx</u> as applicable, between the finished floor height of the ground floor and a vertical height of eight feet.</p>
6			<p><u>Market based parking shall mean that there is no city required minimum parking requirements and parking can be provided based on market needs when the property is within ½ mile of other modes of transit such as rail stations, high frequency bus stops, blue route bus stops in opportunity zones, boost transit stations, park and ride stations or within ¼ mile of high comfort bike paths and BCycle stations.</u></p> <p><u>Narrow lots shall mean the lots that have less than 40 feet of frontage on a street or shared driveway.</u></p>
7		<p>Single-family residential shall mean the use of a lot with one building designed for and containing not more than two separate units with facilities for living, sleeping, cooking and eating therein. A lot upon which is located a free-standing building containing one dwelling unit and a detached secondary dwelling unit of not more than 900 square feet also shall be considered single-family residential. A building that contains one dwelling unit on one lot that is connected by a party wall to another building containing one dwelling unit on an adjacent lot shall be single-family residential.</p>	<p>Single-family residential shall mean the use of a lot with one building designed for and containing not more than two separate units with facilities for living, sleeping, cooking and eating therein. A lot upon which is located a free-standing building containing one dwelling unit and a detached secondary dwelling unit of not more than 900 square feet also shall be considered single-family residential. A building that contains one dwelling unit on one lot that is connected by a party wall to another building containing one dwelling unit on an adjacent lot shall be single-family residential.</p>

8	42-46	<p>Sec. 42-46. Development plat submittal requirements.</p> <p>An application for the approval of a development plat shall be filed with the department, and shall:</p> <ol style="list-style-type: none"> (1) Be made on an application form provided by the department; (2) Provide two copies of a survey sealed and certified by a Texas registered professional land surveyor showing: <ol style="list-style-type: none"> a. The location of each existing building, structure or improvement; b. Each easement and right-of-way within or abutting the boundary of the surveyed property, tied to a street intersection or landmark; and c. The dimensions of each sidewalk, alley, square, park or other part of the property intended to be dedicated to public use or for the use of purchasers of property fronting on or adjacent to the sidewalk, alley, square, park or other part. <p>The survey does not have to be recent so long as it illustrates all contiguous property under one ownership or common control;</p> <ol style="list-style-type: none"> (3) Include three copies of a site plan illustrating: <ol style="list-style-type: none"> a. Proposed and existing buildings (where applicable), stairways, fences and adjacent roadways; b. Parking that meets the applicable requirements of this chapter and chapter 26 of this Code; c. Landscaping that meets the applicable requirements of chapter 33 of this Code; d. Screening for bulk containers that meets the applicable requirements of article VI of chapter 39 of this Code; and e. Location of gang mailboxes or cluster box units that are constructed in the public street pursuant to section 40-13 of this Code, as applicable; and (4) Be accompanied by the applicable filing fee. 	<p>Sec. 42-46. Development plat submittal requirements.</p> <p>An application for the approval of a development plat shall be filed with the department, and shall:</p> <ol style="list-style-type: none"> (1) Be made on an application form provided by the department; (2) Provide two copies <u>copy</u> of a survey sealed and certified by a Texas registered professional land surveyor showing: <ol style="list-style-type: none"> a. The location of each existing building, structure or improvement; b. Each easement and right-of-way within or abutting the boundary of the surveyed property, tied to a street intersection or landmark; and c. The dimensions of each sidewalk, alley, square, park or other part of the property intended to be dedicated to public use or for the use of purchasers of property fronting on or adjacent to the sidewalk, alley, square, park or other part. <p>The survey does not have to be recent so long as it illustrates all contiguous property under one ownership or common control;</p> <ol style="list-style-type: none"> (3) Include three copies <u>copy</u> of a site plan illustrating: <ol style="list-style-type: none"> a. Proposed and existing buildings (where applicable), stairways, fences and adjacent roadways; b. Parking that meets the applicable requirements of this chapter and chapter 26 of this Code; c. Landscaping that meets the applicable requirements of chapter 33 of this Code; d. <u>Location of bulk container and</u> screening for bulk containers that meets the applicable requirements of article VI of chapter 39 of this Code; and e. Location of gang mailboxes or cluster box units that are constructed in the public street pursuant to section 40-13 of this Code, as applicable; and (4) Be accompanied by the applicable filing fee. 																																		
9	42-122	<p>Sec. 42-122. Right-of-way widths.</p> <p>The minimum right-of-way required for each of the following types of streets or public alleys shall be as follows, subject only to the street width exception areas established pursuant to section 42-123 of this Code:</p> <table border="1" data-bbox="388 1165 1507 1804"> <tr> <td>Major thoroughfares</td> <td>(1) The lesser of 100 feet or the right-of-way specified by the street hierarchy classification established by the major thoroughfare and freeway plan; or</td> </tr> <tr> <td></td> <td>(2) 100 feet for streets designated on the major thoroughfare and freeway plan for which a street hierarchy classification is not established</td> </tr> <tr> <td>Collector streets designated on the major thoroughfare and freeway plan</td> <td>The right-of-way width established by the major thoroughfare and freeway plan</td> </tr> <tr> <td>Other collector streets</td> <td>(1) 60 feet; or</td> </tr> <tr> <td></td> <td>(2) 50 feet if all properties on both sides of the collector street consist of single-family residential lots that do not have driveway access to the collector street.</td> </tr> <tr> <td>Local streets</td> <td>(1) 50 feet if adjacent to exclusively single-family residential lots; or</td> </tr> <tr> <td></td> <td>(2) 60 feet if adjacent to any other development</td> </tr> <tr> <td>Transit-oriented development street not designated as a major thoroughfare or collector street on the MTFP</td> <td>60 feet</td> </tr> </table>	Major thoroughfares	(1) The lesser of 100 feet or the right-of-way specified by the street hierarchy classification established by the major thoroughfare and freeway plan; or		(2) 100 feet for streets designated on the major thoroughfare and freeway plan for which a street hierarchy classification is not established	Collector streets designated on the major thoroughfare and freeway plan	The right-of-way width established by the major thoroughfare and freeway plan	Other collector streets	(1) 60 feet; or		(2) 50 feet if all properties on both sides of the collector street consist of single-family residential lots that do not have driveway access to the collector street.	Local streets	(1) 50 feet if adjacent to exclusively single-family residential lots; or		(2) 60 feet if adjacent to any other development	Transit-oriented development street not designated as a major thoroughfare or collector street on the MTFP	60 feet	<p>Sec. 42-122. Right-of-way widths.</p> <p>The minimum right-of-way required for each of the following types of streets or public alleys shall be as follows, subject only to the street width exception areas established pursuant to section 42-123 of this Code:</p> <table border="1" data-bbox="1554 1165 2999 1804"> <tr> <td>Major thoroughfares</td> <td>(1) The lesser of 100 feet or the right-of-way specified by the street hierarchy classification established by the major thoroughfare and freeway plan; or</td> </tr> <tr> <td></td> <td>(2) 100 feet for streets designated on the major thoroughfare and freeway plan for which a street hierarchy classification is not established</td> </tr> <tr> <td>Collector streets designated on the major thoroughfare and freeway plan</td> <td>The right-of-way width established by the major thoroughfare and freeway plan</td> </tr> <tr> <td>Other collector streets</td> <td>(1) 60 feet; or</td> </tr> <tr> <td></td> <td>(2) 50 feet if all properties on both sides of the collector street consist of single-family residential lots, <u>MUR's and other uses that are allowed on a 50' right-of-way</u> that do not have driveway access to the collector street.</td> </tr> <tr> <td>Local streets</td> <td>(1) 50 feet if adjacent to exclusively single-family residential lots, <u>MUR's and other uses that are allowed on a 50 feet right-of-way</u>; or</td> </tr> <tr> <td></td> <td>(2) 60 feet if adjacent to any other development</td> </tr> <tr> <td>Transit-oriented development street not designated as a major thoroughfare or collector street on the MTFP</td> <td>60 feet</td> </tr> <tr> <td>Walkable places street</td> <td>The right-of-way width established by the walkable places plan</td> </tr> </table>	Major thoroughfares	(1) The lesser of 100 feet or the right-of-way specified by the street hierarchy classification established by the major thoroughfare and freeway plan; or		(2) 100 feet for streets designated on the major thoroughfare and freeway plan for which a street hierarchy classification is not established	Collector streets designated on the major thoroughfare and freeway plan	The right-of-way width established by the major thoroughfare and freeway plan	Other collector streets	(1) 60 feet; or		(2) 50 feet if all properties on both sides of the collector street consist of single-family residential lots, <u>MUR's and other uses that are allowed on a 50' right-of-way</u> that do not have driveway access to the collector street.	Local streets	(1) 50 feet if adjacent to exclusively single-family residential lots, <u>MUR's and other uses that are allowed on a 50 feet right-of-way</u> ; or		(2) 60 feet if adjacent to any other development	Transit-oriented development street not designated as a major thoroughfare or collector street on the MTFP	60 feet	Walkable places street	The right-of-way width established by the walkable places plan
Major thoroughfares	(1) The lesser of 100 feet or the right-of-way specified by the street hierarchy classification established by the major thoroughfare and freeway plan; or																																				
	(2) 100 feet for streets designated on the major thoroughfare and freeway plan for which a street hierarchy classification is not established																																				
Collector streets designated on the major thoroughfare and freeway plan	The right-of-way width established by the major thoroughfare and freeway plan																																				
Other collector streets	(1) 60 feet; or																																				
	(2) 50 feet if all properties on both sides of the collector street consist of single-family residential lots that do not have driveway access to the collector street.																																				
Local streets	(1) 50 feet if adjacent to exclusively single-family residential lots; or																																				
	(2) 60 feet if adjacent to any other development																																				
Transit-oriented development street not designated as a major thoroughfare or collector street on the MTFP	60 feet																																				
Major thoroughfares	(1) The lesser of 100 feet or the right-of-way specified by the street hierarchy classification established by the major thoroughfare and freeway plan; or																																				
	(2) 100 feet for streets designated on the major thoroughfare and freeway plan for which a street hierarchy classification is not established																																				
Collector streets designated on the major thoroughfare and freeway plan	The right-of-way width established by the major thoroughfare and freeway plan																																				
Other collector streets	(1) 60 feet; or																																				
	(2) 50 feet if all properties on both sides of the collector street consist of single-family residential lots, <u>MUR's and other uses that are allowed on a 50' right-of-way</u> that do not have driveway access to the collector street.																																				
Local streets	(1) 50 feet if adjacent to exclusively single-family residential lots, <u>MUR's and other uses that are allowed on a 50 feet right-of-way</u> ; or																																				
	(2) 60 feet if adjacent to any other development																																				
Transit-oriented development street not designated as a major thoroughfare or collector street on the MTFP	60 feet																																				
Walkable places street	The right-of-way width established by the walkable places plan																																				

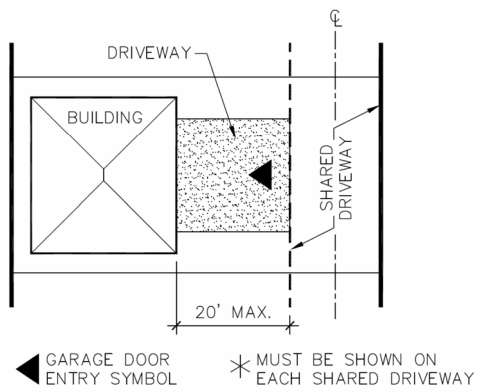
		Walkable places street	The right-of-way width established by the walkable places plan		The right-of-way width otherwise required by this division for street segments designated on the walkable places plan for which a substitute right-of-way width is not established
			The right-of-way width otherwise required by this division for street segments designated on the walkable places plan for which a substitute right-of-way width is not established		
		Public alleys	20 feet	Public alleys	20 feet
		Type 1 permanent access easement	The width required if the permanent access easement were a public street	Type 1 permanent access easement	The width required if the permanent access easement were a public street
		Type 2 permanent access easement	28 feet	Type 2 permanent access easement	28 feet
		The right-of-way width of a type 2 permanent access easement is coterminous with the pavement width and the terms are used interchangeably. The width shall be measured from edge to edge across the surface of the pavement		The right-of-way width of a type 2 permanent access easement is coterminous with the pavement width and the terms are used interchangeably. The width shall be measured from edge to edge across the surface of the pavement	

10 42-145

Sec. 42-145. General layout and arrangement for all shared driveways.

(a) A subdivision plat within the city may provide for a lot that takes access from a shared driveway within the same subdivision plat as the lot in accordance with the following requirements:

- (1) A shared driveway shall have a minimum width of 18 feet except as provided in section 42-146 of this Code;
- (2) No part of a shared driveway shall be more than 200 feet from a type 1 permanent access easement or a public street that is not an alley and that contains a roadway. The distance shall be measured along the centerline of the shared driveway starting from the intersection with the type 1 permanent access easement or the public street.
- (3) A shared driveway may be any length if all lots that take access from the shared driveway have frontage in the amount of the minimum lot width required by section 42-185 of this Code on a type 1 permanent access easement or a public street that is not an alley and that contains a roadway;

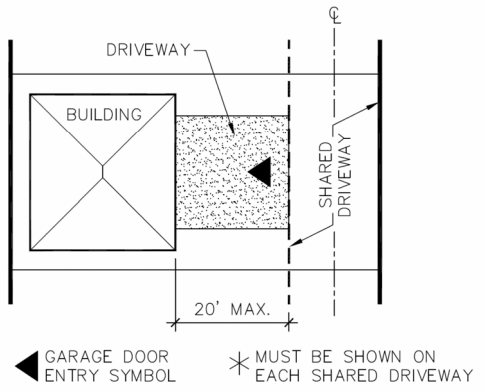


- (4) The length of a driveway that connects to a shared driveway shall be 20 feet or less as measured from the edge of the shared driveway;
- (5) Any parking space in a subdivision containing a shared driveway shall provide sufficient space for turning movements as depicted on the drawings of the space requirements for off street parking referenced in Section 3112.4.5 of the *Construction Code*;

Sec. 42-145. General layout and arrangement for all shared driveways.

(a) A subdivision plat within the city may provide for a lot that takes access from a shared driveway within the same subdivision plat as the lot in accordance with the following requirements:

- (1) A shared driveway shall have a minimum width of 18 feet except as provided in section 42-146 of this Code;
- (2) No part of a shared driveway shall be more than 200 feet from a type 1 permanent access easement or a public street that is not an alley and that contains a roadway. The distance shall be measured along the centerline of the shared driveway starting from the intersection with the type 1 permanent access easement or the public street.
- (3) A shared driveway may be any length if all lots that take access from the shared driveway have frontage in the amount of the minimum lot width required by section 42-185 of this Code on a type 1 permanent access easement or a public street that is not an alley and that contains a roadway;



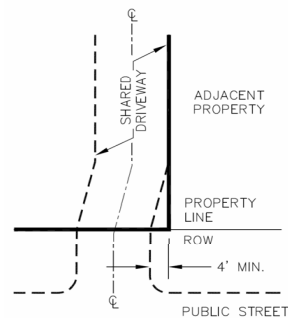
- (4) The length of a driveway that connects to a shared driveway shall be 20 feet or less as measured from the edge of the shared driveway as long as the total length of the shared driveway plus driveway does not exceed 200 feet from a type 1 permanent access easement or a public street that is not an alley and that contains a roadway;
- (5) Any parking space in a subdivision containing a shared driveway shall provide sufficient space for turning movements as depicted on the drawings of the space requirements for off street parking referenced in Section 3112.4.5 of the *Construction Code*;
- (6) A shared driveway containing a reverse curve shall have a centerline radius of 65 feet or more. A reverse curve within a shared driveway shall be separated by a tangent of 25 feet or more; and

(6) A shared driveway containing a reverse curve shall have a centerline radius of 65 feet or more. A reverse curve within a shared driveway shall be separated by a tangent of 25 feet or more; and

(7) A shared driveway that intersects with a major thoroughfare shall not provide gated vehicular access to the shared driveway unless the gate is set back 25 feet or more from the right-of-way of the major thoroughfare.

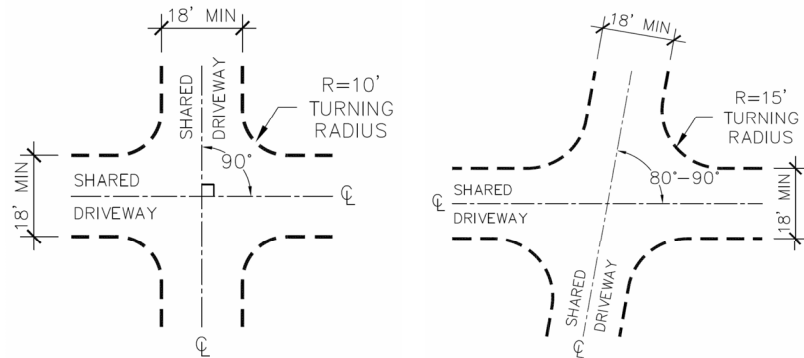
(b) A shared driveway shall not intersect with a type 2 permanent access easement, a private alley, or connect to, or be the extension of, a shared driveway created by an adjacent subdivision. A shared driveway shall intersect with at least one type 1 permanent access easement or public street that is not an alley in accordance with the following requirements:

- (1) The shared driveway shall intersect with a public street that has a roadway width 18 feet or more as measured at the narrowest point of the roadway adjacent to the tract;
- (2) The shared driveway shall intersect with a type 1 permanent access easement or a public street at a 90-degree angle except as needed to comply with item (3) of this subsection; and
- (3) The shared driveway shall be set back at least four feet from the boundary of the subdivision plat measured at the point of intersection with the public street.



(c) Intersections within a shared driveway shall comply with the following requirements:

- (1) Intersections shall be spaced a minimum of 65 feet apart measured from the closest edges of the shared driveway and shall not intersect at less than an 80 degree angle; and
- (2) A shared driveway with a width of 18 feet or more shall provide for a 10-foot turning radius at every 90-degree angle in the shared driveway and shall provide for a 15-foot turning radius at every angle less than 90 degrees but equal to or greater than 80 degrees in the shared driveway.

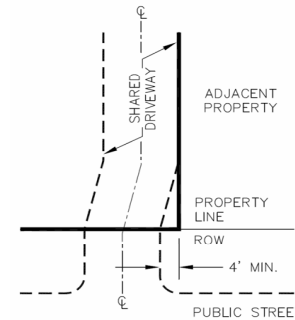


(d) A subdivision plat containing a shared driveway shall provide a three-foot wide emergency access easement along each boundary of the subdivision plat that does not abut a public street. No objects or obstructions shall be placed within the emergency access strip except that a fence may be permitted if it provides for pedestrian gate access for emergency services.

(7) A shared driveway that intersects with a major thoroughfare shall not provide gated vehicular access to the shared driveway unless the gate is set back 25 feet or more from the right-of-way of the major thoroughfare.

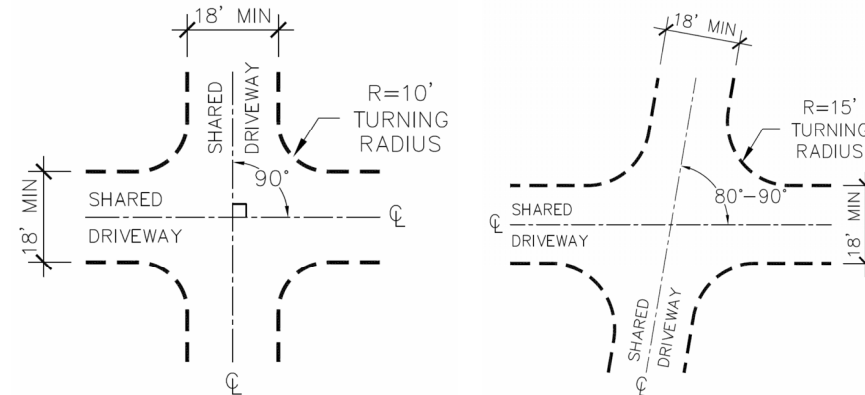
(b) A shared driveway shall not intersect with a type 2 permanent access easement, a private alley, or connect to, or be the extension of, a shared driveway created by an adjacent subdivision. A shared driveway shall intersect with at least one type 1 permanent access easement or public street that is not an alley in accordance with the following requirements:

- (1) The shared driveway shall intersect with a public street that has a roadway width 18 feet or more as measured at the narrowest point of the roadway adjacent to the tract;
- (2) The shared driveway shall intersect with a type 1 permanent access easement or a public street at a 90-degree angle except as needed to comply with item (3) of this subsection; and
- (3) The shared driveway shall be set back at least four feet from the boundary of the subdivision plat measured at the point of intersection with the public street.



(c) Intersections within a shared driveway shall comply with the following requirements:

- (1) Intersections shall be spaced a minimum of 65 feet apart measured from the closest edges of the shared driveway and shall not intersect at less than an 80 degree angle; and
- (2) A shared driveway with a width of 18 feet or more shall provide for a 10-foot turning radius at every 90-degree angle in the shared driveway and shall provide for a 15-foot turning radius at every angle less than 90 degrees but equal to or greater than 80 degrees in the shared driveway.

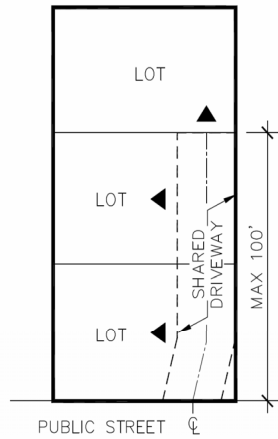


(d) A subdivision plat containing a shared driveway shall provide a three-foot wide emergency access easement along each boundary of the subdivision plat that does not abut a public street. No objects or obstructions shall be placed within the emergency access strip except that a fence may be permitted if it provides for pedestrian gate access for emergency services.

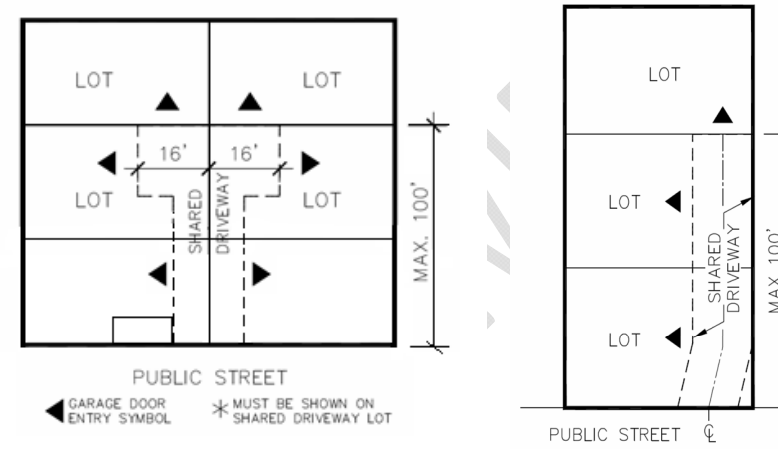
(e) Each garage entry door on each lot within a subdivision plat that takes access from a shared driveway shall be parallel to the length of the shared driveway allowing sufficient room for turnaround per IDM. The garage entry door may be perpendicular to the length of the shared driveway when the shared driveway complies with the following performance standards:

(e) Each garage entry door on each lot within a subdivision plat that takes access from a shared driveway shall be parallel to the length of the shared driveway. The garage entry door may be perpendicular to the length of the shared driveway when the shared driveway complies with the following performance standards:

- (1) No more than three lots take access from the shared driveway;
- (2) The shared driveway does not intersect a major thoroughfare or collector street; and
- (3) The shared driveway is less than or equal to 100 feet in length.



(1) No more than ~~three-six~~ **three** lots **with no more than three lots on either sides of the length of the shared driveway** take access from the shared driveway; **(new image below)**



- (2) The shared driveway does not intersect a major thoroughfare or collector street; and
- (3) The shared driveway is less than or equal to 100 feet in length.

11 42-150

Sec. 42-150. Building line requirement.

- (a) An improvement that requires a building permit shall not be constructed within the building line requirement established by this chapter. Each subdivision plat and development plat shall show all applicable building lines and the following note:

"Unless otherwise indicated, the building lines [b.l.], whether one or more, shown on this subdivision plat are established to evidence compliance with the applicable provisions of Chapter 42, Code of Ordinances, City of Houston, Texas, in effect at the time this plat was approved, which may be amended from time to time."
- (b) The building line requirements established by this chapter are minimum standards. Where deed restrictions provide for a greater building line or setback, the deed restrictions shall control over the provisions of this chapter.
- (c) A special minimum building line requirement established pursuant to subdivision B of this division shall control over all other provisions of this chapter relating to building line requirements.
- (d) The following chart is a summary of certain building line requirements of this chapter and is intended for illustrative purposes only. In case of any conflict between the chart and the text of this chapter, the text shall control.

Summary of Minimum Building Line Requirements

Type of Street or Private Roadway	Tract Description	Minimum Building Line Requirement
All Public Streets	Within the central business district	No requirement
Major Thoroughfares	In general	25 feet
	Single-family residential backing on a major thoroughfare	10 feet, if the lot meets the standards of section 42-152(b)

Sec. 42-150. Building line requirement.

- (a) An improvement that requires a building permit shall not be constructed within the building line requirement established by this chapter. Each subdivision plat and development plat shall show all applicable building lines and the following note:

"Unless otherwise indicated, the building lines [b.l.], whether one or more, shown on this subdivision plat are established to evidence compliance with the applicable provisions of Chapter 42, Code of Ordinances, City of Houston, Texas, in effect at the time this plat was approved, which may be amended from time to time."
- (b) The building line requirements established by this chapter are minimum standards. Where deed restrictions provide for a greater building line or setback, the deed restrictions shall control over the provisions of this chapter.
- (c) A special minimum building line requirement established pursuant to subdivision B of this division shall control over all other provisions of this chapter relating to building line requirements.
- (d) The following chart is a summary of certain building line requirements of this chapter and is intended for illustrative purposes only. In case of any conflict between the chart and the text of this chapter, the text shall control.

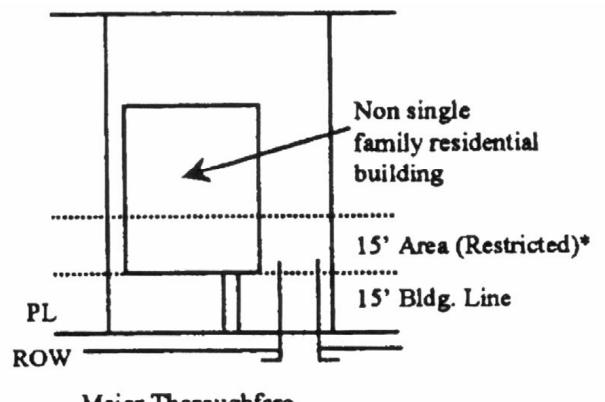
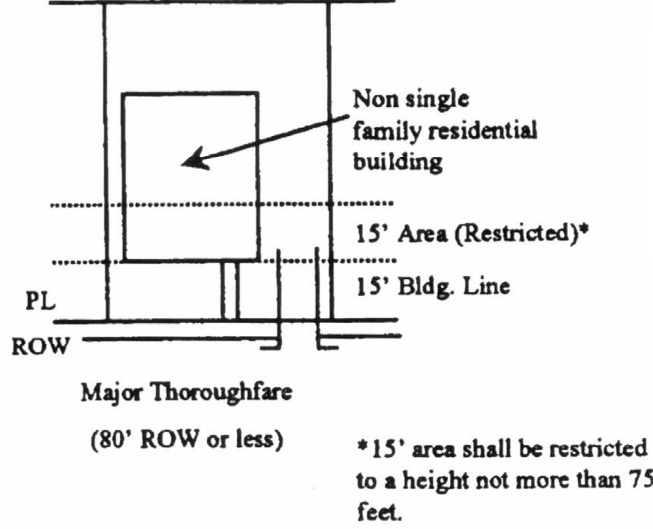
Summary of Minimum Building Line Requirements

Type of Street or Private Roadway	Tract Description	Minimum Building Line Requirement
All Public Streets	Within the central business district	No requirement
Major Thoroughfares	In general	25 feet
	Single-family residential backing on a major thoroughfare	10 feet, if the lot meets the standards of section 42-152(b)
	Not single-family residential and abutting a major thoroughfare with a planned right-of-way width of 80 feet or less	15 feet, if the reserve meets the standards of section 42-153

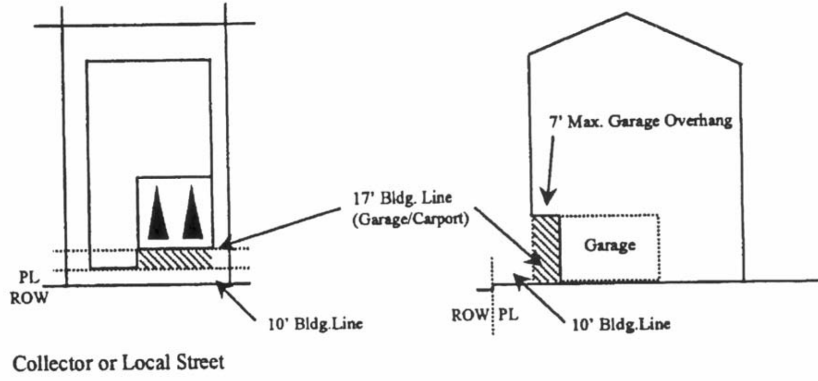
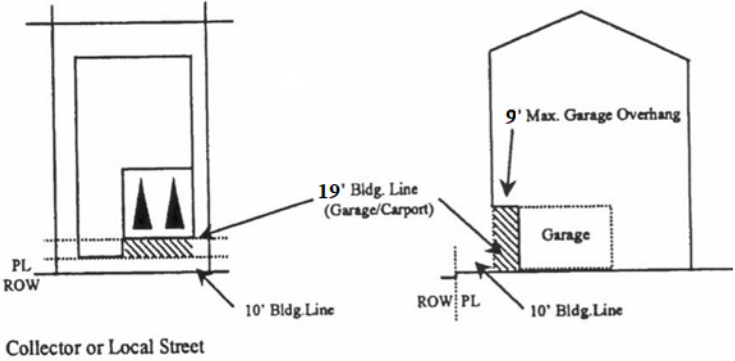
	Not single-family residential and abutting a major thoroughfare with a planned right-of-way width of 80 feet or less	15 feet, if the reserve meets the standards of section 42-153		Retail commercial center abutting a major thoroughfare with a planned right-of-way width of 80 feet or less	5 feet, if the reserve meets the standards of section 42-154(a)
	Retail commercial center abutting a major thoroughfare with a planned right-of-way width of 80 feet or less	5 feet, if the reserve meets the standards of section 42-154(a)			zero feet, if the reserve meets the standards of section 42-154(b)
		zero feet, if the reserve meets the standards of section 42-154(b)		<u>SFR lots with vehicular access from flag staff, shared driveway, alley, PAE or courtyard access drive</u>	<u>15' if the ROW width is 80' or less</u>
		zero feet, if the reserve meets the standards of section 42-154(b)		<u>Tracts used for MUR per Sec 42-xxx</u>	<u>15' if the ROW width is 80' or less</u>
Primary Streets	All tracts	Zero feet and subject to the standards of section 42-164	Primary Streets	All tracts	Zero feet and subject to the standards of section 42-164
Secondary Streets	All tracts	See applicable public street classification	Secondary Streets	All tracts	See applicable public street classification
		Zero feet, if the lot or reserve meets the standards of section 42-164			Zero feet, if the lot or reserve meets the standards of section 42-164
Collector Streets	Not single-family residential and across the street from a single-family residential lot with a platted building line of 10 feet or more	Lesser of 25 feet or the greatest building line on the single-family residential lots	Collector Streets	Not single-family residential and across the street from a single-family residential lot with a platted building line of 10 feet or more	Lesser of 25 feet or the greatest building line on the single-family residential lots
	Single-family residential	25 feet, if the lot meets the standards the standards of section 42-156(a)		Single-family residential	25 feet, if the lot meets the standards of section 42-156(a)
		10 feet, if the lot meets the standards of section 42-157(b)			10 feet, if the lot meets the standards of section 42-157(b)
		5 feet, if the lot meets the standards of section 42-157(c)			5 feet, if the lot meets the standards of section 42-157(c)
		zero feet, if the lot meets the standards of section 42-157(d)		<u>SFR lots within courtyard style development</u>	<u>5 feet Courtyard style development Sec xxx</u>
		zero feet, if the lot meets the standards of section 42-157(d)		<u>Tracts used for MUR</u>	<u>5 feet per MUR Sec xxx</u>
	All others	10 feet		All others	10 feet
Local streets	Not single-family residential and across the street from a single-family residential lot with a platted building line of 10 feet or more	Lesser of 25 feet or the greatest platted building line on the single-family residential	Local streets	Not single-family residential and across the street from a single-family residential lot with a platted building line of 10 feet or more	Lesser of 25 feet or the greatest platted building line on the single-family residential
	Single-family residential	20 feet, if the lot meets the standards of section 42-156(b)		Single-family residential	20 feet, if the lot meets the standards of section 42-156(b)
		10 feet, if the lot meets the standards of section 42-156(b) or section 42-157(b)			10 feet, if the lot meets the standards of section 42-156(b) or section 42-157(b)
		5 feet, if the lot meets the standards of section 42-157(c)			5 feet, if the lot meets the standards of section 42-157(c)
		zero feet, if the lot meets the standards of section 42-157(d)		<u>SFR lots within courtyard style development</u>	<u>5 feet per Courtyard style development Sec xxx</u>
		zero feet, if the lot meets the standards of section 42-157(d)		<u>Tracts used for MUR</u>	<u>5 feet per MUR Sec xxx</u>
	All others	10 feet		All others	10 feet
Private Streets	All tracts	5 feet for habitable structures	Private Streets	All tracts	5 feet for habitable structures
Type 2 Permanent Access Easements	All tracts	5 feet	Type 2 Permanent Access Easements	All tracts	5 feet
Shared Driveways	All tracts	3 feet, if the lot meets the standards of section 42-159(a)	Shared Driveways	All tracts	3 feet, if the lot meets the standards of section 42-159(a)
		zero feet, if the lot meets the standards of section 42-159(b)			zero feet, if the lot meets the standards of section 42-159(b)

12	42-151	<p>Sec. 42-151. Exceptions to building line requirement.</p> <p>(a) A tract within the central business district shall not be subject to a building line requirement.</p> <p>(b) For a building line requirement of ten feet or greater established by this article, an encroachment shall be permitted as follows:</p> <ol style="list-style-type: none"> (1) An encroachment of up to 30 inches into the building line requirement shall be permitted for eaves, bay windows, balconies, fireplace chimneys, decorative features, and habitable area if: <ol style="list-style-type: none"> a. The encroachment is cantilevered into the building line requirement and is not supported by other means; b. The lowest point of the encroachment is at least nine feet higher than the highest point of the building foundation; c. The encroachment for habitable living area for each floor does not have an area greater than 50 percent of the total area of the building façade for that floor; and (2) An encroachment of up to five feet into the building line requirement shall be permitted for open stairways and wheelchair ramps. <p>(c) For a building line requirement less than ten feet established by this article along a collector or local street, an encroachment of up to 30 inches shall be permitted for eaves, bay windows, balconies, fireplace chimneys, decorative features and habitable living area if:</p> <ol style="list-style-type: none"> (1) The encroachment is cantilevered into the building line requirement and is not supported by other means; (2) The lowest point of the encroachment is at least nine feet higher than the highest point of the building foundation; (3) The encroachment for habitable living area for each floor does not have an area greater than 50 percent of the total area of the building façade for that floor; and (4) The encroachment is not within ten feet of aboveground utility lines except those individual service lines used to connect the building to the utility lines, as measured horizontally from the point of the encroachment closest to the utility lines. <p>(d) An encroachment of up to 30 inches into the building line requirement along a type 2 permanent access easement established by this article shall be permitted if:</p> <ol style="list-style-type: none"> (1) The encroachment is cantilevered into the building line requirement and is not supported by other means; and (2) The lowest point of the encroachment is at least nine feet higher than the highest point of the building foundation. <p>(e) Encroachments into the building line requirement along a shared driveway established by this article shall be permitted if:</p> <ol style="list-style-type: none"> (1) The encroachment is cantilevered into the building line requirement and is not supported by other means; and (2) The lowest point of the encroachment is at least 12 feet higher than the highest point of the shared driveway paving. <p>(f) An encroachment into the building line requirement as provided by this article shall be permitted for any building that has received a certificate of appropriateness issued pursuant to article VII, chapter 33, of this Code, relating to historic preservation, evidencing approval of the encroachment into the building line requirement.</p> <p>(g) An existing building may encroach into the building line requirement established by this article if:</p>	<p>Sec. 42-151. Exceptions to building line requirement.</p> <p>(a) A tract within the central business district shall not be subject to a building line requirement.</p> <p>(b) For a building line requirement of ten feet or greater established by this article, an encroachment shall be permitted as follows:</p> <ol style="list-style-type: none"> (1) An encroachment of up to 30 inches into the building line requirement shall be permitted for eaves, bay windows, balconies, fireplace chimneys, decorative features, and habitable area if: <ol style="list-style-type: none"> a. The encroachment is cantilevered into the building line requirement and is not supported by other means; b. The lowest point of the encroachment is at least nine feet higher than the highest point of the building foundation; c. The encroachment for habitable living area for each floor does not have an area greater than 50 percent of the total area of the building façade for that floor; and (2) An encroachment of up to five feet into the building line requirement shall be permitted for open stairways and wheelchair ramps. <p>(c) For a building line requirement less than ten feet established by this article along a collector or local street, an encroachment of up to 30 inches shall be permitted for eaves, bay windows, balconies, fireplace chimneys, decorative features and habitable living area if:</p> <ol style="list-style-type: none"> (1) The encroachment is cantilevered into the building line requirement and is not supported by other means; (2) The lowest point of the encroachment is at least nine feet higher than the highest point of the building foundation; (3) The encroachment for habitable living area for each floor does not have an area greater than 50 percent of the total area of the building façade for that floor; and (4) The encroachment is not within ten feet of aboveground utility lines except those individual service lines used to connect the building to the utility lines, as measured horizontally from the point of the encroachment closest to the utility lines. <p><u>(d) For single family residential lots, lots within courtyard style development per Sec xxx or MUR tracts per Sec 42-xxx with a building line requirement of five feet or greater established by this article, an encroachment of the entry feature per Sec xxx shall be permitted within the building line provided;</u></p> <ol style="list-style-type: none"> <u>(1) The vehicular access is from the rear/side via alley, flag staff, shared driveway, PAE or courtyard access drive;</u> <u>(2) The entry feature encroaches no more than 4 feet into the building line on the first floor with no structures above and;</u> <u>(Insert new image here)</u> <u>(3) The encroachment is not within ten feet of aboveground utility lines except those individual service lines used to connect the building to the utility lines, as measured horizontally from the point of the encroachment closest to the utility lines.</u> <p>(d) An encroachment of up to 30 inches into the building line requirement along a type 2 permanent access easement established by this article shall be permitted if:</p> <ol style="list-style-type: none"> (1) The encroachment is cantilevered into the building line requirement and is not supported by other means; and (2) The lowest point of the encroachment is at least nine feet higher than the highest point of the building foundation. <p>(e) Encroachments into the building line requirement along a shared driveway established by this article shall be permitted if:</p> <ol style="list-style-type: none"> (1) The encroachment is cantilevered into the building line requirement and is not supported by other means; and (2) The lowest point of the encroachment is at least 12 feet higher than the highest point of the shared driveway paving. <p>(f) An encroachment into the building line requirement as provided by this article shall be permitted for any building that has received a certificate of appropriateness issued pursuant to article VII, chapter 33, of this Code, relating to historic preservation, evidencing approval of the encroachment into the building line requirement.</p> <p>(g) An existing building may encroach into the building line requirement established by this article if:</p> <ol style="list-style-type: none"> (1) The existing building was constructed in accordance with the building line requirement that was in effect at the time the building was constructed;
----	--------	---	--

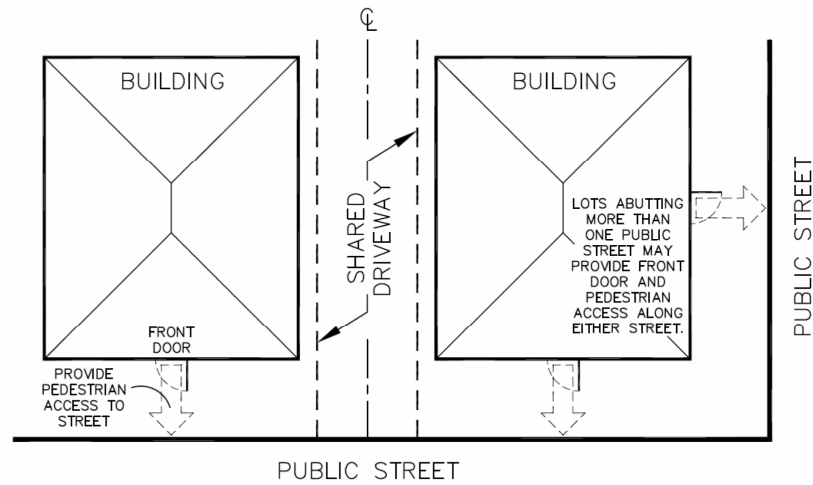
		<ul style="list-style-type: none"> (1) The existing building was constructed in accordance with the building line requirement that was in effect at the time the building was constructed; (2) Additional construction on the portion of the existing building that encroaches into the building line requirement does not expand the size, footprint, or any dimension of the encroachment; (3) The portion of the existing building that encroaches into the building line requirement is not reconstructed in a way that replaces the structural elements of the encroachment; or (4) A subdivision plat filed with the department after July 24, 2015 that includes a tract containing the existing building depicts the encroachment as a dual building line and contains a plat notation that requires compliance with the terms of this section. 	<ul style="list-style-type: none"> (2) Additional construction on the portion of the existing building that encroaches into the building line requirement does not expand the size, footprint, or any dimension of the encroachment; (3) The portion of the existing building that encroaches into the building line requirement is not reconstructed in a way that replaces the structural elements of the encroachment; or (4) A subdivision plat filed with the department after July 24, 2015 that includes a tract containing the existing building depicts the encroachment as a dual building line and contains a plat notation that requires compliance with the terms of this section.
--	--	---	--

13	42-153	<p>Sec. 42-153. Optional performance standards for a major thoroughfare within the city with a planned right-of-way of 80 feet or less—In general.</p> <p>Except for along a walkable places street or transit-oriented development street, a building line requirement of 15 feet is authorized for a tract in the city that has frontage on a major thoroughfare with a planned right-of-way of 80 feet or less if the applicant submits a subdivision plat that includes plat notations that require compliance with the following performance standards or a development plat that demonstrates compliance with each of the following performance standards, as applicable:</p>  <p>Major Thoroughfare (80' ROW or less)</p> <p>*15' area shall be restricted to a height not more than 75 feet.</p> <ul style="list-style-type: none"> (1) The subdivision plat or development plat does not provide for single-family residential use adjacent to the major thoroughfare; (2) Any private street or private drive crossing the building line is substantially perpendicular to the adjacent major thoroughfare and the building line; (3) The area within the building line is not used for parking, driveways or any other auto-related uses such as access to a drive-through window; (4) A clearly-defined pedestrian walkway that is separate from any private street or private drive is established across the building line perpendicular to the sidewalk providing a connection from the public sidewalk along the major thoroughfare to an entrance to a building or the development; (5) The sidewalk and safety buffer standards of article XXII of chapter 40 of this Code; (6) The height of any building within 15 feet behind the building line is restricted to not more than 75 feet, as measured in accordance with the Building Code; 	<p>Sec. 42-153. Optional performance standards for a major thoroughfare within the city with a planned right-of-way of 80 feet or less—In general</p> <p>Except for along a walkable places street or transit-oriented development street, a building line requirement of 15 feet is authorized for a tract in the city that has frontage on a major thoroughfare with a planned right-of-way of 80 feet or less if the applicant submits a subdivision plat that includes plat notations that require compliance with the following performance standards or a development plat that demonstrates compliance with each of the following performance standards, as applicable:</p>  <p>Major Thoroughfare (80' ROW or less)</p> <p>*15' area shall be restricted to a height not more than 75 feet.</p> <p><u>(a)</u> <u>A building line requirement of fifteen feet is authorized for tract with uses other than single family residential</u></p> <ul style="list-style-type: none"> (1) The subdivision plat or development plat does not provide for single-family residential use adjacent to the major thoroughfare provided; <u>(12)</u> Any private street or private drive crossing the building line is substantially perpendicular to the adjacent major thoroughfare and the building line; (23) The area within the building line is not used for parking, driveways or any other auto-related uses such as access to a drive-through window; <u>(34)</u> A clearly-defined pedestrian walkway that is separate from any private street or private drive is established across the building line perpendicular to the sidewalk providing a connection from the public sidewalk along the major thoroughfare to an entrance to a building or the development; (45) The sidewalk and safety buffer standards of article XXII of chapter 40 of this Code;
----	--------	--	--

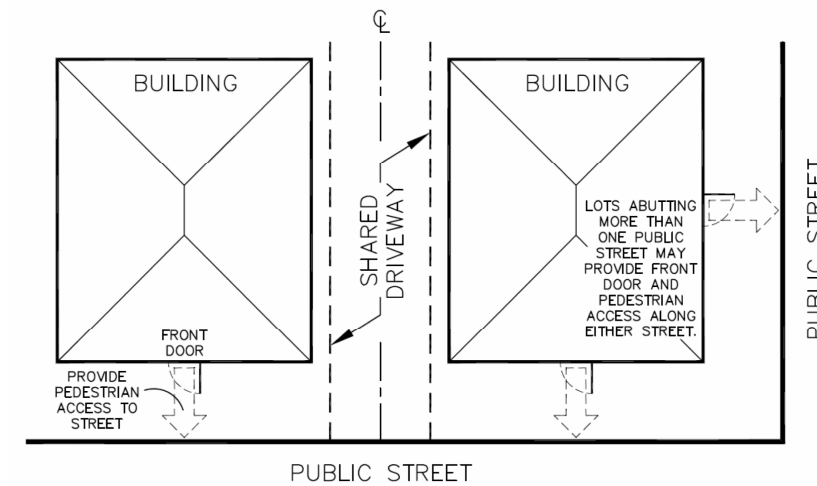
	<p>(7) Trees that are within 25 feet of the property line adjacent to the major thoroughfare are protected as corridor trees pursuant to article V of chapter 33 of this Code;</p> <p>(8) The building line conforms to the visibility triangle required by section 42-161 of this Code at the intersection of a major thoroughfare and any other street;</p> <p>(9) For any property used for nonresidential purposes, the maximum height of any fence, wall, berm or combination thereof within the building line is 36 inches in height measured from mean grade;</p> <p>(10) For multi-family residential uses, any fence, wall, berm or combination thereof within the building line that is more than 36 inches high, but less than eight feet high, measured from mean grade is at least two feet from the property line adjacent to the major thoroughfare and the space created thereby is used and maintained for landscape plantings; and</p> <p>(11) For purposes of section 33-127(b) of this Code, the number of required shrubs shall be equal to the number of required street trees multiplied by five, which required shrubs shall be distributed along the street frontage of the property in the landscape strip.</p>	<p>(56) The height of any building within 15 feet behind the building line is restricted to not more than 75 feet, as measured in accordance with the Building Code;</p> <p>(67) Trees that are within 25 feet of the property line adjacent to the major thoroughfare are protected as corridor trees pursuant to article V of chapter 33 of this Code;</p> <p>(78) The building line conforms to the visibility triangle required by section 42-161 of this Code at the intersection of a major thoroughfare and any other street;</p> <p>(89) For any property used for nonresidential purposes, the maximum height of any fence, wall, berm or combination thereof within the building line is 36 inches in height measured from mean grade;</p> <p>(910) For multi-family residential uses, any fence, wall, berm or combination thereof within the building line that is more than 36 inches high, but less than eight feet high, measured from mean grade is at least two feet from the property line adjacent to the major thoroughfare and the space created thereby is used and maintained for landscape plantings; and</p> <p>(1011) For purposes of section 33-127(b) of this Code, the number of required shrubs shall be equal to the number of required street trees multiplied by five, which required shrubs shall be distributed along the street frontage of the property in the landscape strip.</p> <p><u>(b) A building line requirement of fifteen feet is authorized for single-family residential lots that take vehicular access via an alley, flag staff, shared driveway, PAE or courtyard access drive per Sec 42 xxx provided;</u></p> <p><u>(1) The units along the major thoroughfare front the street with an entry feature per Sec xxx</u></p> <p><u>(2) Any flag staff, shared driveway, PAE or private drive crossing the building line is substantially perpendicular to the adjacent major thoroughfare and the building line;</u></p> <p><u>(3) The area within the building line along the major thoroughfare is not used for parking;</u></p> <p><u>(4) A decorative non-opaque fence is provided along the major thoroughfare</u></p> <p><u>(5) All Parking is located 20 feet away from the ROW</u></p> <p><u>(6) A development shall not provide gated vehicular access to the flag staff, shared driveway or PAE unless the gate is set back 25 feet or more from the right-of-way of the major thoroughfare.</u></p> <p><u>(7) A clearly-defined pedestrian walkway that is separate from any flag staff, shared driveway, or PAE is established across the building line perpendicular to the sidewalk providing a connection from the public sidewalk along the major thoroughfare to an entrance to the development;</u></p> <p><u>(8) The sidewalk and safety buffer standards of article XXII of chapter 40 of this Code are met;</u></p> <p><u>(c) A building line requirement of fifteen feet is authorized for multi-unit residential (MUR) tracts per Sec xxx that take vehicular access via an alley or a private drive provided;</u></p> <p><u>(1) The units along the major thoroughfare front the street with an entry feature per Sec xxx</u></p> <p><u>(2) Any private drive crossing the building line is substantially perpendicular to the adjacent major thoroughfare and the building line;</u></p> <p><u>(4) The area within the building line along the major thoroughfare is not used for parking or any other auto-related uses;</u></p> <p><u>(5) Parking is in rear or on the side of the property</u></p> <p><u>(6) A clearly-defined pedestrian walkway that is separate from any private drive is established across the building line perpendicular to the sidewalk providing a connection from the public sidewalk along the major thoroughfare to an entrance to the development;</u></p> <p><u>(7) The sidewalk and safety buffer standards of article XXII of chapter 40 of this Code are met;</u></p> <p><u>(8) Trees that are within 25 feet of the property line adjacent to the major thoroughfare are protected as corridor trees pursuant to article V of chapter 33 of this Code;</u></p>
--	---	--

			<p><u>(9) Any fence, wall, berm or combination thereof within the building line that is more than 36 inches high, but less than eight feet high, measured from mean grade is at least two feet from the property line adjacent to the major thoroughfare and the space created thereby is used and maintained for landscape plantings; and</u></p>
14	42-155	<p>Sec. 42-155. – Collector and local streets—Uses other than single-family residential.</p> <p>(a) The building line requirement for a tract used or to be used for other than single-family residential purposes adjacent to a street that is a collector street or local street that is not an alley shall be ten feet unless otherwise required or authorized by this chapter.</p> <p>(b) The building line requirement for property used or intended for to be used for other than single-family residential purposes adjacent to a street that is a collector street or local street and that is not an alley and across which street are located single-family residential lots having platted building lines greater than ten feet shall be the lesser of 25 feet or the greatest building line on the single-family residential lots directly across the street from the property.</p>	<p>Sec. 42-155. - Collector and local streets—Uses other than single-family residential.</p> <p>(a) The building line requirement for a tract used or to be used for other than single-family residential purposes adjacent to a street that is a collector street or local street that is not an alley shall be ten feet unless otherwise required or authorized by this chapter.</p> <p>(b) The building line requirement for property used or intended for to be used for other than single-family residential purposes adjacent to a street that is a collector street or local street and that is not an alley and across which street are located single-family residential lots having platted building lines greater than ten feet shall be the lesser of 25 feet or the greatest building line on the single-family residential lots directly across the street from the property.</p> <p><u>(c) The building line requirement for tracts used or to be used for multi-unit residential purposes per Sec 42-xxx adjacent to a collector street or local street that is not an alley shall be as identified in MUR Sec xxx unless otherwise required or authorized by this chapter.</u></p>
15	42-157	<p>Sec. 42-157. Optional performance standards for collector streets and local streets—Single-family residential.</p> <p>(a) The performance standards for building lines in the city are intended to:</p> <ol style="list-style-type: none"> (1) Foster a design framework applicable to the city; and (2) Assure that pedestrian use of sidewalks is not impeded by vehicles blocking the sidewalks. <p>(b) The building line requirement for a subdivision or development in the city restricted to single-family residential use adjacent to a collector street or a local street that is not an alley shall be:</p> <ol style="list-style-type: none"> (1) Ten feet for the principal structure; and (2) Notwithstanding the other provisions of this section, 17 feet for a garage or carport facing the street. A building above the garage or carport may overhang the building line up to seven feet.  <p>Collector or Local Street</p> <p>(c) A front building line requirement of five feet is authorized for all or a portion of the lots in a subdivision or development in the city that is restricted to single-family residential use adjacent to a collector street or a local street that meets one of the following performance standards:</p> <ol style="list-style-type: none"> (1) Vehicular access to a driveway, garage or carport is available only from the rear of each lot through an alley, and each dwelling unit on a lot that is adjacent to a public street has a front door that faces the public street and provides pedestrian access to the public street; or (2) Vehicular access to each lot is provided by a shared driveway and: 	<p>Sec. 42-157. Optional performance standards for collector streets and local streets—Single-family residential.</p> <p>(a) The performance standards for building lines in the city are intended to:</p> <ol style="list-style-type: none"> (1) Foster a design framework applicable to the city; and (2) Assure that pedestrian use of sidewalks is not impeded by vehicles blocking the sidewalks. <p>(b) The building line requirement for a subdivision or development in the city restricted to single-family residential use adjacent to a collector street or a local street that is not an alley shall be:</p> <ol style="list-style-type: none"> (1) Ten feet for the principal structure; and (2) Notwithstanding the other provisions of this section, 17-19 feet for a garage or carport facing the street. A building above the garage or carport may overhang the building line up to seven- nine feet <u>and</u> <p><u>(3) For lots with garage facing the street, 1/3 of the structure along the street must be occupiable space with front door facing the street, that has an entry feature per Sec xxx and pedestrian connections to sidewalk. For lots narrower than 40', if not able to meet the 1/3 requirement, then functional balconies must be provided on the second floor.</u></p>  <p>Collector or Local Street</p> <p>(c) A front building line requirement of five feet is authorized for all or a portion of the lots in a subdivision or development in the city that is restricted to single-family residential use adjacent to a collector street or a local street that meets one of the following performance standards:</p> <ol style="list-style-type: none"> (1) Vehicular access to a driveway, garage or carport is available only from the rear <u>side</u> of each lot through an alley, <u>flag staff, PAE or courtyard access drive</u>, and each dwelling unit on a lot that is adjacent to a public street has a front door <u>with an entry feature</u>

- a. The shared driveway meets the requirements of division 2 of article III of this chapter relating to shared driveways;
 - b. Each dwelling unit on a lot that is adjacent to a public street has front door that faces the public street and provides pedestrian access to the public street; and
 - c. All electrical service installations for the development are installed according to Centerpoint Energy's service standards for the underground installations including the dedication of any easements required by Centerpoint Energy for the underground installation.
- (d) A front building line requirement of zero feet is authorized for all or a portion of the lots in a subdivision plat in the city that is restricted to single-family residential use adjacent to a collector street or local street that meets the following performance standards:
- (1) The subdivision is solely a replat of a lot on a corner at the intersection of two public streets;
 - (2) Each lot in the replat provides for one or more shared driveways so that every dwelling unit will share a shared driveway with at least one other dwelling unit; and
 - (3) Each dwelling unit on a lot that is adjacent to a public street has a front door that faces the public street and provides pedestrian access to the public street.



- per sec xxx that faces the public street and provides pedestrian access to the public street provided there is adequate room for all utilities; or
- (2) Vehicular access to each lot is provided by a shared driveway and:
- a. The shared driveway meets the requirements of division 2 of article III of this chapter relating to shared driveways;
 - b. Each dwelling unit on a lot that is adjacent to a public street has front door with an entry feature per Sec xxx that faces the public street and provides pedestrian access to the public street; and
 - c. All electrical service installations for the development are installed according to Centerpoint Energy's service standards for the underground installations including the dedication of any easements required by Centerpoint Energy for the underground installation.
- (d) A front building line requirement of zero feet is authorized for all or a portion of the lots in a subdivision plat in the city that is restricted to single-family residential use adjacent to a collector street or local street that meets the following performance standards:
- (1) The subdivision is solely a replat of a lot on a corner at the intersection of two public streets;
 - (2) Each lot in the replat provides for one or more shared driveways so that every dwelling unit will share a shared driveway with at least one other dwelling unit; and
 - (3) Each dwelling unit on a lot that is adjacent to a public street has a front door with an entry feature per Sec xxx that faces the public street and provides pedestrian access to the public street.
- (4) All electrical service installations for the development are installed according to Centerpoint Energy's service standards for the underground installations including the dedication of any easements required by Centerpoint Energy for the underground installation.



16 42-XXX

Sec 42-xxx Entry Feature performance standards for units fronting the street
The concept is to create optional performance standards that allow a 5-foot building line for developments with rear/side access if units fronting the street meet entry feature criteria.

• Front Entrance:

• Definition: The primary pedestrian doorway located on the ground floor of a building facade along a street. A garage door is not considered a front entrance.

• Standards:

- Each lot with frontage on a street, not including an alley, must provide at least one street-facing entrance.
- To be considered street-facing, an entrance must face the street it is intended to serve. An entrance directly accessed from a porch, stoop or recessed entry counts as a street-facing entrance, regardless of if it faces the street.
- The required entrance must provide both pedestrian ingress and egress to the ground story of a building.
- The required entrance must provide access to occupiable space.
- The required entrance must provide a minimum 3-foot wide pedestrian connection to the nearest public sidewalk.
- The required entrance must include one of the following:

- Porch;
- Stoop; or
- Recessed entry.
- A porch or stoop can encroach up to 4 feet into a required building line.
- Must provide a separate pedestrian access gate for each front entrance pedestrian walkway along the sidewalk.
- Must be setback 1' from the property line

17 42-161

Sec. 42-161. Visibility triangles.

The building line for property adjacent to two intersecting streets shall not encroach into any visibility triangle, the triangular area adjacent to the intersection of any street established by measuring a distance of 15 feet from the point of intersection of two streets along the right-of-way of each of the intersecting streets and connecting the ends of each measured distance, to assure adequate visibility sight lines for vehicular traffic approaching the intersection. The maximum height of the visibility triangle shall be 20 feet as measured vertically from the ground.

Sec. 42-161. Visibility triangles.

The building line for property adjacent to two intersecting streets shall not encroach into any visibility triangle, the triangular area adjacent to the intersection of any street established by measuring a distance of 15 feet from the point of intersection of two streets along the right-of-way of each of the intersecting streets and connecting the ends of each measured distance, to assure adequate visibility sight lines for vehicular traffic approaching the intersection. The maximum height of the visibility triangle shall be 20 feet as measured vertically from the ground.

For lots located on collector or local streets that take rear/side access per 42-188 and qualify for reduced building line of 5 feet, an encroachment into the visibility triangle is allowed above 10 feet as measured vertically from the ground.

18 42-180

Sec. 42-180. General lot design standards.

(a) Each lot in a subdivision plat shall be of sufficient size and shape to:

- (1) Allow for the construction of a single-family residential building that meets the requirements of this Code, the Construction Code, and the design manual;
- (2) Accommodate an easement for all public and private utilities necessary to serve the single-family residential building constructed thereon;
- (3) Ensure that direct vehicular access is provided from a street, shared driveway, or alley; and
- (4) Provide for the number of parking spaces required by section 42-186 and article VIII of chapter 26 of this Code, as applicable. The size and dimensions of a parking space shall be in conformance with the requirements of the Construction Code.

(b) A lot that will not be served by a wastewater collection system shall meet the minimum requirements of the Texas Commission on Environmental Quality. The applicant shall provide a letter from the Texas Commission on Environmental Quality evidencing compliance with the minimum requirements. In addition, a lot without wastewater collection service that is platted in a special flood hazard area, as

Sec. 42-180. General lot design standards.

(a) Each lot in a subdivision plat shall be of sufficient size and shape to:

- (1) Allow for the construction of a single-family residential building that meets the requirements of this Code, the Construction Code, and the design manual;
- (2) Accommodate an easement for all public and private utilities necessary to serve the single-family residential building constructed thereon;
- (3) Ensure that ~~direct~~ vehicular access is provided from a street, shared driveway, or alley unless it meets the courtyard style development requirements of 42-xxx; and
- (4) Provide for the number of parking spaces required by section 42-186 and article VIII of chapter 26 of this Code, as applicable. The size and dimensions of a parking space shall be in conformance with the requirements of the Construction Code.

(b) A lot that will not be served by a wastewater collection system shall meet the minimum requirements of the Texas Commission on Environmental Quality. The applicant shall provide a letter from the Texas Commission on Environmental Quality evidencing compliance with the minimum requirements. In addition, a lot without wastewater collection service that is platted in a special flood hazard area, as determined under the National Flood Insurance Program, shall meet the applicable requirements of the Texas

		determined under the National Flood Insurance Program, shall meet the applicable requirements of the Texas Commission on Environmental Quality, the city and the county engineer of the county in which the lot is located with respect to the location of the onsite sewage system.	Commission on Environmental Quality, the city and the county engineer of the county in which the lot is located with respect to the location of the onsite sewage system.
19	42-181	<p>Sec. 42-181. Single-family residential lot size.</p> <p>(a) The minimum lot size for a single-family residential lot with wastewater collection service shall be:</p> <ol style="list-style-type: none"> (1) 5,000 square feet for a lot within the extraterritorial jurisdiction; or (2) 3,500 square feet for a lot within the city. <p>(b) The lot size for a single-family residential lot with wastewater collection service may be less than the minimum lot size provided by subsection (a) if the subdivision plat meets the performance standards of either:</p> <ol style="list-style-type: none"> (1) The compensating open space performance standards of section 42-182 of this Code; or (2) For a subdivision plat within the city, the performance standards of section 42-184 of this Code. <p>(c) A subdivision plat shall not include a lot that is less than 1,400 square feet unless the plat meets the following performance standards:</p> <ol style="list-style-type: none"> (1) The property to be platted is located within the city; (2) The average lot size within the subdivision plat is greater than or equal to 1,400 square feet. A lot that is larger than 3,500 square feet shall be counted as 3,500 square feet for purposes of the average lot size calculation of this subsection; (3) If the subdivision plat contains one or more blockfaces in their entirety, the average lot size of each blockface within the subdivision plat is greater than or equal to 1,400 square feet; and (4) If a subdivision plat includes a lot with a lot size less than 3,500 square feet, any subsequent replat of a lot within the subdivision plat shall maintain an average lot size that is greater than or equal to 1,400 square feet. The average lot size for each subsequent replat shall be based on all lots within the original subdivision plat containing a lot with a lot size less than 3,500 feet. The subdivision plat and all subsequent replats of lots within the subdivision plat shall contain a plat notation stating the requirements of this item. <p>(d) The minimum lot size for lots without wastewater collection service shall be in accordance with the requirements of subsection (b) of section 42-180 of this Code;</p> <p>(e) A special minimum lot size requirement established pursuant to subdivision B of this division shall control over all other provisions of this section.</p>	<p>Sec. 42-181. Single-family residential lot size.</p> <p>(a) The minimum lot size for a single-family residential lot with wastewater collection service shall be <u>as shown below except for lots within courtyard style development meeting the requirements of Sec 42-xxx:</u></p> <ol style="list-style-type: none"> (1) 5,000 square feet for a lot within the extraterritorial jurisdiction; or (2) 3,500 square feet for a lot within the city. <p>(b) The lot size for a single-family residential lot with wastewater collection service may be less than the minimum lot size provided by subsection (a) if the subdivision plat meets the performance standards of either:</p> <ol style="list-style-type: none"> (1) The compensating open space performance standards of section 42-182 of this Code; or (2) For a subdivision plat within the city, the performance standards of section 42-184 of this Code. <p>(c) A subdivision plat shall not include a lot that is less than 1,400 square feet unless the plat meets the following performance standards:</p> <ol style="list-style-type: none"> (1) The property to be platted is located within the city <u>and all lots within the subdivision take vehicular access from the rear/side via flag staff, shared driveway or PAE;</u> (2) The average lot size within the subdivision plat is greater than or equal to 1,400 square feet. A lot that is larger than 3,500 square feet shall be counted as 3,500 square feet for purposes of the average lot size calculation of this subsection; (3) <u>For the purposes of this subsection, blockface shall have the meaning of 42-1 and further shall include the distances measured from and to shared driveways, intersecting or terminating with shared driveways.</u> (4) If the subdivision plat contains one or more blockfaces in their entirety, the average lot size of each blockface within the subdivision plat is greater than or equal to 1,400 square feet; and (5) If a subdivision plat includes a lot with a lot size less than 3,500 square feet, any subsequent replat of a lot within the subdivision plat shall maintain an average lot size that is greater than or equal to 1,400 square feet. The average lot size for each subsequent replat shall be based on all lots within the original subdivision plat containing a lot with a lot size less than 3,500 feet. The subdivision plat and all subsequent replats of lots within the subdivision plat shall contain a plat notation stating the requirements of this item. <p>(d) <u>The maximum lot size for single family residential lots within courtyard style development per sec 42-xx is 3,500 square feet;</u></p> <p>(e) The minimum lot size for lots without wastewater collection service shall be in accordance with the requirements of subsection (b) of section 42-180 of this Code;</p> <p>(f) A special minimum lot size requirement established pursuant to subdivision B of this division shall control over all other provisions of this section.</p>

20	42-184	<p>Sec. 42-184. Optional performance standards for the reduction in lot size within the city.</p> <p>A subdivision plat for property located within the city may provide for a single-family residential lot size of less than 3,500 square feet, but not less than an average of 1,400 square feet, for lots with adequate wastewater collection service, if the subdivision plat meets the following performance standards and includes plat notations requiring compliance with the following performance standards:</p> <ol style="list-style-type: none"> (1) More than 60% of the area of each lot that is less than 3,500 square feet is not covered by buildings, or for a subdivision plat that is solely a replat of a lot on a corner at the intersection of two public streets, more than 75% of the area of the lot is not covered by buildings; (2) The subdivision plat provides for at least 150 square feet of permeable area on each lot that is less than 3,500 square feet; and (3) The number of single-family residential dwelling units that can be constructed within the proposed subdivision plat does not exceed an equivalent density of 27 units to the gross acre of all land within the boundaries of the subdivision plat. Density of 35 units to the gross acre is allowed if all lots within the subdivision take vehicular access from the rear or side via an alley, shared driveway or PAE. 	<p>Sec. 42-184. Optional performance standards for the reduction in lot size within the city.</p> <p>A subdivision plat for property located within the city may provide for a single-family residential lot size of less than 3,500 square feet, but not less than an average of 1,400 square feet, for lots with adequate wastewater collection service, if the subdivision plat meets the following performance standards and includes plat notations requiring compliance with the following performance standards:</p> <ol style="list-style-type: none"> (1) More than 60% of the area of each lot that is less than 3,500 square feet is not covered by buildings, or for a subdivision plat that is solely a replat of a lot on a corner at the intersection of two public streets, more than 75% of the area of the lot is not covered by buildings; (2) The subdivision plat provides for at least 150 square feet of permeable area on each lot that is less than 3,500 square feet; and (3) The number of single-family residential dwelling units that can be constructed within the proposed subdivision plat does not exceed an equivalent density of 27 units to the gross acre of all land within the boundaries of the subdivision plat. <u>(4) An equivalent density of 35 units to the gross acre of all land within the boundaries of the subdivision plat is allowed if all lots within the subdivision take vehicular access from the rear or side via an alley, flag staff, shared driveway or PAE.</u>
21	42-185	<p>Sec. 42-185. Minimum width of a lot.</p> <ol style="list-style-type: none"> (a) The minimum width of any lot along a street or shared driveway shall be 20 feet. (b) The minimum width of any lot within the city may be 15 feet if the subdivision plat conforms to the following performance standards: <ol style="list-style-type: none"> (1) The average width of all lots within the subdivision plat is greater than or equal to 18 feet. A lot with a width greater than 30 feet shall be counted as 30 feet for purposes of the average lot width calculation of this subsection; (2) If the subdivision plat contains one or more blockfaces in their entirety, the average lot width of each blockface within the subdivision plat is greater than or equal to 18 feet; and (3) If a subdivision plat includes a lot with a width of less than 20 feet, any subsequent replat of a lot within the subdivision plat shall maintain an average lot width that is greater than or equal to 18 feet. The average lot width for each subsequent replat shall be based on all lots within the original subdivision plat containing a lot with a width less than 20 feet. The subdivision plat and all subsequent replats of lots within the subdivision plat shall contain a plat notation stating the requirements of this item. 	<p>Sec. 42-185. Minimum width of a lot.</p> <ol style="list-style-type: none"> (a) The minimum width of any lot along a street or shared driveway shall be 20 <u>unless otherwise allowed by this ordinance.</u> (b) The minimum width of any lot <u>in a subdivision</u> within the city may be 15 feet if <u>all lots within the subdivision plat take vehicular access from the rear/side via flag staff, shared driveway or PAE and</u> the subdivision plat conforms to the following performance standards: <ol style="list-style-type: none"> (1) The average width of all lots within the subdivision plat is greater than or equal to 18 feet. A lot with a width greater than 30 feet shall be counted as 30 feet for purposes of the average lot width calculation of this subsection; <u>(2) For the purposes of this subsection, blockface shall have the meaning of 42-1 and further shall include the distances measured from and to shared driveways, intersecting or terminating with shared driveways.</u> <u>(3) If the subdivision plat contains one or more blockfaces in their entirety, the average lot width of each blockface within the subdivision plat is greater than or equal to 18 feet; and</u> <u>(4) If a subdivision plat includes a lot with a width of less than 20 feet, any subsequent replat of a lot within the subdivision plat shall maintain an average lot width that is greater than or equal to 18 feet. The average lot width for each subsequent replat shall be based on all lots within the original subdivision plat containing a lot with a width less than 20 feet. The subdivision plat and all subsequent replats of lots within the subdivision plat shall contain a plat notation stating the requirements of this item.</u>
22	42-186	<p>Sec. 42-186. Parking for single-family residential uses.</p> <ol style="list-style-type: none"> (a) Each subdivision plat or development plat providing for a single-family residential use shall provide at least two off-street parking spaces per dwelling unit on each lot except that, in those instances where a secondary dwelling unit of not more than 900 gross square feet is provided, only one additional off-street parking space shall be required for the secondary dwelling unit. (b) Each subdivision plat providing for a single-family residential use on property located within the city that includes a shared driveway or a type 2 permanent access easement with six or more dwelling units shall provide one additional parking space for every six dwelling units. Dwelling units on a lot that includes a parking space in excess of the parking requirements of subsection (a) of this section shall not be counted in determining the required number of additional parking spaces required by this subsection. Each additional parking space shall conform to the following requirements: 	<p>Sec. 42-186. Parking for single-family residential uses.</p> <ol style="list-style-type: none"> <u>(a) Each subdivision plat or development plat providing for a single-family residential use shall provide at least two off-street parking spaces per dwelling unit on each lot except that, in those instances where a secondary dwelling unit of not more than 900 gross square feet is provided, dwelling unit is not more than 1500 sf, only one space shall be required per dwelling unit.</u> <u>(b) If the first unit already has two off-street parking spaces;</u> <ol style="list-style-type: none"> <u>1. When a secondary dwelling unit of not more than 900 1000 gross square feet is provided, no additional off-street parking spaces shall be required.</u> <u>2. When a second dwelling unit is greater than 1000 sf but less than 1500 sf only one additional off-street parking space shall be required.</u> <u>3. When a second dwelling unit is greater than 1500 sf, 2 additional off-street parking spaces shall be required.</u>

		<p>(1) The size and dimensions of the parking space shall be in conformance with the requirements of the Construction Code;</p> <p>(2) The parking space shall be placed within the boundaries of the subdivision plat, unless the parking space abuts:</p> <ol style="list-style-type: none"> Continuous curb along a public street that is adjacent to or within the plat boundary and that is not a major thoroughfare; or Culverts installed in accordance with the requirements of the design manual along an open ditch street adjacent to or within the subdivision plat boundary; <p>(3) For a subdivision plat where the lots abut a type 2 permanent access easement and take vehicular access only from a private alley, a parking space may be included within the type 2 permanent access easement;</p> <p>(4) The parking space shall not be placed within a shared driveway or within a lot;</p> <p>(5) The parking space shall not be placed where parking is prohibited by law; and</p> <p>(6) The parking space shall be accessible to all residents of each dwelling unit of the subdivision plat.</p>	<p><u>(c) Each courtyard style development plat per Sec xxx providing for a single-family residential use shall provide one off-street parking space for every dwelling unit less than 1000 sf and 2 off-street parking spaces per dwelling unit if the units are between 1000-1500 sf.</u></p> <p><u>Insert table</u></p> <p><u>(d) Lots meeting the requirements of sec 42-188 (d), (e) or (f)(2)a. and courtyard style developments or tracts used for multi-unit residential developments are exempt from 42-186 and Chapter 26 Division 2 of the Code of Ordinances if the property is within ½ mile of transit (rail stations, high frequency bus stops, blue route bus stops in opportunity zones, boost transit station, or park and ride stations) or within ¼ mile of high comfort bike paths and BCycle stations.</u></p> <p><u>(e) For lots meeting the requirements of sec 42-188 (d), (e) or (f)(2)a. and courtyard style developments or tracts used for multi-unit residential developments, required parking may be located off the lot or unit but within the development.</u></p> <p><u>(fb) Each subdivision plat providing for a single-family residential use on property located within the city that includes a shared driveway or a type 2 permanent access easement with six or more dwelling units shall provide one additional parking space for every six dwelling units <u>within the subdivision plat boundary</u>. Dwelling units on a lot that includes a parking space in excess of the parking requirements of subsection (a) of this section shall not be counted in determining the required number of additional parking spaces required by this subsection. Each additional parking space shall conform to the following requirements:</u></p> <ol style="list-style-type: none"> The size and dimensions of the parking space shall be in conformance with the requirements of the Construction Code; The parking space shall be placed within the boundaries of the subdivision plat, unless the parking space abuts: <ol style="list-style-type: none"> Continuous curb along a public street that is adjacent to or within the plat boundary and that is not a major thoroughfare; or Culverts installed in accordance with the requirements of the design manual along an open ditch street adjacent to or within the subdivision plat boundary; For a subdivision plat where the lots abut a type 2 permanent access easement and take vehicular access only from a private alley, a parking space may be included within the type 2 permanent access easement; The parking space shall not be placed within a shared driveway or within a lot; The parking space shall not be placed where parking is prohibited by law; and <u>the parking space shall be placed a minimum of 20 feet from the property line of designated major thoroughfares and major collectors on the most recent Major Thoroughfare and Freeway Plan and from existing high-comfort bike lanes;</u> The parking space shall be accessible to all residents of each dwelling unit of the subdivision plat <u>via an internal path of either the shared driveway, type 2 PAE paving or an improved walkway surface within the subdivision meeting accessibility requirements in accordance with IDM standards with a minimum width of 3 feet in accordance with Ch 40 sidewalk regulations.</u>
23	42-187	<p>Sec. 42-187. Flag lots.</p> <ol style="list-style-type: none"> Each flag lot shall provide for vehicular access to the principal portion of the lot through the staff. If a flag lot derives access solely from its own staff, the minimum width of the staff shall be 20 feet. If a flag lot derives its access in common with another lot, the combined common access shall have a minimum width of 20 feet. Any area required to be used for vehicular access purposes shall be depicted by a note on the subdivision plat that restricts the portions of the lots for ingress and egress only and that precludes construction of any building, structure, wall or fence within those portions. If the vehicular access is to be shared, the plat note shall clearly indicate the joint or shared nature of the access. 	<p>Sec. 42-187. Flag lots.</p> <ol style="list-style-type: none"> Each flag lot <u>development</u> shall provide for <u>combined</u> vehicular access to the principal portion of the all <u>lots</u> through the staff. If a flag lot derives access solely from its own staff, the minimum width of the staff shall be <u>20-16</u> feet <u>and can be split equally among all lots. The entire width of the staff need not be paved.</u> If a flag lot derives its access in common with another lot, the combined common access shall have a minimum width of 20 feet. All lots with street or shared driveway frontage narrower than 40' and abutting the flag staff must take vehicular access from the staff. If the garage is parallel to the length of the flag staff, the distance between the face of the garage and the farthest edge of the staff shall be 20 feet. <u>The total length of the staff and driveway cannot be longer than 200 feet from the street ROW with paving.</u> <p><u>Insert image</u></p>

			<p>(d) — Any area required to be used for vehicular access purposes shall be depicted by a note on the subdivision plat that restricts the portions of the lots for ingress and egress only and that precludes construction of any building, structure, wall or fence within those portions. If the vehicular access is to be shared, the plat note shall clearly indicate the joint or shared nature of the access.</p>
24	42-188	<p>Sec. 42-188. Lot access to streets.</p> <p>(a) Each lot shall have access to a street or shared driveway that meets the requirements of this chapter and the design manual, subject to the limitations of this section.</p> <p>(b) A single-family residential lot shall not have direct vehicular access to a major thoroughfare unless:</p> <ol style="list-style-type: none"> (1) The lot takes vehicular access to a major thoroughfare through a shared driveway that meets the requirements of subdivision B of division II of this article; or (2) The lot is greater than one acre in size and the subdivision plat contains a notation adjacent to the lot requiring a turnaround on the lot that prohibits vehicles from backing onto the major thoroughfare. <p>(c) Lots that front on or take access from a permanent access easement must be a part of a unified development scheme where the owners of all lots within the subdivision are legally bound together by deed restriction, contract or any other constituted and binding homeowners association, corporation, or other organization with, as one of its purposes, the continued care and maintenance of all commonly owned properties within the subdivision, particularly the areas established as permanent access easements, and the authority and means to impose binding assessments upon the lot owners for that purpose. Each subdivision plat that contains a permanent access easement shall contain the following notation on the face of the plat:</p> <p>"THIS SUBDIVISION CONTAINS ONE OR MORE PERMANENT ACCESS EASEMENTS THAT HAVE NOT BEEN DEDICATED TO THE PUBLIC OR ACCEPTED BY THE CITY OF HOUSTON OR ANY OTHER LOCAL GOVERNMENT AGENCY AS PUBLIC RIGHTS-OF-WAY. THE CITY OF HOUSTON HAS NO OBLIGATION, NOR DOES ANY OTHER LOCAL GOVERNMENT AGENCY HAVE ANY OBLIGATION, TO MAINTAIN OR IMPROVE ANY PERMANENT ACCESS EASEMENT WITHIN THE SUBDIVISION, WHICH OBLIGATION SHALL BE THE SOLE RESPONSIBILITY OF THE OWNERS OF PROPERTY IN THIS SUBDIVISION."</p> <p>(d) When a tract along a transit-oriented development street or walkable places street is subdivided, a single-family residential lot within this new subdivision shall not be designed to have direct vehicular access to the TOD street or WP street unless:</p> <ol style="list-style-type: none"> (1) The lot takes vehicular access to the TOD street or WP street through a shared driveway that meets the requirements of subdivision B of division II of this article; or (2) The lot is greater than one acre in size and the subdivision plat contains a note prohibiting vehicles from backing onto the transit-oriented development street or walkable places street, and requiring the turnaround to be located wholly outside the pedestrian realm. 	<p>Sec. 42-188. Lot access to streets.</p> <p>(a) Each lot shall have access to a street or shared driveway that meets the requirements of this chapter and the design manual, subject to the limitations of this section <u>except for lots within courtyard style development per Sec xx.</u></p> <p>(b) A single-family residential lot shall not have direct vehicular access to a major thoroughfare unless:</p> <ol style="list-style-type: none"> (1) The lot takes vehicular access to a major thoroughfare through a shared driveway that meets the requirements of subdivision B of division II of this article; or <u>the lot takes vehicular access to a major thoroughfare through a flag lot staff that meets the requirements of Sec 42-187.</u> (2) The lot is greater than one acre in size and the subdivision plat contains a notation adjacent to the lot requiring a turnaround on the lot that prohibits vehicles from backing onto the major thoroughfare. <p>(c) Lots that front on or take access from a permanent access easement must be a part of a unified development scheme where the owners of all lots within the subdivision are legally bound together by deed restriction, contract or any other constituted and binding homeowners association, corporation, or other organization with, as one of its purposes, the continued care and maintenance of all commonly owned properties within the subdivision, particularly the areas established as permanent access easements, and the authority and means to impose binding assessments upon the lot owners for that purpose. Each subdivision plat that contains a permanent access easement shall contain the following notation on the face of the plat:</p> <p>"THIS SUBDIVISION CONTAINS ONE OR MORE PERMANENT ACCESS EASEMENTS THAT HAVE NOT BEEN DEDICATED TO THE PUBLIC OR ACCEPTED BY THE CITY OF HOUSTON OR ANY OTHER LOCAL GOVERNMENT AGENCY AS PUBLIC RIGHTS-OF-WAY. THE CITY OF HOUSTON HAS NO OBLIGATION, NOR DOES ANY OTHER LOCAL GOVERNMENT AGENCY HAVE ANY OBLIGATION, TO MAINTAIN OR IMPROVE ANY PERMANENT ACCESS EASEMENT WITHIN THE SUBDIVISION, WHICH OBLIGATION SHALL BE THE SOLE RESPONSIBILITY OF THE OWNERS OF PROPERTY IN THIS SUBDIVISION."</p> <p><u>Lots within a courtyard style development must be a part of a unified development scheme where the owners of all lots within the subdivision are legally bound together by deed restriction, contract or any other constituted and binding homeowners association, corporation, or other organization with, as one of its purposes, the continued care and maintenance of all commonly owned properties within the subdivision, particularly the areas established as courtyards, parking, pedestrian pathways and courtyard access drives, and the authority and means to impose binding assessments upon the lot owners for that purpose. The common areas and courtyards within the development cannot be replatted into any other use and are subject to 42-193. Each subdivision plat that contains a courtyard style development shall contain the following notation on the face of the plat:</u></p> <p><u>(Have to create a plat note)</u></p> <p><u>(d) All properties abutting an alley will take vehicular access from the alley or flag staff, shared driveway, PAE that connects to the alley when possible</u></p> <p><u>(e) All corner properties adjacent to an undeveloped or inaccessible alley, vehicular access should be</u></p> <ol style="list-style-type: none"> <u>1. from the alley after improving it OR;</u> <u>2. from the side street via flag staff, shared driveway or PAE that connects to alley when possible.</u> <p><u>(f) If property is adjacent to an undeveloped or inaccessible alley midblock or is not abutting an alley,</u></p> <ol style="list-style-type: none"> <u>1. When proposing lots with 40 feet or more frontage on a public street, at least 22 feet of frontage must be unobstructed curb space, and 1/3 of the structure facing the street must be occupiable space.</u> <u>2. When proposing one or more lots with less than 40 feet of frontage on a public street, the following shall apply:</u> <ol style="list-style-type: none"> <u>a. Vehicular access will be through the flag staff, a shared driveway or PAE; OR</u>

b. Vehicular access can be through a combined driveway approach with a maximum width of 24 feet and 4' curb radii, on property less than or equal to 15,000 sf.

Insert images

- (d) When a tract along a transit-oriented development street or walkable places street is subdivided, a single-family residential lot within this new subdivision shall not be designed to have direct vehicular access to the TOD street or WP street unless opting-in and:
- (1) The lot takes vehicular access to the TOD street or WP street through a shared driveway that meets the requirements of subdivision B of division II of this article; or
 - (2) The lot is greater than one acre in size and the subdivision plat contains a note prohibiting vehicles from backing onto the transit-oriented development street or walkable places street, and requiring the turnaround to be located wholly outside the pedestrian realm.

25 42-190

Sec. 42-190. Tracts for non-single-family use—Reserves.

- (a) A tract of land that is not restricted to single-family residential use shall not be designated on a subdivision plat as a lot, but shall be designated as a reserve and shall be subject to those provisions of this chapter pertaining to reserves.
- (b) A subdivision plat shall identify each reserve by alphabetical letter and shall show the total acreage of the reserve within the delineated reserve boundaries. The applicant may note on the plat the use intended for each reserve. The applicant shall identify a reserve tract for which it has not determined a use as an unrestricted reserve.
- (c) Each reserve shall meet the following requirements for minimum size, the type and width of street or shared driveway on which it may be located, and the minimum frontage, as applicable to the type of reserve:

TYPE OF RESERVE	MINIMUM SIZE	TYPE OF STREET OR SHARED DRIVEWAY	MINIMUM STREET OR SHARED DRIVEWAY WIDTH	MINIMUM STREET OR SHARED DRIVEWAY FRONTAGE
Unrestricted reserve	5,000 sq. ft.	public street	60 feet (50 feet in a street width exception area)	60 feet
Restricted reserve—Lift station	Minimum size required by the design manual	public street or type 1 permanent access easement	50 feet	20 feet
		Temporary access easement if the reserve meets the standards of section 42-19(d)	Temporary access easement if the reserve meets the standards of section 42-19(d)	
Restricted reserve—Compensating open space	240 sq. ft.	public street or type 1 permanent access easement	50 feet	12 feet

Sec. 42-190. Tracts for non-single-family use—Reserves.

- (a) A tract of land that is not restricted to single-family residential use shall not be designated on a subdivision plat as a lot, but shall be designated as a reserve and shall be subject to those provisions of this chapter pertaining to reserves.
- (b) A subdivision plat shall identify each reserve by alphabetical letter and shall show the total acreage of the reserve within the delineated reserve boundaries. The applicant may note on the plat the use intended for each reserve. The applicant shall identify a reserve tract for which it has not determined a use as an unrestricted reserve.
- (c) Each reserve shall meet the following requirements for minimum size, the type and width of street or shared driveway on which it may be located, and the minimum frontage, as applicable to the type of reserve:

TYPE OF RESERVE	MINIMUM SIZE	TYPE OF STREET OR SHARED DRIVEWAY	MINIMUM STREET OR SHARED DRIVEWAY WIDTH	MINIMUM STREET OR SHARED DRIVEWAY FRONTAGE
Unrestricted reserve	5,000 sq. ft.	public street	60 feet (50 feet in a street width exception area)	60 feet
<u>MUR Reserve per Sec xxx</u>	<u>3500sf</u>	<u>public street or type 1 permanent access easement</u>	<u>60 feet (50 feet in a street width exception area)</u>	<u>50 feet</u>
<u>Restricted reserve – Courtyard per Sec xxx</u>	<u>480sf</u>	<u>public street or type 1 permanent access easement</u>	<u>50 feet</u>	<u>12 feet</u>
Restricted reserve—Lift station	Minimum size required by the design manual	public street or type 1 permanent access easement	50 feet	20 feet
		Temporary access easement if the reserve meets the standards of section 42-190(d)	Temporary access easement if the reserve meets the standards of section 42-190(d)	
Restricted reserve—Compensating open space	240 sq. ft.	public street or type 1 permanent access easement	50 feet	12 feet
		type 2 permanent access easement	28 feet	
		shared driveway	16 feet	
Restricted reserve—Landscape or open space	None required	None required	None required	None required
Restricted reserve—Recreation	5,000 sq. ft.	public street or type 1 permanent access easement	50 feet	50 feet

		type 2 permanent access easement	28 feet	
		shared driveway	16 feet	
Restricted reserve—Landscape or open space	None required	None required	None required	None required
Restricted reserve—Recreation	5,000 sq. ft.	public street or type 1 permanent access easement	50 feet	50 feet
Restricted reserve—Drainage or detention	None required	public street	50 feet	20 feet
		permanent access easement	28 feet	
		shared driveway owned by homeowners association	16 feet	16 feet
		None if adjoining existing reserve restricted to drainage or detention	None if adjoining existing reserve restricted to drainage or detention	None if adjoining existing reserve restricted to drainage or detention
Restricted reserve—Wastewater treatment, water production, or water repressurization	5,000 sq. ft.	public street or type 1 permanent access easement	50 feet	50 feet
		Temporary access easement if the reserve meets the standards of section 42-190(d)	Temporary access easement if the reserve meets the standards of section 42-190(d)	
		None if adjoining existing reserve restricted to wastewater treatment, water production, or water repressurization	None if adjoining existing reserve restricted to wastewater treatment, water production, or water repressurization	None if adjoining existing reserve restricted to wastewater treatment, water production, or water repressurization
Restricted reserve—Parking	Minimum size requirement for a parking space	public street or type 1 permanent access easement	50 feet	Minimum width of a parking space required by the Construction Code
		type 2 permanent access easement	28 feet	
		shared driveway	16 feet	
Restricted reserve—All other	5,000 sq. ft.	public street	60 feet (50 feet in a street width exception area)	60 feet

		Type 2 PAE	28 feet	50 feet
		Shared driveway	16 feet	50 feet
Restricted reserve—Drainage or detention	None required	public street	50 feet	20 feet
		permanent access easement	28 feet	
		shared driveway owned by homeowners association	16 feet	16 feet
		None if adjoining existing reserve restricted to drainage or detention	None if adjoining existing reserve restricted to drainage or detention	None if adjoining existing reserve restricted to drainage or detention
Restricted reserve—Wastewater treatment, water production, or water repressurization	5,000 sq. ft.	public street or type 1 permanent access easement	50 feet	50 feet
		Temporary access easement if the reserve meets the standards of section 42-190(d)	Temporary access easement if the reserve meets the standards of section 42-190(d)	
		None if adjoining existing reserve restricted to wastewater treatment, water production, or water repressurization	None if adjoining existing reserve restricted to wastewater treatment, water production, or water repressurization	None if adjoining existing reserve restricted to wastewater treatment, water production, or water repressurization
Restricted reserve—Parking	Minimum size requirement for a parking space specified in the Construction Code	public street or type 1 permanent access easement	50 feet	Minimum width of a parking space required by the Construction Code
		type 2 permanent access easement	28 feet	
		shared driveway	16 feet	
Restricted reserve—All other	5,000 sq. ft.	public street	60 feet (50 feet in a street width exception area)	60 feet

- (d) A reserve may take access via an access easement temporarily until the adjacent public streets within the general plan are platted with abutting sections if all of the following conditions are met:
- (1) The reserve is specifically restricted to lift station, wastewater treatment, water production, or water repressurization;
 - (2) The access easement is temporary and non-exclusive that must be recorded prior to the recordation of the plat in a form approved by the city attorney;
 - (3) The access easement aligns with the public street pattern identified in the current approved general plan;
 - (4) The minimum width of the access easement must be 30 feet with all-weather road surface and shall comply with all applicable Design Manual, Fire Code, city, county, and Texas Commission of Environmental Quality (TCEQ) requirements; and
 - (5) The minimum street width and minimum frontage requirements otherwise required by this section must be met as other sections abutting the reserve are recorded."

			space specified in the Construction Code	permanent access easement		the Construction Code
				type 2 permanent access easement	28 feet	
				shared driveway	16 feet	
		Restricted reserve—All other	5,000 sq. ft.	public street	60 feet (50 feet in a street width exception area)	60 feet

(d) A reserve may take access via an access easement temporarily until the adjacent public streets within the general plan are platted with abutting sections if all of the following conditions are met:

- (1) The reserve is specifically restricted to lift station, wastewater treatment, water production, or water repressurization;
- (2) The access easement is temporary and non-exclusive that must be recorded prior to the recordation of the plat in a form approved by the city attorney;
- (3) The access easement aligns with the public street pattern identified in the current approved general plan;
- (4) The minimum width of the access easement must be 30 feet with all-weather road surface and shall comply with all applicable Design Manual, Fire Code, city, county, and Texas Commission of Environmental Quality (TCEQ) requirements; and
- (5) The minimum street width and minimum frontage requirements otherwise required by this section must be met as other sections abutting the reserve are recorded."

26 42-230

Sec. 42-230. Application requirements.

(a) In addition to the information otherwise required to be submitted for a development plat, a development plat that provides for the development of one or more multi-family residential buildings shall provide the following information:

- (1) The number of separate buildings that will contain multi-family residential dwelling units;
- (2) The location of the principal entrance to each multi-family residential building;
- (3) The total number of dwelling units;
- (4) An itemized listing of multi-family residential dwelling units indicating the number of bedrooms in each dwelling unit; and
- (5) The number, location and dimensions of off-street parking spaces required to serve the dwelling units pursuant to section 42-234 of this Code.

(b) When property is replatted to remove a one-foot restricted reserve, the subdivision plat shall additionally provide all of the information required for a development plat and required by subsection (a) of this section and shall be deemed a development plat for the purposes of this division.

Sec. 42-230. Application requirements.

(a) In addition to the information otherwise required to be submitted for a development plat, a development plat that provides for the development of one or more multi-family ~~multi-family~~ or multi-unit residential buildings shall provide the following information:

- (1) The number of separate buildings that will contain ~~multi-family~~ residential dwelling units;
- (2) The location of the principal entrance to each ~~multi-family~~ residential building;
- (3) The total number of dwelling units;
- (4) An itemized listing of ~~multi-family~~ residential dwelling units indicating the number of bedrooms in each dwelling unit; and
- (5) The number, location and dimensions of off-street parking spaces required to serve the dwelling units pursuant to section 42-234 of this Code or section 26-xx Article VIII.

(b) When property is replatted to remove a one-foot restricted reserve, the subdivision plat shall additionally provide all of the information required for a development plat and required by subsection (a) of this section and shall be deemed a development plat for the purposes of this division.

27	42-251	<p>Sec. 42-251. Applicability.</p> <p>(a) The regulations contained in this division shall be applicable to all property within the city limits of the city proposed to be developed in whole or in part for single family residential, multi-unit residential or multifamily residential purposes for which a subdivision plat or development plat is required, unless otherwise noted herein.</p> <p>(b) These regulations do not apply to replats of land owned by a governmental unit.</p>	<p>Sec. 42-251. Applicability.</p> <p>(a) The regulations contained in this division shall be applicable to all property within the city limits of the city proposed to be developed in whole or in part for single family residential, <u>multi-unit residential</u> or multifamily residential purposes for which a subdivision plat or development plat is required, unless otherwise noted herein.</p> <p>(b) These regulations do not apply to replats of land owned by a governmental unit.</p>
28	42-252	<p>Sec. 42-252. Park dedication required.</p> <p>(a) Each single family residential subdivision and multifamily residential development shall provide one or a combination of the following for park or open space purposes:</p> <ol style="list-style-type: none"> (1) Fee simple dedication of land suitable in type and location for development of parks within the park sector in which the subdivision or development is located, which land may be, but is not required to be, located within the subdivision or development creating the dedication requirement; or (2) Payment of fees in lieu of the dedication of land for parks in the amount established in section 42-253 of this Code. <p>(b) The amount of land required to be dedicated for parks shall be proportionate to the development calculated on the basis of the following formula:</p> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 10px 0;"> $\frac{10 \text{ ac.} \times \text{No. of DU} \times \text{PPDU}}{1000}$ </div> <p>Where:</p> <p style="padding-left: 20px;">DU = the number of dwelling units in the development;</p> <p style="padding-left: 20px;">PPDU = 1.8, the number of persons per dwelling unit for each dwelling unit; and</p> <p style="padding-left: 20px;">1000 = the number of residents per 10 acres of park land.</p> <p>(c) Recordation of a subdivision plat subject to the requirements of this section shall require one or a combination of the following necessary to satisfy the requirements of subsection (a) of this section taking into account any credits authorized pursuant to section 42-254 of this Code:</p> <ol style="list-style-type: none"> (1) For land dedicated to parks within the subdivision, a fee simple dedication on the subdivision plat of the required park land as approved by the parks director; (2) For land dedicated to parks outside the subdivision, evidence of recording in the appropriate real property records of a deed of the required park land as approved by the parks director; (3) For land established as private park, identification of the required amount of private park as one or more restricted reserves with the following notation on each private park reserve within the subdivision: 'RESERVE RESTRICTED TO PRIVATE PARK PURSUANT TO CHAPTER 42 OF THE CODE OF ORDINANCES, CITY OF HOUSTON, TEXAS. THIS PRIVATE PARK DESIGNATION MAY NOT BE CHANGED WITHOUT APPROVAL OF THE PLANNING COMMISSION OF THE CITY OF HOUSTON, TEXAS.' <p>Land established as a private park for the purposes of this section may not be replatted to change this designation pursuant to section 212.0146 of Chapter 212 without the approval of the commission. The commission shall not approve a replat that would change the private park</p>	<p>Sec. 42-252. Park dedication required.</p> <p>(a) Each single family residential subdivision, <u>multi-unit residential development</u>, and multifamily residential development shall provide one or a combination of the following for park or open space purposes:</p> <ol style="list-style-type: none"> (1) Fee simple dedication of land suitable in type and location for development of parks within the park sector in which the subdivision or development is located, which land may be, but is not required to be, located within the subdivision or development creating the dedication requirement; or (2) Payment of fees in lieu of the dedication of land for parks in the amount established in section 42-253 of this Code. <p>(b) The amount of land required to be dedicated for parks shall be proportionate to the development calculated on the basis of the following formula:</p> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 10px 0;"> $\frac{10 \text{ ac.} \times \text{No. of DU} \times \text{PPDU}}{1000}$ </div> <p>Where:</p> <p style="padding-left: 20px;">DU = the number of dwelling units in the development;</p> <p style="padding-left: 20px;">PPDU = 1.8, the number of persons per dwelling unit for each dwelling unit; and</p> <p style="padding-left: 20px;">1000 = the number of residents per 10 acres of park land.</p> <p>(c) Recordation of a subdivision plat subject to the requirements of this section shall require one or a combination of the following necessary to satisfy the requirements of subsection (a) of this section taking into account any credits authorized pursuant to section 42-254 of this Code:</p> <ol style="list-style-type: none"> (1) For land dedicated to parks within the subdivision, a fee simple dedication on the subdivision plat of the required park land as approved by the parks director; (2) For land dedicated to parks outside the subdivision, evidence of recording in the appropriate real property records of a deed of the required park land as approved by the parks director; (3) For land established as private park, identification of the required amount of private park as one or more restricted reserves with the following notation on each private park reserve within the subdivision: 'RESERVE RESTRICTED TO PRIVATE PARK PURSUANT TO CHAPTER 42 OF THE CODE OF ORDINANCES, CITY OF HOUSTON, TEXAS. THIS PRIVATE PARK DESIGNATION MAY NOT BE CHANGED WITHOUT APPROVAL OF THE PLANNING COMMISSION OF THE CITY OF HOUSTON, TEXAS.' <p>Land established as a private park for the purposes of this section may not be replatted to change this designation pursuant to section 212.0146 of Chapter 212 without the approval of the commission. The commission shall not approve a replat that would change the private park designation unless it determines that alternative private park space that satisfies the requirements of this subsection is available within the original subdivision generating the dedication requirement.</p> <p>(4) Confirmation of deposit into the park and recreation dedication fund of the fee in lieu of dedication in the amount established pursuant to section 42-253 of this Code; or</p>

		<p>designation unless it determines that alternative private park space that satisfies the requirements of this subsection is available within the original subdivision generating the dedication requirement.</p> <p>(4) Confirmation of deposit into the park and recreation dedication fund of the fee in lieu of dedication in the amount established pursuant to section 42-253 of this Code; or</p> <p>(5) A statement on the plat that payment of a required fee in lieu of dedication has been deferred and shall be paid at the then-current fee prior to the issuance of a building permit for each single family dwelling unit within the subdivision.</p> <p>(d) Issuance of a building permit for a single family dwelling unit in a subdivision subject to the requirements of this section for which the payment of fees in lieu of dedication has been deferred pursuant to item (5) above shall require confirmation of deposit into the park and recreation dedication fund of the fee in lieu of dedication in the amount per dwelling unit then required by section 42-253 of this Code.</p> <p>(e) Issuance of a building permit for a multifamily residential development subject to the requirements of this section shall require one or a combination of the following necessary to satisfy the requirements of subsection (a) of this section taking into account any credits authorized pursuant to section 42-254:</p> <p>(1) For land dedicated for park purposes, evidence of recording in the appropriate real property records of a general warranty deed of the required park land as approved by the parks director;</p> <p>(2) Identification of the required amount of private park on an approved development plat; or</p> <p>(3) Confirmation of deposit into the park and recreation dedication fund of the fee in lieu of dedication in the amount established pursuant to section 42-253 of this Code.</p> <p>(f) If the calculation in subsection (b) of this section results in a requirement of less than one-half acre for property located in the area within and bounded by Interstate Highway 610 or one acre for property located in the area outside of Interstate Highway 610, the parks director may require the developer to pay the fee in lieu of land dedication as provided in section 42-253 of this Code. The parks director may approve the dedication of less than one-half acre of property in the area within and bounded by Interstate Highway 610 or one acre of property in the area outside of Interstate Highway 610 if the proposed park is a pocket park the need for which is identified in the Parks Master Plan, is adjacent to an existing park or other public space, provides access to a park, or otherwise presents an opportunity to enhance the city parks system consistent with the Parks Master Plan. This limitation, however, shall not apply to limit the size of compensating open space, which shall be governed by section 42-182 of this Code.</p> <p>(g) Notwithstanding any other provision of this section, the owner of property for which dedication is required may pay a fee in lieu of dedication in the amount determined pursuant to section 42-253 of this Code, and the parks director shall not refuse any payment of a fee in lieu of dedication.</p>	<p>(5) A statement on the plat that payment of a required fee in lieu of dedication has been deferred and shall be paid at the then-current fee prior to the issuance of a building permit for each single family dwelling unit within the subdivision.</p> <p>(d) Issuance of a building permit for a single family dwelling unit in a subdivision subject to the requirements of this section for which the payment of fees in lieu of dedication has been deferred pursuant to item (5) above shall require confirmation of deposit into the park and recreation dedication fund of the fee in lieu of dedication in the amount per dwelling unit then required by section 42-253 of this Code.</p> <p>(e) Issuance of a building permit for a <u>multi-unit residential or</u> multifamily residential development subject to the requirements of this section shall require one or a combination of the following necessary to satisfy the requirements of subsection (a) of this section taking into account any credits authorized pursuant to section 42-254:</p> <p>(1) For land dedicated for park purposes, evidence of recording in the appropriate real property records of a general warranty deed of the required park land as approved by the parks director;</p> <p>(2) Identification of the required amount of private park on an approved development plat; or</p> <p>(3) Confirmation of deposit into the park and recreation dedication fund of the fee in lieu of dedication in the amount established pursuant to section 42-253 of this Code.</p> <p>(f) If the calculation in subsection (b) of this section results in a requirement of less than one-half acre for property located in the area within and bounded by Interstate Highway 610 or one acre for property located in the area outside of Interstate Highway 610, the parks director may require the developer to pay the fee in lieu of land dedication as provided in section 42-253 of this Code. The parks director may approve the dedication of less than one-half acre of property in the area within and bounded by Interstate Highway 610 or one acre of property in the area outside of Interstate Highway 610 if the proposed park is a pocket park the need for which is identified in the Parks Master Plan, is adjacent to an existing park or other public space, provides access to a park, or otherwise presents an opportunity to enhance the city parks system consistent with the Parks Master Plan. This limitation, however, shall not apply to limit the size of compensating open space, which shall be governed by section 42-182 of this Code.</p> <p>(g) Notwithstanding any other provision of this section, the owner of property for which dedication is required may pay a fee in lieu of dedication in the amount determined pursuant to section 42-253 of this Code, and the parks director shall not refuse any payment of a fee in lieu of dedication.</p>
29	42-XX2	<p><u>Secs. 42-x1.1. Multi-Unit Residential (MUR) Performance Standards</u></p> <p><u>One or more buildings on a single tract designed for and containing 3 to 8 dwelling units that meets the MUR performance standards. Multi-Unit Residential includes multiple duplexes, triplexes, quadruplexes, apartments and condominiums.</u></p> <p><u>1.1.1. Intent</u></p> <p><u>A. To incentivize a greater range of naturally occurring affordable housing options.</u></p> <p><u>B. To encourage more small-scale multi-unit housing options.</u></p> <p><u>C. To promote more compact development patterns with street facing homes.</u></p> <p><u>D. To promote access and proximity to an expanded set of mobility options.</u></p> <p><u>E. To better utilize land closer to existing infrastructure.</u></p> <p><u>F. Fire safety services can be provided from the public street</u></p>	



1.1.2. Applicability

The MUR performance standards apply as shown below.

	Site with No Buildings	Site with Existing Buildings			
		Site	New Building	Reuse of Existing Building	Addition to Existing Building
Site Dimensions	●	●	-	-	-
Dwelling Units	●	●	-	-	-
Building Line	●	-	●	-	●
Vehicle Access	●	●	-	-	-
Parking Ratios	●	●	-	-	-
Parking Location	●	-	●	-	●
Massing	●	-	●	-	●
Transparency	●	-	●	-	●
Pedestrian Access	●	●	-	-	-

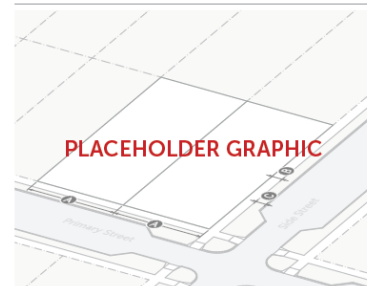
● = Standards apply - = Standards are not applicable

COMMITTEE REVIEW

DRAFT

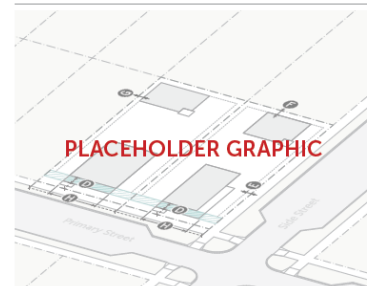
1.1.3. Summary of performance standards

A. SITE



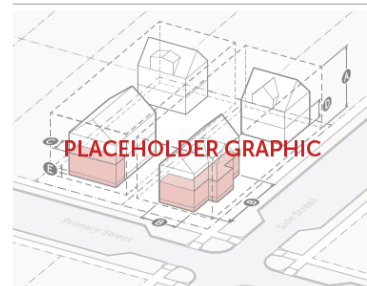
1. Site Dimensions		Sec. XX
Site frontage	Street	
Ⓐ Area (max)	15,000 SF	
Ⓑ Depth (max)	150'	
Ⓒ Width (min)		
Front access	40'	
Rear access	20'	
2. Dwelling Units		Sec. XX
Per site (min/max)	3/8	
3. Building Line		Sec. XX
Ⓓ Street (min)	5'	
Ⓔ Alley (min)		
From centerline, or	12'	
From existing structure across the alley, whichever is greater	24'	
4. Front Yard Fencing		Sec. XX
Height (max)	8'	
Opacity above 3.5' in height (max)	20%	
Setback from property line (min)	1'	

B. PARKING/VEHICLE ACCESS



1. Vehicle Access		Sec. XX
Access from alley (where existing)	Required	
Ⓐ Curb cuts per street front (max)	1	
Ⓑ Drive width (min/max)	12'/18'	
Ⓒ Curb radii (min)	4'	
2. Parking Ratios		Sec. XX
Spaces per unit (min)		
Up to 1,500 SF	1	
More than 1,500 SF	2	
Guest spaces (min)	1 per 6 units	
Spaces required within ½ mile of transit/ ¼ mile of high comfort bike lane	Market-based	
3. Parking Location		Sec. XX
On-site	Required	
Off-site	Not allowed	
Between building and street	Not allowed	

C. BUILDINGS/STREET ACTIVATION



1. Massing		Sec. XX
Ⓐ Building height (max)	30'	
2. Transparency		Sec. XX
Ⓑ Ground story (min)	30%	
3. Pedestrian Access		Sec. XX
Ⓓ Street-facing entrance	Required	
Ⓔ Pedestrian connection to public sidewalk	Required	

1.1.4. Performance standards

Projects that use the MUR performance standards must meet the following requirements.

A. Site Dimensions

1. Site Frontage: A site must have 50' frontage on a public street right-of-way that meets the requirements of Sec. 42-122, not including an alley.
2. Site Depth: No portion of a site can be more than 150 feet from a public street right-of-way, not including an alley.

Insert image

B. Dwelling Units: A site must contain at least 3 dwelling units but can have no more than 8 dwelling units.

C. Building Lines: The building line requirement for a habitable structure along a public street right-of-way, not including an alley is 5 feet except along major thoroughfares. A reduced building line of 15 feet is authorized for a habitable structure along major thoroughfares with right-of-way 80 feet or less. Provide pedestrian connections to the sidewalk.

D. Front Yard Fencing: A fence in a front yard should be non-opaque decorative fence and no more than 4' in height.

E. Vehicle Access

1. Where the property abuts an alley, vehicular access is provided from that alley.
2. On an interior site without alley access, or along an undeveloped alley, one driveway (curb-cut) to or from a street is allowed.
3. On a corner site without alley access, vehicular access is provided from the side street. No more than two driveways (curb-cuts), one per street frontage are allowed per site.
4. A drive to or from a street must be at least 10 feet wide but can be no wider than 16 feet.

Insert image (corner property and midblock property- plan view)

F. Parking Ratios

1. One parking space must be provided for every dwelling unit 1,500 square feet or less in size.

- 2. Two parking spaces must be provided for every dwelling unit over 1,500 square feet in size.
- 3. One guest parking space must be provided for every 6 dwelling units.
- 4. Market based parking for sites located within ½-mile of a high frequency transit stop or blue route stop in an Opportunity Zone, or within ¼-mile of a high comfort bike path, trail or BCycle station.
- 5. When market based parking is applied, one bike parking space must be provided per each dwelling unit.

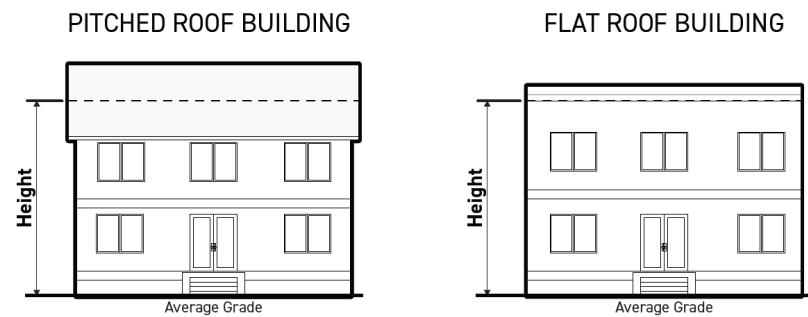
G. Parking Location: All required parking spaces must be provided on-site. When provided, all off-street parking must be located to the side or rear of any improvements on the property.

Insert image

H. Massing

1. Building Height:

- a. No building on the site can exceed 30 feet in height.
- b. Maximum building height is measured as the number of feet from average grade to:
 - i. The mid-point of the roof, for a building with a pitched roof (with slope more than 3:12);
 - ii. The top of the roof deck, for a building with a flat roof (with slope 3:12 or less); and
 - iii. The topmost point of the structure, for all other structures.



(Add slope information)

J. Pedestrian Access

1. Street-Facing Entrance

- a. All units along the street must provide street-facing entrance
- b. To be considered street-facing, an entry feature must face the street it is intended to serve. An entrance directly accessed from an entry feature counts as a street-facing entrance, regardless of if it faces the street or not.

2. Entrance Standards: The required entrance must

- a. provide both pedestrian ingress and egress to the ground floor of a building.
- b. provide access to occupiable space.
- c. provide a minimum 3-foot wide pedestrian connection to the nearest public sidewalk.

Insert image

d. include one of the following entry feature:

- i. Porch;
- ii. Stoop; or
- iii. Recessed entry.

3. Encroachment: A porch or stoop can encroach up to 4 feet into the required building line and cannot have structures above the first floor.

Insert image

30 42-xxx **Div. 1.2. Courtyard Style Development Performance Standards**

A group of small single-family residential lots arranged around a shared open space that meets the Courtyard style development performance standards. Units can be attached or detached but no more than 2 units can be on an individual lot.



1.2.1. Intent

- A. To incentivize a greater range of naturally occurring affordable housing options.
- B. To encourage smaller single-family residential homes that provide functioning open space.
- C. To promote compact development patterns.
- D. To promote access and proximity to an expanded set of mobility options.
- E. To better utilize land closer to existing infrastructure.

1.2.2. Applicability

- A. These standards can only be used on property platted as a unified courtyard style development with single-family restricted lots, reserves and courtyard access drive. Courtyard here does not include roof top courtyards.
- B. The Courtyard style development performance standards apply as shown below.

	Site with No Buildings	Site with Existing Buildings			
		Site	New Building	Reuse of Existing Building	Addition to Existing Building
Site Dimensions	●	●	-	-	-
Building Line	●	-	●	-	●
Courtyard Dimensions	●	●	-	-	-
Courtyard Activation	●	-	●	-	●
Vehicle Access	●	●	-	-	-
Parking Ratios	●	●	-	-	-
Parking Location	●	-	●	-	●
Massing	●	-	●	-	●
Transparency	●	-	●	-	●
Pedestrian Access	●	-	●	-	●

● = Standards apply - = Standards are not applicable

1.2.3. SUMMARY OF PERFORMANCE STANDARDS

A. SITE		B. COURTYARD		C. PARKING/VEHICLE ACCESS		D. BUILDINGS/STREET ACTIVATION	
1. Site Requirements Sec. XX Site frontage Street ① Depth (max) 150' ② Width (min) 40' Unit size (max) 1,500 SF Number of lots per site (min) 3 ③ Lot area (max) 3,500 SF Lot frontage Street, Alley, Courtyard, Pedestrian Path, Common Drive		1. Courtyard Dimensions Sec. XX ① Courtyard area per lot (min) 150 SF Courtyard size for main courtyard (min) 480 SF ② % of lots that must front a courtyard (min) 50% ③ Courtyard width (min) 12' ④ Courtyard depth (min) 12' ⑤ Distance between buildings across courtyard (min) 20'		1. Vehicle Access Sec. XX Access from alley (where existing) Required ① Distance between drives (min) 75' ② Common drive width (min/max) 12'/18' ③ Curb radii (min) 4' 2. Parking Ratios Sec. XX Spaces per unit (min) Up to 1,000 SF 1 More than 1,000 SF 2 Guest spaces (min) 1 per 6 lots Spaces required within ½ mile of transit/ ¼ mile of high comfort bike lane Market-based		1. Massing Sec. XX ① Building height (max) 30' 2. Transparency Sec. XX ② Ground story (min) 30% 3. Pedestrian Access Sec. XX ③ Street-facing entrance Required ④ Pedestrian connection to public sidewalk Required	
2. Building Lines Sec. XX ① Street (min) 5' ② Alley (min) From centerline, or 12' From existing structure across the alley, whichever is greater 24' Courtyard (min) 0'		2. Courtyard Activation Sec. XX Fence height facing courtyard (max) 3.5' Courtyard-facing entrance Required Pedestrian connection to courtyard Required		3. Parking Location Sec. XX On-site Required Off-site Not allowed Consolidated parking (detached from individual lot) Allowed Between building and street Not allowed Between building and courtyard Not allowed			

1.2.4. Performance Standards

Projects that use the Courtyard style development performance standards must meet the following requirements.

A. Site Requirements

1. Site Frontage: A site must have frontage 50 foot frontage on a public street right-of-way that meets the requirements of Sec. 42-122, not including an alley.

2. Site Depth: No portion of a site can be more than 150 feet from a public street right-of-way, not including an alley.

3. Site Width: A site must be at least 50 feet in width.

[Insert image]

4. Lot Area: No individual lot can be more than 3,500 square feet in area.

5. Unit Size: No unit on a site can exceed 1,500 square feet in floor area.

6. Number of Lots: A site must contain at least 3 lots.

7. Lot Frontage:

Each lot on the site must have frontage on one of the following:

a. A public street or alley that meets the requirements of Sec. 42-122;

b. A courtyard that meets the requirements of Sec. 1.2.4.C;

c. A courtyard access drive that meets the requirements of Sec. 1.2.4.D.

d. A pedestrian pathway that is at-least 3 feet wide and connects the dwelling units to courtyard space, parking, and public street.

Insert image

B. Building Lines

1. Street: The building line requirement for a habitable structure along a public street right-of-way other than major thoroughfare and not including an alley, is 5 feet. A reduced building line of 15 feet is authorized for a habitable structure along major thoroughfares with right-of-way 80 feet or less. Provide pedestrian connections to the sidewalk. All units along the public street must face the street with an entry feature.

2. Courtyard: The building line requirement for a structure along a courtyard is 0 feet but there must be at least 20 feet between opposing building facades across the courtyard, measured from edge to edge of the courtyard, including any pedestrian walkways. A courtyard must be at least 12 feet wide and 12 feet deep.

[Insert image]

C. Courtyard Requirements

1. General Requirements

- a. In total, 150 square feet of courtyard area must be provided on-site for every lot.
- b. At least one courtyard must be provided on-site and that courtyard must be at least 480 square feet in area, measured from edge to edge of the courtyard, including any pedestrian walkways. This must be designated as the main courtyard for the project.
- c. A least half of all lots must front the main courtyard. To be considered fronting, at least 50% of the width or depth of the lot must front the main courtyard. This could be the front, rear or side lot line.
- d. Lots and buildings that front the main courtyard must meet the activation requirements of Sec. 1.2.4.C.2.
[Insert image]

- e. Additional courtyards are allowed in order to meet the 150 square foot per lot requirement, but additional courtyards don't have to meet the minimum area of 480 square feet but must meet the minimum width and depth standards below to receive credit for the courtyard requirement.
[Insert image]

- f. Courtyards must be located at grade and may be a mix of impervious or pervious material and may contain elements such as patios, seating areas, landscaping, lighting, and pedestrian walkways.
[Insert image]

2. Courtyard Activation

- a. Each lot with frontage on the main courtyard must provide an entrance that faces the courtyard.
 - i. The entrance must provide both pedestrian ingress and egress to the first floor of a building.
 - ii. The entrance must provide access to occupiable space.
 - iii. The entrance must provide a minimum 3-foot wide pedestrian connection to the main courtyard.
- b. A fence with frontage on the main courtyard cannot exceed 3.5 feet in height. If a fence is installed, a pedestrian access gate must be provided for access to the main courtyard.

D. Vehicle Access

- 1. Where an alley that meets the requirements of Sec. XX abuts a site, all vehicle access must take place from that alley.
- 2. On a site without alley access, or abutting an undeveloped alley midblock, a driveway (curb-cut) is allowed every 75 feet along each street frontage, measured along the property line from edge to edge of the pavement from all existing and proposed driveways located on-site only - does not apply to abutting properties.

- 3. A driveway to or from a street must be at least 12 feet wide but can be no wider than 18 feet, measured from edge to edge of driveway along the property line.
[Insert image]

E. Parking Ratios

- 1. One parking space must be provided for every dwelling unit 1,000 square feet or less in size.
- 2. Two parking spaces must be provided for every dwelling unit over 1,000 square feet in size.
- 3. One guest parking space must be provided for every 6 lots.
- 4. Market based parking (0 minimum required by the city) for sites located within ½-mile of a high frequency transit stop or blue route stop in an Opportunity Zone, or within ¼-mile of a high comfort bike path, trail or BCycle station.

F. Parking Location

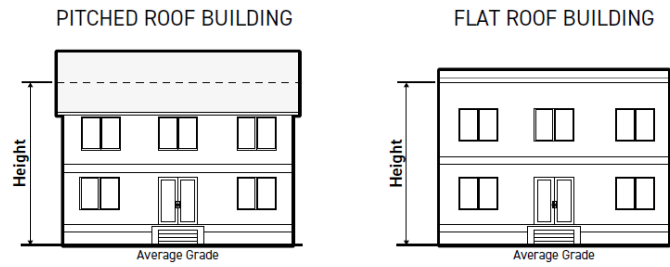
- 1. All required parking spaces must be provided on-site located on the rear or side of the site.
- 2. Consolidated parking located to the side or rear of the site that is detached from individual lots is allowed. Pedestrian access must be provided from consolidated parking areas to each lot the parking area is intended to serve.
[Insert image]

- 3. When provided, no parking space can be located between a street or courtyard and building facade that faces a street or courtyard.

G. Massing

1. Building Height

- a. No building on the site can exceed 30 feet in height.
- b. Maximum building height is measured as the number of feet from average grade to:
 - i. The mid-point of the roof, for a building with a pitched roof (more than 3:12);
 - ii. The top of the roof deck, for a building with a flat roof (3:12 or less); and
 - iii. The topmost point of the structure, for all other structures.



2. Encroachments

The following encroachments are allowed beyond the maximum height limit:

Building Elements and Equipment <i>Attached to or integrated onto the top of a building, not intended for human occupation. Examples include HVAC equipment, wind turbines, solar panels, solar water heaters, exhaust ducts, smokestacks, ventilation fans, chimneys, flues, and vent stacks.</i>	3' max
Safety Barriers <i>Used for safety, screening or protection. Examples include fencing, walls, parapets and railings.</i>	6' max
Vertical Circulation <i>Floor area used only for rooftop access.</i>	10' max
Unenclosed Structures <i>Attached to or integrated onto the roof of a building, intended for human shelter or activity. Examples include shade structures, cabanas, pergolas, outdoor dining, permanent seating, beehives, and cooking facilities.</i>	8' max

1. Pedestrian Access

1. Street-Facing Entrance

a. All lots with frontage on a public street, not including an alley, must provide at least one street facing entry feature.

b. To be considered street-facing, an entrance must face the public street it is intended to serve. An entrance directly accessed from a porch, stoop or recessed entry counts as a street-facing entrance, regardless of if it faces the public street.

insert image

2. Entrance Standards

a. The required entrance must provide both pedestrian ingress and egress to the first floor of a building.

b. The required entrance must provide access to occupiable space.

c. The required entrance must provide a minimum 3-foot wide pedestrian connection to the nearest public sidewalk.

[Insert image]

d. The required entry feature must include one of the following:

i. Porch;

ii. Stoop; or

iii. Recessed entry.

3. Encroachment

A porch or stoop can encroach up to 4 feet into the required building line and cannot have structures above the first floor.

31			<p>Parking table</p> <table border="1"> <thead> <tr> <th colspan="2"><u>Single family residential</u></th> <th colspan="2"><u>Multi-unit residential</u></th> </tr> <tr> <th><u>Dwelling unit size</u></th> <th><u>Required parking</u></th> <th><u>Dwelling unit size</u></th> <th><u>Required parking</u></th> </tr> </thead> <tbody> <tr> <td><u>1500sf or less</u></td> <td><u>1 space</u></td> <td><u>1500sf or less</u></td> <td><u>1 space</u></td> </tr> <tr> <td><u>More than 1500sf</u></td> <td><u>2 spaces</u></td> <td><u>More than 1500sf</u></td> <td><u>2 spaces</u></td> </tr> <tr> <td colspan="2"><u>Market based parking near other modes of transit</u></td> <td colspan="2"><u>Market based parking near other modes of transit</u></td> </tr> <tr> <td colspan="2"><u>One additional parking per every 6 units in shared driveway or PAE developments on site</u></td> <td colspan="2"><u>One bike parking per unit when complying with market-based parking</u></td> </tr> <tr> <td colspan="2"></td> <td colspan="2"><u>One additional parking for every 6 units on site</u></td> </tr> <tr> <td colspan="2"></td> <td colspan="2"></td> </tr> <tr> <th colspan="2"><u>Second dwelling unit</u></th> <th colspan="2"><u>Courtyard style development</u></th> </tr> <tr> <th colspan="2"><u>If first unit has two parking spaces already</u></th> <th><u>Dwelling unit size</u></th> <th><u>Reduced parking</u></th> </tr> <tr> <td><u>1000 sf or less</u></td> <td><u>0 parking spaces</u></td> <td><u>1000sf or less</u></td> <td><u>1 parking space</u></td> </tr> <tr> <td><u>1000 sf -1500 sf</u></td> <td><u>1 parking space</u></td> <td><u>More than 1000sf-1500sf</u></td> <td><u>2 parking spaces</u></td> </tr> <tr> <td><u>More than 1500 sf</u></td> <td><u>2 parking spaces</u></td> <td colspan="2"><u>Market based parking near other modes of transit</u></td> </tr> <tr> <td colspan="2"></td> <td colspan="2"><u>One additional parking per every 6 units on site</u></td> </tr> </tbody> </table>	<u>Single family residential</u>		<u>Multi-unit residential</u>		<u>Dwelling unit size</u>	<u>Required parking</u>	<u>Dwelling unit size</u>	<u>Required parking</u>	<u>1500sf or less</u>	<u>1 space</u>	<u>1500sf or less</u>	<u>1 space</u>	<u>More than 1500sf</u>	<u>2 spaces</u>	<u>More than 1500sf</u>	<u>2 spaces</u>	<u>Market based parking near other modes of transit</u>		<u>Market based parking near other modes of transit</u>		<u>One additional parking per every 6 units in shared driveway or PAE developments on site</u>		<u>One bike parking per unit when complying with market-based parking</u>				<u>One additional parking for every 6 units on site</u>						<u>Second dwelling unit</u>		<u>Courtyard style development</u>		<u>If first unit has two parking spaces already</u>		<u>Dwelling unit size</u>	<u>Reduced parking</u>	<u>1000 sf or less</u>	<u>0 parking spaces</u>	<u>1000sf or less</u>	<u>1 parking space</u>	<u>1000 sf -1500 sf</u>	<u>1 parking space</u>	<u>More than 1000sf-1500sf</u>	<u>2 parking spaces</u>	<u>More than 1500 sf</u>	<u>2 parking spaces</u>	<u>Market based parking near other modes of transit</u>				<u>One additional parking per every 6 units on site</u>	
<u>Single family residential</u>		<u>Multi-unit residential</u>																																																									
<u>Dwelling unit size</u>	<u>Required parking</u>	<u>Dwelling unit size</u>	<u>Required parking</u>																																																								
<u>1500sf or less</u>	<u>1 space</u>	<u>1500sf or less</u>	<u>1 space</u>																																																								
<u>More than 1500sf</u>	<u>2 spaces</u>	<u>More than 1500sf</u>	<u>2 spaces</u>																																																								
<u>Market based parking near other modes of transit</u>		<u>Market based parking near other modes of transit</u>																																																									
<u>One additional parking per every 6 units in shared driveway or PAE developments on site</u>		<u>One bike parking per unit when complying with market-based parking</u>																																																									
		<u>One additional parking for every 6 units on site</u>																																																									
<u>Second dwelling unit</u>		<u>Courtyard style development</u>																																																									
<u>If first unit has two parking spaces already</u>		<u>Dwelling unit size</u>	<u>Reduced parking</u>																																																								
<u>1000 sf or less</u>	<u>0 parking spaces</u>	<u>1000sf or less</u>	<u>1 parking space</u>																																																								
<u>1000 sf -1500 sf</u>	<u>1 parking space</u>	<u>More than 1000sf-1500sf</u>	<u>2 parking spaces</u>																																																								
<u>More than 1500 sf</u>	<u>2 parking spaces</u>	<u>Market based parking near other modes of transit</u>																																																									
		<u>One additional parking per every 6 units on site</u>																																																									
32		Director of solid waste means the director of the department of solid waste management or his designee.	Director of solid waste means the director of the department of solid waste management or his <u>their</u> designee.																																																								
33		Multi-family residential shall mean the use of property with one or more buildings on a parcel designed for and containing an aggregate of three or more dwelling units. Multi-family residential includes apartments, condominiums, triplexes and quadrplexes.	Multi-family residential shall mean the use of property with one or more buildings on a parcel designed for and containing an aggregate of three or more dwelling units. Multi-family residential includes apartments, condominiums, triplexes and quadr a plexes.																																																								
34	42-8	The director is authorized to promulgate forms to use in the implementation of this chapter, including forms for standardized language to be used on the face of subdivision plats and development plats. Prior to the use of any form, the city attorney or the city attorney's designee shall review the form for legal sufficiency and approve each form the city attorney or the city attorney's designee, in his sole professional judgment, determines to be legally sufficient.	The director is authorized to promulgate forms to use in the implementation of this chapter, including forms for standardized language to be used on the face of subdivision plats and development plats. Prior to the use of any form, the city attorney or the city attorney's designee shall review the form for legal sufficiency and approve each form the city attorney or the city attorney's designee, in his <u>their</u> sole professional judgment, determines to be legally sufficient.																																																								
35	42-79	<p>Sec. 42-79. Reconsideration of subdivision plat approval conditions.</p> <p>(a) At the request of the owner of a proposed subdivision, at any time during the period a previous commission approval of a subdivision plat remains valid, but prior to the time that the subdivision plat is filed of record, the commission may reconsider any requirement or condition of approval imposed by it. A request for reconsideration shall:</p> <ol style="list-style-type: none"> (1) Be made in writing; (2) Be submitted to the director in conformance with the provisions of section 42-53 of this Code regarding the submittal of subdivision plats; (3) State the specific requirement or condition of approval requested to be reconsidered and the reasons for reconsideration; and (4) Be accompanied by the applicable fee. <p>(b) Upon consideration of a request for reconsideration, the commission shall reaffirm its previous actions or shall approve the request for reconsideration, with or without conditions, as the commission finds the merits of the situation warrant. The director shall not calendar a request to reconsider the same</p>	<p>Sec. 42-79. Reconsideration of subdivision plat approval conditions.</p> <p>(a) At the request of the owner of a proposed subdivision, at any time during the period a previous commission approval of a subdivision plat remains valid, but prior to the time that the subdivision plat is filed of record, the commission may reconsider any requirement or condition of approval imposed by it. A request for reconsideration shall:</p> <ol style="list-style-type: none"> (1) Be made in writing; (2) Be submitted to the director in conformance with the provisions of section 42-53 of this Code regarding the submittal of subdivision plats; (3) State the specific requirement or condition of approval requested to be reconsidered and the reasons for reconsideration; and (4) Be accompanied by the applicable fee. <p>(b) Upon consideration of a request for reconsideration, the commission shall reaffirm its previous actions or shall approve the request for reconsideration, with or without conditions, as the commission finds the merits of the situation warrant. The director shall not calendar a request to reconsider the same requirement or condition of approval once the commission has rendered a decision upon a</p>																																																								

		<p>requirement or condition of approval once the commission has rendered a decision upon a request for reconsideration unless the applicant presents new information that was not known by the applicant at the time of the original reconsideration.</p> <p>(c) If the relief requested by the applicant requires a variance or special exception, the applicant shall submit a complete amended application for the subdivision plat that contains all of the information required by section 42-47 or 42-48 of this Code, as applicable, and the commission shall make the findings necessary for the granting of a variance or special exception, as applicable, in considering the request for reconsideration.</p> <p>(d) Each request for reconsideration shall be subject to all public hearing and notification requirements that applied to the subdivision plat for which the request for reconsideration is made or that apply to the request for reconsideration. The applicant shall be responsible for providing current information pursuant to section 42-49 of this Code.</p>	<p>request for reconsideration unless the applicant presents new information that was not known by the applicant at the time of the original reconsideration.</p> <p>(c) If the relief requested by the applicant requires a variance or special exception, the applicant shall submit a complete amended application for the subdivision plat that contains all of the information required by section 42-47 or 42-48 of this Code, as applicable, and the commission shall make the findings necessary for the granting of a variance or special exception, as applicable, in considering the request for reconsideration.</p> <p>(d) Each request for reconsideration shall be subject to all public hearing and notification requirements that applied to the subdivision plat for which the request for reconsideration is made or that apply to the request for reconsideration. The applicant shall be responsible for providing current information pursuant to section 42-49 of this Code.</p>
36	42-124	<p>Sec. 42-124. Right-of-way transition.</p> <p>Where a transition from one right-of-way width for any type of street to a different right-of-way width is proposed, the transition shall conform to the geometric design guidelines of the design manual or to other geometric design guidelines that are approved by the Director of Houston Public Works if in his professional opinion the proposed transition is warranted by the circumstances and achieves the intent and purpose of this section.</p>	<p>Sec. 42-124. Right-of-way transition.</p> <p>Where a transition from one right-of-way width for any type of street to a different right-of-way width is proposed, the transition shall conform to the geometric design guidelines of the design manual or to other geometric design guidelines that are approved by the Director of Houston Public Works if in histheir professional opinion the proposed transition is warranted by the circumstances and achieves the intent and purpose of this section.</p>
37	42-130(a)	<p>Sec. 42-130. Intersection exceptions.</p> <p>(a) Nothing in the intersection standards established by sections 42-127 through 42-129 of this Code shall require:</p> <ol style="list-style-type: none"> (1) The crossing of a single existing pipeline by a street more than every 2,000 feet; (2) The crossing of multiple existing pipelines by a street more than once every ½ mile; (3) The crossing of an existing railroad track (other than an industrial lead) or an existing major creek or bayou in a drainage easement having a width of 300 feet or more by any street other than a major thoroughfare; (4) The crossing of a drainage channel required by a governmental entity with flood control jurisdiction to be located in a recorded drainage easement having a required width of 220 feet or more by a street more than every ½ mile; (5) The crossing of a drainage channel required by a governmental entity with flood control jurisdiction to be located in a recorded drainage easement having a required width of less than 220 feet and more than 100 feet by a street more than every 2,000 feet; (6) The crossing of a stormwater detention facility required by a governmental entity with flood control jurisdiction by a street more than once every 2,000 feet; (7) The crossing by any street other than a major thoroughfare of any portion of Addicks Reservoir, Barker Reservoir, Sheldon Reservoir, the Houston Ship Channel or Lake Houston that is wider than 100 feet; or (8) The crossing of any portion of a golf course by a local street more than once every 2,800 feet, provided that the golf course provides 60 feet of frontage at the location where each street intersection would otherwise occur. 	<p>Sec. 42-130. Intersection exceptions.</p> <p>(a) Nothing in the intersection standards established by sections 42-127 through 42-129 of this Code shall require:</p> <ol style="list-style-type: none"> (1) The crossing of a single existing pipeline by a street more than every 2,000 feet; (2) The crossing of multiple existing pipelines by a street more than once every ½ mile; (3) The crossing of an existing railroad track (other than an industrial lead) or an existing major creek or bayou in a drainage easement having a width of 300 feet or more by any street other than a major thoroughfare; (4) The crossing of a drainage channel required by a governmental entity with flood control jurisdiction to be located in a recorded drainage easement having a required width of 220 feet or more by a street more than every ½ mile; (5) The crossing of a drainage channel required by a governmental entity with flood control jurisdiction to be located in a recorded drainage easement having a required width of less than 220 feet and more than 100 feet by a street more than every 2,000 feet; (6) The crossing of a stormwater detention facility required by a governmental entity with flood control jurisdiction by a street more than once every 2,000 feet; (7) The crossing by any street other than a major thoroughfare of any portion of Addicks Reservoir, Barker Reservoir, Sheldon Reservoir, the Houston Ship Channel or Lake Houston that is wider than 100 feet; or (8) The crossing of any portion of a golf course by a local street more than once every 2,800 feet, provided that the golf course provides 60 feet of frontage at the location where each street intersection would otherwise occur.

38	42-164	<p>Sec. 42-164. Transit-oriented development streets and walkable places streets</p> <p>(a) This section shall apply to any improvement requiring a building permit or development within a lot on a walkable places street or transit-oriented development street.</p> <p>(b) The portion of a lot or development that is adjacent to a primary street shall have a building line requirement of zero feet and the lot or development must comply with the requirements of article IV of this chapter.</p> <p>(c) A building line of zero feet is authorized for the portion of a lot or development that is adjacent to a secondary street if the lot or development complies the requirements of article IV of this chapter. Any lot or development that does not meet the standards of this subsection must be in compliance with the standard building line requirement otherwise required by this article for the corresponding type of street and tract description.</p> <p>(d) Except when a special minimum building line requirement is applicable, this section shall prevail over the building line requirement otherwise required or authorized by this chapter.</p>	<p>Sec. 42-164. Transit-oriented development streets and walkable places streets</p> <p>(a) This section shall apply to any improvement requiring a building permit or development within a lot on a walkable places street or transit-oriented development street.</p> <p>(b) The portion of a lot or development that is adjacent to a primary street shall have a building line requirement of zero feet and the lot or development must comply with the requirements of article IV of this chapter.</p> <p>(c) A building line of zero feet is authorized for the portion of a lot or development that is adjacent to a secondary street if the lot or development complies <u>with</u> the requirements of article IV of this chapter. Any lot or development that does not meet the standards of this subsection must be in compliance with the standard building line requirement otherwise required by this article for the corresponding type of street and tract description.</p> <p>(d) Except when a special minimum building line requirement is applicable, this section shall prevail over the building line requirement otherwise required or authorized by this chapter.</p>
39	42-191	<p>Sec. 42-191. One foot reserves.</p> <p>Subdivision plats shall provide a one-foot reserve within the street right-of-way as a buffer strip dedicated to the public to prevent access to public streets when a proposed public street stub ends into adjacent acreage or where the proposed public street is adjacent to the plat boundary and abutting acreage.</p> <p>The following notation shall be placed upon the face of the subdivision plat:</p> <p style="padding-left: 40px;">"ONE-FOOT RESERVE DEDICATED TO THE PUBLIC IN FEE AS A BUFFER SEPARATION BETWEEN THE SIDE OR END OF STREETS WHERE SUCH STREETS ABUT ADJACENT PROPERTY, THE CONDITION OF THIS DEDICATION BEING THAT WHEN THE ADJACENT PROPERTY IS SUBDIVIDED OR RE-SUBDIVIDED IN A RECORDED SUBDIVISION PLAT, THE ONE-FOOT RESERVE SHALL THEREUPON BECOME VESTED IN THE PUBLIC FOR STREET RIGHT-OF-WAY PURPOSES AND THE FEE TITLE THERETO SHALL REVERT TO AND REVEST IN THE DEDICATOR, HIS HEIRS, ASSIGNS OR SUCCESSORS."</p>	<p>Sec. 42-191. One foot reserves.</p> <p>Subdivision plats shall provide a one-foot reserve within the street right-of-way as a buffer strip dedicated to the public to prevent access to public streets when a proposed public street stub ends into adjacent acreage or where the proposed public street is adjacent to the plat boundary and abutting acreage.</p> <p>The following notation shall be placed upon the face of the subdivision plat:</p> <p style="padding-left: 40px;">"ONE-FOOT RESERVE DEDICATED TO THE PUBLIC IN FEE AS A BUFFER SEPARATION BETWEEN THE SIDE OR END OF STREETS WHERE SUCH STREETS ABUT ADJACENT PROPERTY, THE CONDITION OF THIS DEDICATION BEING THAT WHEN THE ADJACENT PROPERTY IS SUBDIVIDED OR RE-SUBDIVIDED IN A RECORDED SUBDIVISION PLAT, THE ONE-FOOT RESERVE SHALL THEREUPON BECOME VESTED IN THE PUBLIC FOR STREET RIGHT-OF-WAY PURPOSES AND THE FEE TITLE THERETO SHALL REVERT TO AND REVEST IN THE DEDICATOR, HIS <u>THEIR</u> HEIRS, ASSIGNS OR SUCCESSORS."</p>
40	42-233	<p>Sec. 42-233. Fire protection.</p> <p>(a) Fire hydrants shall be located along each private street in a manner that will allow fire fighting apparatus to park and connect by hose to a hydrant not more than 300 feet away and reach any part of any building within the development with a 200-foot long hose extending from the equipment. The hose distance shall be measured as laid on the ground, around buildings, fences and other obstacles, and not as an aerial radius from a hydrant or parked equipment. Notwithstanding the foregoing, fire hydrants shall be located not more than 600 feet apart, unless the fire chief approves a different configuration where, in his professional judgement, fire protection needs can be adequately provided.</p> <p>(b) If a multi-family residential building will be constructed over and across a private street, the unobstructed overhead clearance of the multi-family residential building shall be not less than 14 feet measured between the highest point of the private street paving under the building and the lowest part of the building or associated parts thereof.</p>	<p>Sec. 42-233. Fire protection.</p> <p>(a) Fire hydrants shall be located along each private street in a manner that will allow fire fighting apparatus to park and connect by hose to a hydrant not more than 300 feet away and reach any part of any building within the development with a 200-foot long hose extending from the equipment. The hose distance shall be measured as laid on the ground, around buildings, fences and other obstacles, and not as an aerial radius from a hydrant or parked equipment. Notwithstanding the foregoing, fire hydrants shall be located not more than 600 feet apart, unless the fire chief approves a different configuration where, in his <u>their</u> professional judgement, fire protection needs can be adequately provided.</p> <p>(b) If a multi-family residential building will be constructed over and across a private street, the unobstructed overhead clearance of the multi-family residential building shall be not less than 14 feet measured between the highest point of the private street paving under the building and the lowest part of the building or associated parts thereof.</p> <p>(c) The fire chief shall review and approve each development plat that provides for one or more multi-family residential buildings and shall provide the director with recommendations regarding the adequacy of the design of the development to provide sufficient emergency access to all buildings by firefighters and fire fighting equipment, considering the kinds of equipment and methods of fire-fighting in use by the fire department of the city, the location of buildings in the proposed development and their relationship to existing and proposed fire hydrants and any other factors that may affect the safety and general welfare of the public and the occupants of the buildings to be constructed.</p>

		(c) The fire chief shall review and approve each development plat that provides for one or more multi-family residential buildings and shall provide the director with recommendations regarding the adequacy of the design of the development to provide sufficient emergency access to all buildings by firefighters and fire fighting equipment, considering the kinds of equipment and methods of fire-fighting in use by the fire department of the city, the location of buildings in the proposed development and their relationship to existing and proposed fire hydrants and any other factors that may affect the safety and general welfare of the public and the occupants of the buildings to be constructed.	
41	42-273	<p>Sec. 42-273. Major activity center designation.</p> <p>(a) The city council may designate any area within the city as a Major Activity Center that meets each of the following criteria:</p> <ol style="list-style-type: none"> (1) The area contains two or more major thoroughfares or abuts a freeway, tollway, or transit corridor street; (2) The area is comprised of at least 400 acres of land; (3) The area is comprised of at least 10,000,000 square feet of gross floor area developed for uses other than single-family residential use; (4) Not more than three percent of the area is in use for or restricted to single-family residential use; (5) The area contains properties used for two or more of the following uses: office, commercial, institutional, or multi-family. (6) The area is comprised of contiguous tracts and contains no out tracts as determined by the director in his sole professional judgment. <p>(b) The city council may expand the boundaries of a MAC to include any area abutting the MAC if the boundaries of the MAC as expanded continue to satisfy the criteria of subsection (a) of this section.</p> <p>(c) An application for the designation or expansion of a MAC shall be filed with the department by one or more owners of property within an area that meets the criteria of subsection (a) of this section, and shall be made on an application form provided by the department. The director shall forward applications that meet the criteria of subsection (a) of this section to the commission which shall hold a public hearing on the application.</p> <p>(d) The director shall cause notice to be given of a public hearing before the commission to each owner of property within the proposed MAC or area proposed to be added to a MAC and each owner of property in use for or restricted to single-family residential use within 250 feet of the proposed area as shown on the current appraisal district records. Notice shall be given by United States mail no later than 30 days before the date of the public hearing. The applicant shall give notice of the public hearing before the commission by posting at least two signs within the boundaries of the proposed MAC no later than 30 days before the date of the public hearing. The signs shall be placed at locations selected by the director as reasonably calculated to be seen by occupants of property within the proposed MAC and facing at least one public right-of-way. Each sign shall be a minimum of four by eight feet in size, and shall contain at a minimum the following items of information:</p> <ol style="list-style-type: none"> (1) That the area is being considered for designation as a MAC; (2) A general description of the area being considered for designation; (3) The date of the public hearing on the designation; and (4) The name and telephone number of a person within the department who can be contacted for additional information. <p>If the director, in his sole discretion, determines that the size, configuration, traffic patterns or other characteristics of the proposed area warrant the placement of additional signs, the director shall</p>	<p>Sec. 42-273. Major activity center designation.</p> <p>(a) The city council may designate any area within the city as a Major Activity Center that meets each of the following criteria:</p> <ol style="list-style-type: none"> (1) The area contains two or more major thoroughfares or abuts a freeway, tollway, or transit corridor street; (2) The area is comprised of at least 400 acres of land; (3) The area is comprised of at least 10,000,000 square feet of gross floor area developed for uses other than single-family residential use; (4) Not more than three percent of the area is in use for or restricted to single-family residential use; (5) The area contains properties used for two or more of the following uses: office, commercial, institutional, or multi-family. (6) The area is comprised of contiguous tracts and contains no out tracts as determined by the director in histheir sole professional judgment. <p>(b) The city council may expand the boundaries of a MAC to include any area abutting the MAC if the boundaries of the MAC as expanded continue to satisfy the criteria of subsection (a) of this section.</p> <p>(c) An application for the designation or expansion of a MAC shall be filed with the department by one or more owners of property within an area that meets the criteria of subsection (a) of this section, and shall be made on an application form provided by the department. The director shall forward applications that meet the criteria of subsection (a) of this section to the commission which shall hold a public hearing on the application.</p> <p>(d) The director shall cause notice to be given of a public hearing before the commission to each owner of property within the proposed MAC or area proposed to be added to a MAC and each owner of property in use for or restricted to single-family residential use within 250 feet of the proposed area as shown on the current appraisal district records. Notice shall be given by United States mail no later than 30 days before the date of the public hearing. The applicant shall give notice of the public hearing before the commission by posting at least two signs within the boundaries of the proposed MAC no later than 30 days before the date of the public hearing. The signs shall be placed at locations selected by the director as reasonably calculated to be seen by occupants of property within the proposed MAC and facing at least one public right-of-way. Each sign shall be a minimum of four by eight feet in size, and shall contain at a minimum the following items of information:</p> <ol style="list-style-type: none"> (1) That the area is being considered for designation as a MAC; (2) A general description of the area being considered for designation; (3) The date of the public hearing on the designation; and (4) The name and telephone number of a person within the department who can be contacted for additional information. <p>If the director, in histheir sole discretion, determines that the size, configuration, traffic patterns or other characteristics of the proposed area warrant the placement of additional signs, the director shall cause an appropriate number of additional signs to be posted. All costs associated with the notice provisions of this section are to be paid by the applicant.</p> <p>(e) After the close of the public hearing, the commission shall vote on whether to recommend to the city council the designation of the proposed area that meets the criteria of subsection (a). If the commission votes to recommend the designation of the proposed area, by majority vote of those members present and voting, the director shall forward the recommendation to city council for consideration. If the commission does not vote to recommend the designation of the proposed area, the action of the commission with respect to the application is final. If the commission does not recommend designation of an area as a MAC or as an addition to a MAC,</p>

	<p>cause an appropriate number of additional signs to be posted. All costs associated with the notice provisions of this section are to be paid by the applicant.</p> <p>(e) After the close of the public hearing, the commission shall vote on whether to recommend to the city council the designation of the proposed area that meets the criteria of subsection (a). If the commission votes to recommend the designation of the proposed area, by majority vote of those members present and voting, the director shall forward the recommendation to city council for consideration. If the commission does not vote to recommend the designation of the proposed area, the action of the commission with respect to the application is final. If the commission does not recommend designation of an area as a MAC or as an addition to a MAC, the department shall not accept an application for designation of the same or substantially the same area for one year following the date of the commission action.</p> <p>(f) Upon receipt of the recommendation of the commission, the city council shall hold a public hearing on the recommendation. After the close of the public hearing the city council shall consider the recommendation of the commission and, consistent with the criteria of subsection (a), approve or deny the proposed designation. The decision of the city council with respect to a designation shall be final. If the city council does not designate an area proposed as a MAC, the department shall not accept an application for designation of the same or substantially the same area for one year following the date of the city council action.</p>	<p>the department shall not accept an application for designation of the same or substantially the same area for one year following the date of the commission action.</p> <p>(f) Upon receipt of the recommendation of the commission, the city council shall hold a public hearing on the recommendation. After the close of the public hearing the city council shall consider the recommendation of the commission and, consistent with the criteria of subsection (a), approve or deny the proposed designation. The decision of the city council with respect to a designation shall be final. If the city council does not designate an area proposed as a MAC, the department shall not accept an application for designation of the same or substantially the same area for one year following the date of the city council action.</p>
--	--	--

DRAFT FOR COMMITTEE REVIEW